City of SACRAMENTO
Community Development

ADDENDUM TO A CERTIFIED ENVIRONMENTAL IMPACT REPORT

SCH# 2007042070

The City of Sacramento, California, a municipal corporation, does hereby prepare, make declare, and publish the Addendum to a certified Environmental Impact Report for the following described project:

Project Name and Number: Delta Shores East Phase (P23-018)

Original Project: Delta Shores (P06-197)

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 addendum, would have a significant effect on the environment beyond that which was evaluated in the previously certified environmental impact report (EIR). A Subsequent EIR is not required pursuant to the California Environmental Quality Act of 1970 (Sections 21000, et. Seq., Public Resources Code of the State of California).

This Addendum to a certified EIR has been prepared pursuant to Title 14, Section 15164 of the California Code of Regulations; the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

A copy of this document and all supportive documentation may be reviewed or obtained at the City of Sacramento, Community Development Department, Planning Division, 300 Richards Boulevard, Sacramento, California 95811.

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

Date: August 29, 2024

By: Scott Johnson for Tom Buford

Addendum #3

Delta Shores Final Environmental Impact Report (SCH No. 2007042070)

AUGUST 2024

Prepared for:

CITY OF SACRAMENTO
300 Richards Boulevard, Third Floor
Sacramento, California 95811
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Acronyms and Abbreviations

Acronym/Abbreviation	Definition
AQMP	Air Quality Management Plan
BCI	Bat Conservation International
BMP	best management practices
CALGreen	California Green Building Standards Code
CARB	California Air Resources Board
CCR	California Code of Regulations
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CGS	California Geologic Survey
CO	carbon monoxide
CRHR	California Register of Historical Resources
DPM	diesel particulate matter
DSH	Diameter Standard Height
du/ac	dwelling unit per acre
EIR	Environmental Impact Report
EPA	U.S. Environmental Protection Agency
ESA	Environmental Site Assessment
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
GHG	greenhouse gas
GSA	groundwater sustainability agencies
GSP	groundwater sustainability plans
HDR	high density residential
HVAC	heating, ventilation and air conditioning
I	Interstate
LOS	level of service
MBTA	Migratory Bird Treaty Act
MDO	Medium Density Overlay
MDR	medium density residential
MM	Mitigation Measure
MRZ	mineral resource zones
MU	Mixed Use
NAHC	Native American Heritage Commission
NO_x	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
O_3	ozone
OS	Open Space
$PM_{2.5}$	fine particulate matter
PM_{10}	coarse particulate matter

Acronym/Abbreviation	Definition
PUD	Planned Unit Development
RWQCB	Regional Water Quality Control Board
SACOG	Sacramento Area Council of Governments
SB	Senate Bill
SFD	Sacramento Fire Department
SGMA	Sustainable Groundwater Management Act
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMARA	Surface Mining and Reclamation Act
SMUD	Sacramento Municipal Utilities District
SPD	Sacramento Police Department
SRCSD	Sacramento Regional County Sanitation District
SRWTP	Sacramento Regional Wastewater Treatment Plant
SSHCP	South Sacramento Habitat Conservation Plan
SVAB	Sacramento Valley Air Basin
SWPPP	stormwater pollution prevention plan
SWRCB	State Water Resources Control Board
TMA	Transportation Management Association
VMT	vehicle miles traveled
WSA	water supply assessment

1 Introduction

1.1 Delta Shores Environmental Impact Report

This document is an addendum to the previously certified Environmental Impact Report (EIR) (State Clearinghouse No. 2007042070) for the City of Sacramento Delta Shores Project (Delta Shores). This addendum, along with the EIR and two previous addenda,[1] serve as the environmental review for Addendum #3 (Project), as required pursuant to the provisions of the California Environmental Quality Act (CEQA), California Public Resources Code Sections 21000 et seq., and the CEQA Guidelines (14 CCR 15000 et seq.).

The EIR was prepared to address the environmental impacts associated with implementation of Delta Shores and related actions and was certified by the Sacramento City Council on January 13, 2009. The EIR found that potentially significant impacts related to agricultural resources, biological resources, cultural resources, hazards, and public services could be mitigated to levels that are less than significant. However, the EIR determined that impacts related to air quality, noise, and traffic and circulation could not be mitigated to levels that are less than significant, and therefore, these impacts were identified as significant and unavoidable. Accordingly, in certifying the EIR, and consistent with CEQA Guidelines Sections 15091 and 15093 et al., the City of Sacramento (City) made written findings and adopted a statement of overriding considerations that concluded that the benefits of Delta Shores and related actions would outweigh its significant and unavoidable environmental impacts in the areas of air quality, noise, and traffic and circulation. Two previous addenda to the certified EIR have been completed, one in 2015 and one in 2021.

As documented in this addendum, the Project would not result in any new or substantially more severe environmental impacts than those considered and addressed in the EIR. Pursuant to the provisions of CEQA and the CEQA Guidelines, the City is the lead agency with the principal responsibility for deciding whether or not to approve the requested action. As part of the decision-making process, the City is required to review and consider the potential environmental effects that could result from construction and operation of the Project.

1.2 Environmental Procedures

The EIR was prepared in conformance with CEQA Guidelines Section 15168. Section 15168(c) states that a later activity within the program analyzed in an EIR is to be examined under CEQA Guidelines Section 15162. CEQA Guidelines Section 15168(c)(3) requires that feasible mitigation measures developed in an EIR be incorporated into subsequent actions in the program. Finally, CEQA Guidelines Section 15168(c)(4) calls for a "written checklist or similar device" to document the agency's analysis.

Pursuant to Section 21166 of CEQA and Section 15162 of the CEQA Guidelines, if the lead agency determines that one or more of the conditions set forth under Section 15162 are met, a subsequent EIR or negative declaration shall be prepared for the project.

[1] The Addendum to the Delta Shores EIR for the Delta Shores Regional Commercial Center Project was approved on April 3, 2015. The Delta Shores shopping center required Site Plan and Design Review, a Delta Shores PUD Guidelines Amendment, and Conditional Use Permits. The Addendum to the Environmental Impact Report for the Delta Shores MDR-5 and MDR-8 Project (P20-024) was approved on April 22, 2021. Under this addendum, MDR-9 was absorbed into MDR-5 and MDR-8 which required a General Plan Amendment and Rezone.

Where none of the conditions specified in Section 15162 are present, the lead agency shall not prepare a subsequent or supplemental EIR (14 CCR 15162[a]), but may prepare a negative declaration, an addendum, or no further CEQA documentation. Section 15164 of the CEQA Guidelines states that an addendum to an EIR shall be prepared "if some changes or additions are necessary, but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred."

In accordance with the CEQA Guidelines, the City has determined that an addendum to the EIR is the appropriate environmental document for the Project. This addendum analyzes the changes proposed by the Project and any pertinent changes to the circumstances under which the Project is undertaken that have occurred since the EIR was certified. It also analyzes any new information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time that the EIR was certified. It further examines whether, as a result of any changes or any new information, a subsequent or supplemental EIR may be required.

The environmental checklist form and analysis have been completed by the lead agency, the City. Each environmental topic discussed in this addendum includes an overview of the impacts to the environment evaluated in the EIR, a comparison between this Project's effects on the environment and the effects evaluated in the EIR, and a determination whether the Project's physical effects on the environment are within the scope of those analyzed in the EIR. Where the EIR identified compliance with General Plan policies and implementation measures as avoiding significant environmental effects, the applicability of such policies and implementation measures to the Project and their effect is described. Where the EIR identified additional mitigation measures to ensure that the potentially significant effects identified by the EIR were addressed (pursuant to 14 CCR 15168[c]), those mitigation measures are also identified in this addendum, as applicable.

1.3 Environmental Documentation

This addendum relies on the environmental analysis in the Delta Shores EIR (SCH No. 2007042070) and the 1988 General Plan, which governs the Project under the terms of the Project's Development Agreement. This addendum incorporates by reference the EIR and the technical analyses and documents that relate to the Project or provide additional information concerning the environmental setting of the Project.

The analysis disclosed in this addendum is based on the knowledge and expertise of the City's Community Development staff, as well as the following technical studies and/or planning documents specific to the Project:

- City of Sacramento 1988 General Plan
- City of Sacramento City Code
- Certified EIR for Delta Shores (SCH No. 2007042070) and the associated Statement of Overriding Considerations
- Delta Shores Mitigation Monitoring and Reporting Program (Appendix A)
- Air Quality Management Plan (Appendix B)
- Noise Memo (Appendix C)

The technical studies/documents are available for review at the City of Sacramento Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, California 95811.

2 Project Description

2.1 Project Overview

The Project consists of several parcels located within Delta Shores, which was approved in 2009. Delta Shores, as assessed in the certified 2009 EIR, included the development of an approximately 782-acre master planned community in south Sacramento adjacent to the southern city limits. Delta Shores included a mix of residential uses with two mixed-use commercial centers, schools, parks, and limited office uses. Delta Shores is envisioned as a compact residential community of up to 5,222 residences with two mixed-use retail centers—a Regional Village Center (Village Center) and a neighborhood-serving residential mixed-use retail area (Residential/Mixed-Use area).

The master developer, M&H Realty Partners VI, LP (applicant), is seeking changes to Delta Shores, which would entail amendments to the associated Development Agreement and the Delta Shores Planned Unit Development (PUD), which constitute the Project assessed in this document. The applicant is proposing to change the designation of two existing high density residential (HDR) parcels in the southern portion of Delta Shores to medium density residential (MDR). The Project also proposes to reduce the size of the Community Park from 26.72 acres to 10.98 acres and rezone the western portion of P-10 (15.53 acres) from Community Park to high density residential (HDR-12). The Project would also remove the 3.069-acre community center planned to the west of parcel P-11 and replace it with public park space. Finally, the merger of Lot WF-1, which was reserved for a potential water tank to be constructed by the City at a future date, into MDR-19 provides for the development of approximately 10 additional dwelling units lost with the Meadowview 102 connector road right-of-way. These three designation changes would allow for a net increase of residential land use in Delta Shores to realize up to 353 dwelling units of the 5,222 dwelling units evaluated in the Delta Shores EIR. These designation changes would allow the residential unit total for Delta Shores to achieve a maximum of 5,102 dwelling units, which would not exceed the overall 5,222-unit count assessed under the Delta Shores EIR.

Additionally, since the time that Delta Shores was originally approved, there has been a change in the City's Quimby Ordinance and City Code for public park land dedication from 5 acres per 1,000 residents to 3.5 acres per 1,000 residents (Ordinance No. 2017-009, Section 17.512.020.B.3). As such, the applicant is proposing a change in the public park land dedication requirement in Delta Shores and the Development Agreement as it pertains to the remaining undeveloped residentially zoned property in order to match current City ordinance requirements for public park land dedication for residential land uses going forward.

Delta Shores originally included two grade-separated pedestrian bridges: one across Cosumnes River Boulevard (between Street B and 24th Street) and another across Delta Shores Circle South (between the D Street loop). The applicant is proposing to replace the pedestrian bridges with dedicated signalized pedestrian crossings at three locations along Delta Shores Circle South. The crossing of Cosumnes River Boulevard would be accommodated with high visibility markings and widened sidewalks that tie the Delta Shores trail system at the traffic signal crossing to the intersection of Cosumnes River Boulevard and Tidal Street. The applicant is also proposing the addition of a 25-foot-wide public access easement for an off-street trail corridor that extends from Delta Shores Circle South along the southern property line of HDR-12 to the Community Park.

The Project would also add a roadway connection, requested by the City, from 24th Street to an undeveloped 102-acre City-owned property, known as Meadowview 102, located to the east of the project site (Figure 1, Project Components).

Additionally, the Project would create a larger than originally approved Lot S-1 near the southwestern corner of the new HDR-12 parcel for the future development of a regional sewer lift station and the addition of a public access easement for an off-street trail corridor that extends from Delta Shores Circle South along the southern property line of HDR-12 to the Community Park, as depicted on the modified large lot tentative map (Figure 2, Large Lot Tentative Map). Lastly, Lot WF-1, which was reserved for a potential water tank to be constructed by the City at a future date, would be relocated off the property and the land merged into MDR-19 for development by the applicant.

Lastly, the Project will include dedication of a wetland preserve area, depicted as Lot W-1, containing 16.48 acres, and Lot W-2, containing 6.46 acres, on Figure 1 to the City of Sacramento in accordance with the U.S. Army Corps of Engineers Section 404 Permit, the U.S. Fish and Wildlife Service Section 7 Biological Opinion, the Section 401 Water Quality Certification from the Central Valley Regional Water Quality Control Board, and/or the Section 1601 Streambed Alteration Agreement from the California Department of Fish and Wildlife. The City of Sacramento will accept fee title to the Wetland Preserve Lots as provided in the Amendment to the Development Agreement.

2.2 Project Summary

As described in Section 2.1, Project Overview, the applicant is proposing to modify Delta Shores to reduce the public park land dedication requirement in accordance with the current City Ordinance and to allow high density multifamily housing, to redesignate two HDR parcels to MDR, to replace two pedestrian bridges with three new pedestrian crossings and one enhanced pedestrian crossing, to dedicate right-of-way for the construction of a connector road to Meadowview 102 northeast of the project site, to remove a private community center making the area and open space public park land, to create a larger lot for the future development of a sewer lift station, to add a public access easement for an off-street trail, and to remove a parcel that had been reserved for a future City water tank. The specific actions required to make these changes include adoption of an addendum, a revision to the Delta Shores Development Agreement, an amendment to the approved Finance Plan, an amendment to the approved Air Quality Management Plan, a rezone, an amendment to the PUD Schematic Plan, an amendment to the PUD Guidelines, and a subdivision of the vacant park parcel from the previously approved large lot tentative map into three lots with corresponding modification of the existing large lot tentative map. Each of these actions is explained in detail in Section 2.2.3, Project Description.

2.2.1 Project Location

Delta Shores is 782 acres and generally bounded by Freeport Boulevard to the west, the Sacramento Regional Wastewater Treatment Plant to the south and east, the Stone-Boswell property and Meadowview 102 to the east, and the Meadowview neighborhood to the north. Interstate (I) 5 runs through the western side of the Project area and the Sacramento River is immediately west of the Project area adjacent to Freeport Boulevard (Figure 3, Project Location).

The two pedestrian bridges were to be located across Cosumnes River Boulevard (between Street B [now Tidal Street] and 24th Street) and across Delta Shores Circle South (between the D Street loop [now Delta View Avenue] and Watershed Street). These two bridges would not be constructed in lieu of proposed dedicated signalized pedestrian crossings at three locations along Delta Shores Circle South. The crossing of Cosumnes River Boulevard would be accommodated with widened sidewalks that tie the trail system to the intersection of Cosumnes River Boulevard and Tidal Street traffic signal crossing. The two currently designated HDR parcels (HDR-9 and HDR-10) that are proposed to be changed to MDR parcels are located along the southern edge of the PUD along Delta Shores Circle South. The reduction of the Community Park land dedication allows for a new HDR parcel (HDR-12) located at the southeastern corner of the intersection of Delta Shores Circle South and Cosumnes River Boulevard. The

proposed Connector Road would extend from 24th Street north of Cosumnes River Boulevard eastward to the Meadowview 102 property line. The public access easement would extend from Delta Shores Circle South along the southern property line of HDR-12 to the Community Park. Lot WF-1, which would become part of parcel MDR-19, is located at the southernmost edge of Delta Shores east of 24th Street (Figure 1).

2.2.2 Project History

In 1983, the City approved the Delta Shores PUD, which was intended to be comprised of predominately employment-generating uses (i.e., high technology industrial, office, commercial, and retail) with limited residential development (City of Sacramento 2008). However, the Delta Shores site remained undeveloped, aside from some utilities (sewer, storm drain), and was used primarily for agricultural purposes through 2009.

In 2009, the City Council approved a series of entitlements relating to the development of Delta Shores, including approval of a new Delta Shores PUD, which envisioned a mix of commercial and residential development, and various other entitlements including a Development Agreement, the original Delta Shores Public Facilities Finance Plan (2009 Finance Plan), master and tentative parcel maps, and the certification of the EIR, to which this document is an addendum. Development of Delta Shores commenced in 2013 with the construction of the I-5 Cosumnes River Boulevard interchange and expressway, in addition to backbone roadway, utility, drainage, and wetland facilities. This was followed by the completion of the Phase 1 regional retail development immediately west of the I-5 freeway (shown on Figure 4, Surrounding Uses). Housing development commenced in 2022 on the east and west sides of I-5, south of Cosumnes River Boulevard. No additional development has occurred to date.

On January 13, 2009, the City adopted Resolution No. 2009-030 certifying the Delta Shores EIR (State Clearinghouse No. 2007042070) and adopting the Delta Shores Mitigation Monitoring and Reporting Program. In August 2012, the City established the Delta Shores Planning Area Regional Infrastructure Fee, which provided for the reimbursement of the costs related to the construction of the I-5 interchange and Cosumnes River Boulevard extension to the applicant (City of Sacramento 2019). In September of 2019, the City approved the Delta Shores Impact Fee program and rescinded the Regional Infrastructure Fee. In addition to providing a financial update to reflect current costs and adding a nexus study to provide the legally required findings necessary for the establishment of a Delta Shores Impact Fee, the fee program also allocated a proportionate share of infrastructure improvement costs to the approximately 140.7-acre Stone-Boswell property, located immediately east of Delta Shores (Figure 4).

The Stone Beetland Project, which has been identified for the Stone-Boswell property, is a Transit Priority Project located on the Morrison Creek Station for the Blue Line Rapid Transit Rail facility, which would include approximately 1,163 residential units spread between four villages. One village would be mixed-use, with both HDR and commercial uses, and the remaining villages would include primarily residential land uses (City of Sacramento 2023).

2.2.3 Proposed Modifications to the Project

The applicant is seeking changes to Delta Shores, which would entail amendments to the associated Development Agreement and the Delta Shores PUD, which constitute the Project assessed in this document. The applicant is proposing to change the designation of two existing HDR parcels on the southern side of the PUD (HDR-9 and HDR-10) (15–27 dwelling units per acre [du/ac]) to MDR (8–14 du/ac), which would reduce the total maximum number of dwelling units on those parcels from 449 to 233 dwelling units. The Project also proposes to reduce the Community Park (P-10) land dedication from 26.72 acres to 10.98 acres and rezone the western portion (P-10 15.53 acres) into

an RA-3A-PUD HDR parcel (HDR-12) (18–36 du/ac), which would allow for the construction of a maximum of 559 high density dwelling units. The Project would also remove the 3.069-acre community center planned to the west of parcel P-11 and replace it with public park space. Finally, the merger of Lot WF-1, which was reserved for a potential water tank to be constructed by the City at a future date, into MDR-19 would provide for the development of approximately 10 additional dwelling units lost due to the Meadowview 102 connector road right-of-way. These three changes in land use designation would allow for a net increase of residential land use in Delta Shores up to 353 dwelling units. These designation changes allow the residential unit total for Delta Shores to achieve a maximum of 5,102 dwelling units, which would not exceed the overall 5,222 unit count assessed under the Delta Shores EIR.

Additionally, since the time that Delta Shores was approved, there has been a change in the City's Quimby Ordinance and City Code for public park land dedication from 5 acres per 1,000 residents to 3.5 acres per 1,000 residents (Ordinance No. 2017-009, Section 17.512.020.B.3). As such, the applicant is proposing a change in the park dedication requirement for Delta Shores, including the Development Agreement as it pertains to the remaining undeveloped residentially zoned property, in order to match current City requirements for park land dedication for residential land uses going forward. Taking into account the designation changes included as part of this Project, the total maximum remaining units to be developed within the Delta Shores PUD would be 1,729 single-family detached units and 1,938 attached units, which would require additional parkland dedication of 30.766 acres using the updated City Ordinance. Considering the parkland that has already been developed at the higher rate in connection with previous residential development, the total parkland dedication for the Delta Shores PUD at maximum density is 50.585 acres. The applicant has identified 46.15 acres of public park lands on their approved tentative maps, which include 3.069 acres previously mapped for a private community center and adjacent open space that is now mapped as public park land. Under the City's Department of Youth, Parks, and Community Enrichment policy, 44.802 acres of the 46.15 acres of park land being provided are creditable. If any additional park land is required in excess of the 44.802 acres of creditable public park land being provided, then a 15% public park land credit of up to 7.588 acres can be applied to the deficiency. The 15% park credit, which has been agreed to by the City, is provided in consideration of the Delta Shores PUD's recreational amenities including its extensive public trail system, wetland preserve, pedestrian paseos, private parks, and significant open space.

Delta Shores originally included two grade-separated pedestrian bridges: one across Cosumnes River Boulevard (between Street B and 24th Street) and another across Delta Shores Circle South (between the D Street loop). The applicant is proposing to replace the pedestrian bridges with dedicated signalized pedestrian crossings at three locations along Delta Shores Circle South and an enhanced Cosumnes River Boulevard crossing at Cosumnes River Boulevard and the Tidal Street traffic signal. The Cosumnes River Boulevard crossing includes an additional trail linkage thru MU-1 to the enhanced Cosumnes River Boulevard crossing and a trail linkage along the Cosumnes River Boulevard frontage of MDR-12 and HDR-10, connecting to the wetland trail loop and 24th Street (Figure 1). The enhanced pedestrian crossing of Cosumnes River Boulevard would be accommodated with high visibility markings and widened sidewalks that tie the trail system to the intersection of Cosumnes River Boulevard and the Tidal Street traffic signal crossing. The applicant is also proposing the addition of a 25-foot-wide public access easement for an off-street trail corridor that extends from Delta Shores Circle South along the southern property line of HDR-12 to the Community Park.

The Project would also add a roadway connection requested by the City from 24th Street to Meadowview 102, located to the northeast of the Project site. The road would run along the border between parcels MDR-18 and MDR-19 (Figure 1). The City would be provided an Irrevocable Offer of Dedication for the Connector Road from the current property owner JEN California 27 LLC, who may construct the road in conjunction with MDR-18 and/or MDR-19. There is no current development plan for Meadowview 102, and any attempt to define a future project or land use type would be speculative.

A larger lot, S-1, south of Cosumnes River Boulevard and east of Delta Shores Circle South, would be approximately 9,680 square feet and would be reserved for the future development of regional sewer lift station no. 53. The public access easement would be 25 feet wide and would accommodate an off-street trail corridor that extends from Delta Shores Circle South along the southern property line of HDR-12 to the Community Park.

Lastly, Lot WF-1 (1.847 gross acres), which was reserved for a potential future water tank to be constructed by the City at a future date, would be removed and merged into Parcel MDR-19 for development by the applicant (parcel identified for Public Facilities and labeled "W" on Figure 1).

To achieve these changes, the Project would require the following specific actions:

1. Adoption of an addendum confirming that the revisions to the Project and implementing actions would have no new significant effect and would not result in any circumstances requiring additional CEQA review
2. An amendment to the Delta Shores Development Agreement to reflect the changed formula for park dedication as applied to Delta Shores, as well as the updated land plan to show residential designation changes, the removal of the pedestrian bridges, the removal of Lot WF-1, and the addition of the Connector Road
3. An amendment to the approved Finance Plan to account for the removal of the pedestrian bridges, recent capital expenditures, updated future capital expenditure cost estimates, and final approvals of the land use for the adjacent Stone Beetland Project
4. An amendment to the approved Air Quality Management Plan that reflects the removal of the of the two pedestrian bridges and changes to the land plan
5. A rezone of a portion of the Community Park parcel from R-1A-PUD (single-family alternative [4–7 du/ac]) to R-3A-PUD (multifamily [18–36 du/ac]) to facilitate the development of high density multifamily housing and a rezone of two other parcels from R-3-PUD (multifamily [15–27 du/ac]) to R-1A-PUD (single-family alternative [4–7 du/ac]) (Figure 5, Zoning Plan Changes)
6. An amendment to the PUD Schematic Plan to change the land use designation for a portion of the Community Park parcel from the Community Park designation to the HDR designation, change the land use designation for two other parcels from HDR to MDR, remove the two pedestrian bridges, remove Lot WF-1, enlarge Lot S-1, and add the public access easement and the Connector Road (Figure 6, PUD Schematic Changes)
7. An amendment to the PUD Guidelines to reflect the changes listed in no. 6 above (Figure 6)
8. Approval of a revised large lot tentative map with the following changes. Subdivision of the existing vacant single 30.52-acre (gross)/26.72-acre (net) park parcel from the previously approved large lot tentative map into three lots: HDR-12, P-10, and S-1. HDR-12 is an HDR lot for multifamily housing, which would provide additional housing opportunities for home seekers. The park site (P-10) would allow for an active Community Park. The sewer lift station site (S-1) is reserved for a future regional sewer lift station (no. 53). These revisions also include the addition of a 25-foot-wide public access easement for an off-street trail corridor that extends from Delta Shores Circle South along the southern property line of HDR-12 to the Community Park as depicted on the modified large lot tentative map (Figure 2)

2.2.4 Project Objectives

The Project objectives include the following:

1. Update the parkland dedication requirements to meet the current City Code
2. Support the City in meeting its housing needs by allowing for the development of additional housing units entitled under the certified Delta Shores EIR
3. Provide an alternative to pedestrian bridges that still encourages walking and bicycling by providing safe and connected access throughout Delta Shores and to the surrounding area

3 Environmental Checklist

1. **Project title:**

   Delta Shores East (P23-018)

2. **Lead agency name and address:**

   City of Sacramento, Planning Department
   300 Richards Boulevard, Third Floor
   Sacramento, California 95811

3. **Contact person and phone number:**

   Tom Buford, Manager, Environmental Planning Services
   916.799.1531
   tbuford@cityofsacramento.org

4. **Project location:**

   Delta Shores is bounded by Freeport Boulevard to the west, the Sacramento Regional Wastewater Treatment Plant to the south and east, the Stone-Boswell property and Meadowview 102 to the east, and the Meadowview neighborhood to the north. I-5 runs through the western side of the project area and the Sacramento River is immediately west of the project area adjacent to Freeport Boulevard.

5. **Project sponsor's name and address:**

   Merlone Geier Partners
   3191 Zinfandel Drive, Suite 23
   Rancho Cordova, California 95670

6. **General plan designation:**

   The project site is designated MDR, HDR, Mixed Use (MU), Parks and Recreation (Park), and Open Space (OS) under the City's 1988 General Plan land use designations.

7. **Zoning:**

   The project site is zoned R-1A-PUD (MDR [8–14 du/ac]), R-3-PUD (HDR [15–27 du/ac]), R-3A-PUD (HDR [18–36 du/ac]), and RMX-PUD (Mixed Use [23-29 du/ac]).

8. **Description of project. (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary):**

   The proposed Project would change the land use designation of two existing HDR parcels on the southern side of the Delta Shores project area (HDR-9 and HDR-10) (15–27 du/ac) to MDR (8–14 du/ac), change

the western portion of the Community Park (P-10) (15.53 acres) to RA-3A-PUD HDR parcel (HDR-12) (18-36 du/ac), and merge Lot WF-1 into MDR-19.

9. **Surrounding land uses and setting: Briefly describe the project's surroundings:**

Land uses surrounding the project site primarily consist of commercial, residential, and industrial land. Specific land uses in the immediate vicinity of the project site include the following:

- **North:** Meadowview neighborhood
- **East:** Stone-Boswell property, Meadowview 102, and the Sacramento Regional Wastewater Treatment Plant Bufferlands
- **South:** Sacramento Regional Wastewater Treatment Plant
- **West:** Freeport Boulevard, I-5, and the Sacramento River

10. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):**

- Sacramento Air Quality Management District for Air Quality Management Plan Amendment
- Regional Water Quality Control Board (RWQCB) for Central Valley RWQCB General Permit for Discharges from Municipal Separate Storm Sewer System permit (General Order R5-2016-0040, National Pollutant Discharge Elimination System [NPDES] Permit No. CAS0085324)

11. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?**

Tribal consultation is not applicable.

Determination (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☒ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Scott Johnson
Signature

August 29, 2024
Date

	Did the Delta Shores EIR Identify a Significant Impact and Mitigation Measures?	Do Delta Shores EIR Mitigation Measures Apply to the Project?	Do Project Changes, Changed Circumstances or New Information Show a New Significant Impact or a Substantial Increase in the Severity of a Previously Identified Significant Impact?	Does the Analysis in this Addendum Provide Substantial Evidence to Support the Finding that an Addendum Should be Prepared for the Project Pursuant to Section 21166 of CEQA and Sections 15162 and 15164 of the CEQA Guidelines?
I. AESTHETICS – Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

	Did the Delta Shores EIR Identify a Significant Impact and Mitigation Measures?	Do Delta Shores EIR Mitigation Measures Apply to the Project?	Do Project Changes, Changed Circumstances or New Information Show a New Significant Impact or a Substantial Increase in the Severity of a Previously Identified Significant Impact?	Does the Analysis in this Addendum Provide Substantial Evidence to Support the Finding that an Addendum Should be Prepared for the Project Pursuant to Section 21166 of CEQA and Sections 15162 and 15164 of the CEQA Guidelines?
II. AGRICULTURE AND FORESTRY RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☒	☒	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒

	Did the Delta Shores EIR Identify a Significant Impact and Mitigation Measures?	Do Delta Shores EIR Mitigation Measures Apply to the Project?	Do Project Changes, Changed Circumstances or New Information Show a New Significant Impact or a Substantial Increase in the Severity of a Previously Identified Significant Impact?	Does the Analysis in this Addendum Provide Substantial Evidence to Support the Finding that an Addendum Should be Prepared for the Project Pursuant to Section 21166 of CEQA and Sections 15162 and 15164 of the CEQA Guidelines?
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☒	☒	☐	☒
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☐	☒
IV. BIOLOGICAL RESOURCES – Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by	☒	☒	☐	☒

	Did the Delta Shores EIR Identify a Significant Impact and Mitigation Measures?	Do Delta Shores EIR Mitigation Measures Apply to the Project?	Do Project Changes, Changed Circumstances or New Information Show a New Significant Impact or a Substantial Increase in the Severity of a Previously Identified Significant Impact?	Does the Analysis in this Addendum Provide Substantial Evidence to Support the Finding that an Addendum Should be Prepared for the Project Pursuant to Section 21166 of CEQA and Sections 15162 and 15164 of the CEQA Guidelines?
the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☒	☒	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☒	☒	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☒	☒	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☒	☒	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other	☐	☐	☐	☒

	Did the Delta Shores EIR Identify a Significant Impact and Mitigation Measures?	Do Delta Shores EIR Mitigation Measures Apply to the Project?	Do Project Changes, Changed Circumstances or New Information Show a New Significant Impact or a Substantial Increase in the Severity of a Previously Identified Significant Impact?	Does the Analysis in this Addendum Provide Substantial Evidence to Support the Finding that an Addendum Should be Prepared for the Project Pursuant to Section 21166 of CEQA and Sections 15162 and 15164 of the CEQA Guidelines?
approved local, regional, or state habitat conservation plan?				
V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☒	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☒	☒	☐	☒
c) Disturb any human remains, including those interred outside of formal cemeteries?	☒	☒	☐	☒
VI. Energy – Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☐	☒
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒
VII. GEOLOGY AND SOILS – Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent	☐	☐	☐	☒

	Did the Delta Shores EIR Identify a Significant Impact and Mitigation Measures?	Do Delta Shores EIR Mitigation Measures Apply to the Project?	Do Project Changes, Changed Circumstances or New Information Show a New Significant Impact or a Substantial Increase in the Severity of a Previously Identified Significant Impact?	Does the Analysis in this Addendum Provide Substantial Evidence to Support the Finding that an Addendum Should be Prepared for the Project Pursuant to Section 21166 of CEQA and Sections 15162 and 15164 of the CEQA Guidelines?
Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

	Did the Delta Shores EIR Identify a Significant Impact and Mitigation Measures?	Do Delta Shores EIR Mitigation Measures Apply to the Project?	Do Project Changes, Changed Circumstances or New Information Show a New Significant Impact or a Substantial Increase in the Severity of a Previously Identified Significant Impact?	Does the Analysis in this Addendum Provide Substantial Evidence to Support the Finding that an Addendum Should be Prepared for the Project Pursuant to Section 21166 of CEQA and Sections 15162 and 15164 of the CEQA Guidelines?
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☒	☒	☐	☒
VIII. GREENHOUSE GAS EMISSIONS – Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☒
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒
IX. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☒	☒	☐	☒
d) Be located on a site that is included on a list of hazardous materials sites compiled	☒	☒	☐	☒

	Did the Delta Shores EIR Identify a Significant Impact and Mitigation Measures?	Do Delta Shores EIR Mitigation Measures Apply to the Project?	Do Project Changes, Changed Circumstances or New Information Show a New Significant Impact or a Substantial Increase in the Severity of a Previously Identified Significant Impact?	Does the Analysis in this Addendum Provide Substantial Evidence to Support the Finding that an Addendum Should be Prepared for the Project Pursuant to Section 21166 of CEQA and Sections 15162 and 15164 of the CEQA Guidelines?
pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒
X. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☐	☒
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒

	Did the Delta Shores EIR Identify a Significant Impact and Mitigation Measures?	Do Delta Shores EIR Mitigation Measures Apply to the Project?	Do Project Changes, Changed Circumstances or New Information Show a New Significant Impact or a Substantial Increase in the Severity of a Previously Identified Significant Impact?	Does the Analysis in this Addendum Provide Substantial Evidence to Support the Finding that an Addendum Should be Prepared for the Project Pursuant to Section 21166 of CEQA and Sections 15162 and 15164 of the CEQA Guidelines?
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site;	☐	☐	☐	☒
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☐	☒
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☐	☒
iv) impede or redirect flood flows?	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

	Did the Delta Shores EIR Identify a Significant Impact and Mitigation Measures?	Do Delta Shores EIR Mitigation Measures Apply to the Project?	Do Project Changes, Changed Circumstances or New Information Show a New Significant Impact or a Substantial Increase in the Severity of a Previously Identified Significant Impact?	Does the Analysis in this Addendum Provide Substantial Evidence to Support the Finding that an Addendum Should be Prepared for the Project Pursuant to Section 21166 of CEQA and Sections 15162 and 15164 of the CEQA Guidelines?
XI. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
XII. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒
XIII. NOISE – Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☒	☐	☒
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c) For a project located within the vicinity of a private airstrip or an airport land use plan or,	☐	☐	☐	☒

	Did the Delta Shores EIR Identify a Significant Impact and Mitigation Measures?	Do Delta Shores EIR Mitigation Measures Apply to the Project?	Do Project Changes, Changed Circumstances or New Information Show a New Significant Impact or a Substantial Increase in the Severity of a Previously Identified Significant Impact?	Does the Analysis in this Addendum Provide Substantial Evidence to Support the Finding that an Addendum Should be Prepared for the Project Pursuant to Section 21166 of CEQA and Sections 15162 and 15164 of the CEQA Guidelines?
where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				
XIV. POPULATION AND HOUSING – Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
XV. PUBLIC SERVICES – Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☐	☒
Police protection?	☒	☒	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

	Did the Delta Shores EIR Identify a Significant Impact and Mitigation Measures?	Do Delta Shores EIR Mitigation Measures Apply to the Project?	Do Project Changes, Changed Circumstances or New Information Show a New Significant Impact or a Substantial Increase in the Severity of a Previously Identified Significant Impact?	Does the Analysis in this Addendum Provide Substantial Evidence to Support the Finding that an Addendum Should be Prepared for the Project Pursuant to Section 21166 of CEQA and Sections 15162 and 15164 of the CEQA Guidelines?
XVI. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒
XVII. TRANSPORTATION – Would the project:				
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☒	☒	☐	☒
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☐	☒
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d) Result in inadequate emergency access?	☒	☒	☐	☒

	Did the Delta Shores EIR Identify a Significant Impact and Mitigation Measures?	Do Delta Shores EIR Mitigation Measures Apply to the Project?	Do Project Changes, Changed Circumstances or New Information Show a New Significant Impact or a Substantial Increase in the Severity of a Previously Identified Significant Impact?	Does the Analysis in this Addendum Provide Substantial Evidence to Support the Finding that an Addendum Should be Prepared for the Project Pursuant to Section 21166 of CEQA and Sections 15162 and 15164 of the CEQA Guidelines?
XVIII. TRIBAL CULTURAL RESOURCES				
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	☒	☒	☐	☒
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☒	☒	☐	☒
XIX. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Require or result in the relocation or construction of new or expanded water, waste water treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☒

	Did the Delta Shores EIR Identify a Significant Impact and Mitigation Measures?	Do Delta Shores EIR Mitigation Measures Apply to the Project?	Do Project Changes, Changed Circumstances or New Information Show a New Significant Impact or a Substantial Increase in the Severity of a Previously Identified Significant Impact?	Does the Analysis in this Addendum Provide Substantial Evidence to Support the Finding that an Addendum Should be Prepared for the Project Pursuant to Section 21166 of CEQA and Sections 15162 and 15164 of the CEQA Guidelines?
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☐	☒
c) Result in a determination by the waste water treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	☒
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒
XX. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒

	Did the Delta Shores EIR Identify a Significant Impact and Mitigation Measures?	Do Delta Shores EIR Mitigation Measures Apply to the Project?	Do Project Changes, Changed Circumstances or New Information Show a New Significant Impact or a Substantial Increase in the Severity of a Previously Identified Significant Impact?	Does the Analysis in this Addendum Provide Substantial Evidence to Support the Finding that an Addendum Should be Prepared for the Project Pursuant to Section 21166 of CEQA and Sections 15162 and 15164 of the CEQA Guidelines?
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

3.1 Aesthetics

3.1.1 Analysis

a) Would the project have a substantial adverse effect on a scenic vista?

No Substantial Change from the Previous Analysis. The Delta Shores EIR found that no significant impacts to scenic vistas would occur. As discussed in Section 5.1-3, Aesthetics and Visual Resources, of the Delta Shores EIR, the Delta Shores project site is bordered by Highway 160, a designated scenic highway, on its western boundary; therefore, changes to the visual character of the project site have an increased potential to affect views for those individuals traveling along this highway. The EIR determined the Project would result in moderate visual intrusions along scenic Highway 160 because the introduction of residential uses and parks would be shielded from most vehicles and would not result in visual intrusions greater than what is currently experienced by travelers on Highway 160. As such, impacts associated with adverse effects on scenic vistas were determined to be less than significant.

The changes proposed for the Project are all located on the east side of I-5 and would remain consistent with the overall residential nature of Delta Shores as assessed in the Delta Shores EIR and would not result in any additional visual intrusions. Therefore, no new or more severe impacts associated with damage to scenic resources within a state scenic highway would occur. Overall, the Project would result in a less-than-significant impact related to scenic vistas, no new mitigation measures would be required and there would be no new significant impacts and no substantial increase in the severity of any previously identified significant impact in the Delta Shores EIR.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Substantial Change from the Previous Analysis. Delta Shores as assessed in the Delta Shores EIR was found to have less-than-significant impacts associated with damage to scenic resources within a state scenic highway.

As described above in Section 3.1.1(a), Highway 160 immediately west of Delta Shores is a designated state scenic highway. At the time the Delta Shores EIR was written, the City had not established any policies to guide the analysis of scenic resources. Because the City had not adopted any guidelines for view corridors, the County of Sacramento (County) guidelines were used to discuss effects on views associated with implementation of Delta Shores.

According to the County's definition, the scenic corridor for Highway 160 is considered to include the horizontal distance of 500 feet from the center of the highway. This is approximately half the distance from Highway 160 to I-5 to the east. Because the Sacramento River levee bounds the Town of Freeport to the west, the only views to the west are of the few residences and retail stores in the town that back up to the levee along the Sacramento River. The Delta Shores EIR determined that Delta Shores would result in moderate visual intrusions along scenic Highway 160 but would not result in any major visual intrusions. The introduction of residential uses and parks that would be shielded from most vehicles would not result in visual intrusions greater than what is currently experienced by travelers on Highway 160. Therefore,

impacts associated with damage to scenic resources within a state scenic highway were determined to be less than significant.

The changes proposed for the Project are located on the east side of I-5 and would occur outside of the 500-foot scenic corridor; no additional visual intrusions would occur. Therefore, no new or more severe impacts associated with damage to scenic resources within a state scenic highway would occur. Overall, the Project would result in a less-than-significant impact related damage to scenic resources within a state scenic highway, no new mitigation measures would be required and there would be no new significant impacts and no substantial increase in the severity of any previously identified significant impact in the Delta Shores EIR.

c) ***In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?***

No Substantial Change from the Previous Analysis. Delta Shores as assessed in the Delta Shores EIR did not make an impact determination specific to conflicts with applicable zoning and regulations governing scenic quality; however, it did state that Delta Shores would be generally consistent with the City's current 1988 General Plan, draft 2030 General Plan, adopted Airport/Meadowview Community Plan, and draft South Area Community Plan policies, which were in place at the time the EIR was drafted. Additionally, all aesthetic impacts in the Delta Shores EIR were determined to be less than significant.

Although the proposed Project does include rezoning a portion of the site, the rezone would not introduce new land uses to the project site that were not contemplated in the Delta Shores EIR nor would it increase the development footprint assessed in the Delta Shores EIR. Therefore, the proposed Project would not result in any changes, new circumstances, or new information that would create new significant impacts or substantially more severe impacts to the overall use of the project site. Use of the project site would remain residential in nature and consistent with what was planned and analyzed by the Delta Shores EIR. Additionally, the proposed Project would be designed and built in compliance with the Delta Shores PUD Guidelines related to aesthetics. Therefore, no new or more severe impacts associated with conflicting with applicable zoning and other regulations governing scenic quality would occur. Therefore, the project would result in a less-than-significant impact related to existing visual character or quality of public views of the site and its surroundings, no new mitigation measures would be required and there would be no new significant impacts and no substantial increase in the severity of any previously identified significant impact in the Delta Shores EIR.

d) ***Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?***

No Substantial Change from the Previous Analysis. The Delta Shores EIR found that impacts related to light and glare were less than significant.

As described in Section 5.1, Aesthetics and Visual Resources, of the Delta Shores EIR, Delta Shores includes PUD Guidelines that contains specific building material requirements for the residential, commercial, and park land uses within the Delta Shores development to minimize glare. The PUD Guidelines also contain specific lighting designs for residential, commercial, and park land uses to minimize

spillover light on adjacent uses (i.e., downlighting and shielding). The Delta Shores EIR concluded that although parking lot lighting and street lighting could result in increased sky glow, Delta Shores would be appropriately designed to reduce sky glow and light spillover through lighting restrictions. The PUD Guidelines would also require that reflective surfaces be minimized to the extent possible to reduce glare introduced to the area as a result of Delta Shores. Because Delta Shores would be required to follow the PUD Guidelines, the Delta Shores EIR determined that lighting and glare impacts would be reduced through project design, resulting in a less-than-significant impact.

The proposed Project does not include changes to the building material, lighting, or glare requirements of the PUD Guidelines and would therefore follow the same requirements as Delta Shores, as assessed in the Delta Shores EIR. Therefore, the project would result in a less-than-significant impact related to substantial light or glare, no new mitigation measures would be required and there would be no new significant impacts and no substantial increase in the severity of any previously identified significant impact in the Delta Shores EIR.

3.1.2 Applicable Mitigation Measures from the Delta Shores Final Environmental Impact Report

The Delta Shores EIR did not require any mitigation measures related to aesthetics.

3.2 Agriculture and Forestry Resources

3.2.1 Analysis

a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Substantial Change from the Previous Analysis. As described in Section 2.2.2, Project History, the Delta Shores site remained undeveloped, aside from some utilities (sewer, storm drain), and was used primarily for agricultural purposes through 2009. As described in the Delta Shores EIR, the Farmland Mapping and Monitoring Program designates the project site as Prime Farmland, Farmland of Statewide Importance, Farmland of Local Importance, Urban/Built Up, and Other. As concluded in the Delta Shores EIR, the City has determined that remaining agricultural land within the city limits, including the Delta Shores site, is not considered viable or suitable for large scale agricultural operations. Moreover, the City has concluded that the site's contribution to the state's inventory of Important Farmland is insubstantial. Ultimately, the Delta Shores EIR concluded that, because the site is within the city limits and has been designated both in the 1988 and 2030 General Plan for future development, Delta Shores' impact on the conversion of farmland to non-agricultural uses was less than significant.

The proposed Project includes minor revisions to zoning designations within the footprint of the Delta Shores PUD. It would not convert any additional farmland to non-agricultural uses compared to what was analyzed in the Delta Shores EIR. As such, impacts would remain less than significant and no new mitigation measures are required. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the Delta Shores EIR.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Substantial Change from the Previous Analysis. The Delta Shores EIR stated that the Delta Shores site was not under a Williamson Act contract or within a Farmland Security Zone and that there would be no impact related to conflicts with a Williamson Act contract. As concluded in the Delta Shores EIR, the City has determined that remaining agricultural land within the city limits is not considered viable or suitable for large scale agricultural operations, including the project site, and that the land's contribution to the state's inventory of Important Farmland is insubstantial. The City further concluded that, because the site is within the city limits and has been designated both in the 1988 and 2030 General Plan for future development, the impact related to conflict with zoning for agricultural uses was less than significant. Delta Shores' permanent conversion of agricultural land to nonagricultural use was determined to be a less-than-significant impact because, although the City still contains agricultural land, many of these areas have been designated and zoned for development, including the Delta Shores site. However, the Delta Shores EIR concluded that Delta Shores could potentially be adversely affected by and adversely affect adjacent agricultural operations to the east due to incompatibility of residential uses and agricultural uses being located adjacent to each other. Mitigation Measure (MM) 5.2-2 was included to reduce impacts to less than significant.

The proposed Project includes minor revisions to zoning designations within the footprint of the Delta Shores PUD and would not extend the development footprint closer to the adjacent agricultural uses than what was previously assessed in the Delta Shores EIR. As such, with the application of MM 5.2-2, there would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the Delta Shores EIR.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

No Impact. The Delta Shores EIR did not explicitly address zoning for forestry resources. However, at the time that the Delta Shores EIR was completed, the Delta Shores site was not designated or zoned for forest land or timberland use. The proposed Project involves minor changes to zoning designations within the Delta Shores PUD, which does not contain property zoned for forestry uses. As such, the proposed Project would have no impact related to the rezoning of forest land or timberland.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. As discussed in Section 3.2.1(c) above, the project site is not designated or zoned for forest land use and would therefore not result in the loss or conversion of forest land. There would be no impact.

e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. As discussed in Sections 3.2.1(a) and 3.2.1(b) above, the Delta Shores EIR assessed the impacts of the Delta Shores development on agricultural uses on and adjacent to the site. Where necessary, mitigation was included to reduce impacts to less than significant. While not explicitly addressed in the Delta Shores EIR, the Delta Shores development footprint did not contain any land zoned for forestry or timberland uses.

The proposed Project involves minor revisions to the zoning of specific parcels within the development footprint of the Delta Shores PUD. It would not convert any additional agricultural land to other uses outside of what was assessed in the Delta Shores EIR. The project site does not contain any land zoned for forestry or timberland and would have no impact related to the conversion of such land to non-forestry uses.

3.2.2 Applicable Mitigation Measures from the Delta Shores Final Environmental Impact Report

The Delta Shores EIR required the following mitigation measures related to agriculture and forestry resources, which remain applicable to the proposed Project:

5.5-2 The project applicant or developer shall provide all future homeowners with a copy of the Right-to-Farm in California included in the California Code of Regulations (CCR), Title 3, Sections 3482.5 and 3482.6 that outline allowable farming and agricultural operations

3.3 Air Quality

3.3.1 Analysis

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

No Substantial Change from the Previous Analysis. The Delta Shores EIR addressed potential impacts to air quality in Section 5.3, Air Quality. The project area is located within the Sacramento Valley Air Basin (SVAB) and in the jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD). Air quality in the SVAB has steadily improved over the last two decades. However, for the federal ambient air quality standards, some areas in the SVAB, including Sacramento County, are designated as nonattainment for the 8-hour ozone (O_3) and 24-hour fine particulate matter ($PM_{2.5}$) standards. Regarding state standards, Sacramento County is designated as nonattainment for O_3 and coarse particulate matter (PM_{10}). All areas in the SVAB are in attainment for all other pollutants with air quality standards (CARB 2022a; EPA 2024a). SMAQMD has prepared plans to attain these federal and/or state O_3, PM_{10}, and $PM_{2.5}$ ambient air quality standards as required by federal and California law, which incorporate land use assumptions and travel demand modeling provided by Sacramento Area Council of Governments (SACOG). In general, projects are considered consistent with, and would not conflict with or obstruct implementation of an air quality plan if the growth in socioeconomic factors (e.g., population, housing, employment by industry) is consistent with the underlying regional plans used to develop the air quality management plan.

Although the Project includes rezoning a portion of the site among the Project's entitlements, the rezone would not introduce new land uses to the project site such as heavy industrial or commercial uses that would be incompatible with the 1988 General Plan designations or surrounding land uses. These changes allow the residential total for Delta Shores to achieve a maximum of 5,102 dwelling units, which would not exceed the overall 5,222 dwelling unit count assessed under the Delta Shores EIR. Based on this evaluation, implementation of the Project would not involve more intense development or an increase in population, housing, or employment. As such, the Project would not conflict with or obstruct implementation of the applicable air quality plans, and there would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the Delta Shores EIR.

b) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

No Substantial Change from the Previous Analysis. The Delta Shores EIR addressed potential impacts to air quality in Section 5.3, Air Quality. Project-level and cumulative criteria air pollutant emissions were evaluated in the Delta Shores EIR for construction under Impacts 5.3-1, 5.3-2, 5.3-7, and 5.3-8 and were determined to be potentially significant for oxides of nitrogen (NO_x) and PM_{10}, but less than significant after implementation of mitigation. Project-level and cumulative O_3 precursor (i.e., reactive organic gases and NO_x) emissions were assessed in the Delta Shores EIR for operations under Impacts 5.3-3 and 5.3-9 and were determined to be significant and unavoidable.

As noted throughout this addendum, the Project would not involve more intense development or new land uses; thus, the sources of air pollutants during construction and operations, such as off-road equipment and mobile sources, would be similar to the Delta Shores EIR. However, criteria emissions from construction and operational vehicles are now substantially lower than those considered in the Delta Shores EIR due to federal emission standards for off-road engines, state and federal heavy-duty engine and on- road vehicle standards and California low-emission vehicle regulations for passenger cars, light-duty trucks, and medium-duty vehicles. Despite significant population and vehicle use growth, emissions data published by the U.S. Environmental Protection Agency (EPA) shows that from 2009 (when the Delta Shores EIR was certified) to 2023, total criteria pollutants emitted in California fell by about 7% to 86% for off-road vehicles and by about 19% to 76% from on-road vehicles (EPA 2024b). As such, construction and operations of the Project is anticipated to result in less emissions during construction and operations as compared to what was analyzed in the Delta Shores EIR. The Project would also be required to implement MM 5.3-1(a) through MM 5.3-1(e), MM 5.3-2(a) through MM 5.3-2(m), and MM 5.3-3, as identified in the Delta Shores EIR and included below in Section 3.3.2. Pursuant to MM 5.3-3, an Air Quality Management Plan (AQMP) was prepared for the Delta Shores EIR to reduce long-term operational O_3 precursor emissions by at least 15%. That AQMP has been revised for the proposed Project and would be finalized and approved by the SMAQMD. According to the revised AQMP, which is included as Appendix B to the addendum, the following measures (and the associated point value) would be incorporated into the Project design to reduce O_3 precursor emissions:

- Non-residential projects provide plentiful short-term and long-term bicycle parking facilities to meet peak season maximum demand (0.175 points).
- Non-residential projects provide “end-of-trip” facilities including showers, lockers, and changing space (0.175 points).
- Long-term bicycle parking is provided at apartment complexes or condominiums without garages (0.45 points).
- Entire Project is located within 1/2 mile of an existing Class I or Class II bike lane and Project design includes a comparable network that connects the project uses to the existing off-site facility (0.625 points).
- The Project provides a pedestrian access network that internally links all uses and connects to all existing or planned external streets and pedestrian facilities contiguous with the project site (1.0 point).
- Site design and building placement minimize barriers to pedestrian access and interconnectivity. Physical barriers such as walls, berms, landscaping, and slopes between residential and non-residential uses that impede bicycle or pedestrian circulation are eliminated (0.5 points).

- Project provides essential transit stop improvements with safe and convenient bicycle/pedestrian access. Project provides essential transit stop improvements (i.e., shelters, route information, benches, and lighting) in anticipation of future transit service (0.25 points).
- Project design includes pedestrian/bicycle safety and traffic calming measures in excess of jurisdiction requirements. Roadways are designed to reduce motor vehicle speeds and encourage pedestrian and bicycle trips by featuring traffic calming features (0.75 points).
- Provide a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances (0.5 points).
- Parking facilities are not adjacent to street frontage (0.5 points).
- Project is oriented towards planned transit, bicycle, or pedestrian corridor. Setback distance is minimized (0.25 points).
- Project provides high-density residential development (2.52 points).
- Have at least three of the following on site and/or off site within ¼ mile: Residential Development, Retail Development, Park, Open Space, or Office (3.0 points).
- Project does not feature fireplaces or wood burning stoves (0.74 points).
- Provide shade (within 15 years) and/or use light-colored/high-albedo materials (reflectance of at least 0.3) and/or open grid pavement for at least 30% of the site's non-roof impervious surfaces, including parking lots, walkways, plazas, etc.; OR place a minimum of 50% of parking spaces underground or covered by structured parking; OR use an open-grid pavement system (less than 50% impervious) for a minimum of 50% of the parking lot area. Unshaded parking lot areas, driveways, fire lanes, and other paved areas have a minimum albedo of 0.3 or greater (1.0 point).
- Include permanent Transportation Management Association (TMA) membership and funding requirement. Funding to be provided by Community Facilities District or County Service Area or other non-revocable funding mechanism (2.5 points).
- Limitation on residential use of natural gas (2.184).

Overall, measures included in the revised AQMP for the Project would result in an approximate 17.119% reduction in O_3 precursors, as compared to 18.347% reduction in the previous AQMP, which would be a minimal change and would still exceed the 15% emission reduction/mitigation guideline established by the SMAQMD.

Based on the preceding, the Project would result in no new significant impacts and no substantial increase in the severity of any previously identified significant impact in the Delta Shores EIR pertaining to a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

No Substantial Change from the Previous Analysis. Project-level and cumulative carbon monoxide (CO) and diesel particulate matter (DPM)[2] localized emissions were evaluated in the Delta Shores EIR under Impacts 5.3-4, 5.3-5, 5.3-10, and 5.3-11 and were determined to be less than significant without mitigation.

[2] DPM, which is a toxic air contaminant, was evaluated in the Delta Shores EIR for construction and operations.

As discussed previously, the proposed Project would allow the residential total for Delta Shores to achieve a maximum of 5,102 dwelling units, which would not exceed the overall 5,222 dwelling unit count assessed under the Delta Shores EIR. Thus, the Project would not involve more intense development or increased traffic than previously evaluated. In addition, from 2009 to 2023, CO emissions in California fell by about 69% for on-road vehicles, and PM_{10} (surrogate for DPM) emissions fell by about 28% for on-road sources and by 36% for off-road vehicles due to ongoing implementation of federal and state emission standards (EPA 2024b). As such, the Project is anticipated to result in less emissions of CO and DPM during construction and operations as compared to what was analyzed in the Delta Shores EIR. Overall, the Project would result in a less-than-significant impact related to exposure of sensitive receptors to substantial pollutant concentrations and would result in no new significant impacts and no substantial increase in the severity of any previously identified significant impact in the Delta Shores EIR.

d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

No Substantial Change from the Previous Analysis. Potential odors were evaluated in the Delta Shores EIR under Impact 5.3-6 and were determined to be less than significant. The Project would not involve new sources of odor other than what was evaluated in the Delta Shores EIR. As such, the Project would result in a less-than-significant impact related to other emissions (such as those leading to odors) adversely affecting a substantial number of people and would result in no new significant impacts and no substantial increase in the severity of any previously identified significant impact in the Delta Shores EIR.

3.3.2 Applicable Mitigation Measures from the Delta Shores Final Environmental Impact Report

The Delta Shores EIR required the following mitigation measures related to air quality, which remain applicable to the proposed Project:

5.3-1 a) The project shall provide a plan, for approval by the lead agency in consultation with the SMAQMD, demonstrating that the heavy-duty (>50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, would achieve a project wide fleet-average 20% NO_x reduction and 45% particulate reduction compared to the most recent California Air Resources Board (CARB) fleet average at time of construction. The SMAQMD shall make the final decision on the emission control technologies to be used by the project construction equipment; however, acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available;

b) The project applicant and/or contractor shall submit to SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that shall be used an aggregate of 40 or more hours during any phase of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the project applicant and/or contractor shall provide SMAQMD with

the anticipated construction timeline, including start date and name and phone number of the project manager and on-site foreman.

c) The project applicant and/or contractor shall ensure that emissions from all off-road diesel-powered equipment used on the project site do not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40% opacity (or Ringelmann 2.0) shall be repaired immediately and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly by contractor personnel certified to perform opacity readings, and a monthly summary of the visual survey results shall be submitted to the SMAQMD throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey.

d) Limit vehicle idling time to five minutes or less.

e) In consultation with SMAQMD staff, and prior to the issuance of each grading permit, a construction mitigation fee and appropriate SMAQMD administrative fee shall be calculated and paid to the district based on the number of acres to be graded and the equipment to be used during grading activities. Fees shall be calculated using the Carl Moyer cost effectiveness figure of $16,000 per ton of NOx plus the 5% administrative fee, or applicable fee in effect at the time the grading permit is issued.

5.3-2 a) The project applicant shall limit the project's maximum acreage graded per day to no more than 15 acres or the project applicant shall model the project using a PM modeling program, such as the BEEST or AERMOD models, to determine the full PM impact of the project under the proposed grading acreages. Upon completion of the PM modeling, the results and recommended mitigation measures to reduce PM emissions below SMAQMD thresholds shall be submitted to the City for their approval. If more than 15 acres will be graded per day, dispersion modeling following SMAQMD procedures shall be completed, and mitigation measures shall be approved by the City prior to the issuance of grading permits. In either case, the project applicant shall implement Mitigation Measures 5.3-2 (b) through (m) below and other mitigation measures, deemed appropriate, as a result of the PM modeling to reduce local particulate matter concentrations below 50 µg/m^3 per day.

b) All disturbed areas, including storage piles that are not being actively used for construction purposes, shall be covered or watered with sufficient frequency as to maintain soil moistness;

c) All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or a chemical stabilizer or suppressant;

d) When materials are transported off-site, they shall be covered, effectively wetted to limit visible dust emissions, or maintained with at least 2 feet of freeboard space from the top of the container;

e) All operations shall limit or expeditiously remove the accumulation of project generated mud or dirt from adjacent public streets at least once every 24 hours when operations are occurring;

f) Following the addition of materials to, or the removal of materials from, the surfaces of outdoor storage piles, the storage piles shall be effectively stabilized of fugitive dust emissions using sufficient water or a chemical stabilizer or suppressant;

g) On-site vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph);

h) Wheel washers shall be installed for all trucks and equipment exiting from unpaved areas or wheels shall be washed manually to remove accumulated dirt prior to leaving the site;

i) Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from adjacent project areas with a slope greater than 1 percent;

j) Excavation and grading activities shall be suspended when winds exceed 20 mph; and

k) The extent of areas simultaneously subject to excavation and grading shall be limited, wherever possible, to the minimum area feasible.

l) The text of this measure shall be included in all construction plans and specifications.

m) For all future discretionary projects associated with this project, either this measure shall apply, or additional PM analysis shall be required, which may include BEEST modeling if maximum acreage graded per day exceeds the acreage ranges in Table B.1 of the SMAQMD Guide.

5.3-3 (a) The project applicant shall implement the emission reduction strategies contained in the Delta Shores Air Quality Management Plan (AQMP). The AQMP shall be endorsed by the SMAQMD prior to the release of the Draft EIR. Documentation confirming implementation of the AQMP shall be provided to the SMAQMD and the City of Sacramento prior to issuance of occupancy permits, as required.

3.4 Biological Resources

3.4.1 Analysis

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Substantial Change from the Previous Analysis. Section 5.4, Biological Resources, of the Delta Shores EIR found that Delta Shores could have a potentially significant impact on impacts to biological resources that would occur as a result of implementing Delta Shores, including impacts to vernal pool fairy shrimp, vernal pool tadpole shrimp, midvalley tadpole shrimp and California linderiella (collectively referred to as vernal pool branchiopods), Swainson's hawks, burrowing owls, other birds (including raptors) protected by the Migratory Bird Treaty Act (MBTA), valley elderberry longhorn beetle and special-status bats. The Delta Shores EIR concluded that with incorporation of MM 5.4-2 through MM 5.4-7, all impacts would be reduced to a less-than-significant level.

The proposed Project would occur within the footprint of the project assessed in the Delta Shores EIR. As such, it would not impact additional candidate, sensitive, or special status species. Therefore, impacts to biological resources associated with the proposed Project would be less than significant with mitigation from the Delta Shores EIR, and there would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the Delta Shores EIR.

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Substantial Change from the Previous Analysis. The Delta Shores EIR concluded that Delta Shores would have potentially significant impacts to vernal pools, which is the habitat of vernal pool branchiopods. The Delta Shores EIR concluded that with incorporation of MM 5.4-2, impacts would be reduced to a less-than-significant level.

Due to the previous disturbance of the project site subsequent to approval of the Delta Shores EIR, MM 5.4-2 has been implemented and new riparian or other sensitive communities not identified in the EIR would not likely exist on site. The creation of a wetland preserve is part of the agreement with the regulatory agencies and the City of Sacramento and would not result in new impacts not analyzed in the Delta Shore EIR. Therefore, impacts to sensitive natural communities associated with the proposed Project would be less than significant, Mitigation Measure 5.4-2 would not be required and there would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the Delta Shores EIR.

c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Substantial Change from the Previous Analysis. The Delta Shores EIR states that Delta Shores would result in impacts to most of the 27.5 acres of potentially jurisdictional wetlands, seasonal swales and irrigation ditches. However, the Delta Shores EIR concluded that with incorporation of MM 5.4-1(a) through MM 5.4-1(d), which would require the preservation of wetlands on site or at an approved mitigation bank, thereby compensating for the local loss of wetland habitat, all impacts would be reduced to a less-than significant-level. The Delta Shores EIR's analysis of potential impacts to on-site wetlands including the fill of jurisdictional wetlands, non-jurisdictional wetlands, and other waters of the United States would be reduced to a less-than-significant level. MM 5.4-1(a) through MM 5.4-1(d) would be satisfied by obtaining and complying with the terms of a Clean Water Act Section 404 Permit and Section 401 Water Certification.

Because the proposed Project would not change the area of disturbance beyond what was analyzed previously in the Delta Shores EIR, the Project would not result in any changes, new circumstances, or new information that would involve new significant impacts or substantially more severe impacts to state and federally protected wetlands. Due to the previous disturbance of the project site subsequent to approval of the Delta Shores EIR, MM 5.4-4 has been implemented. Therefore, the proposed Project's impact on wetlands would be less than significant, Mitigation Measure 5.4-2 would not be required, and there would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the Delta Shores EIR.

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Substantial Change from the Previous Analysis. The Delta Shores EIR analyzed potential impacts to nesting and foraging habitat for Swainson's hawk and raptors, burrowing owl nests and nesting habitat, nesting habitat for other birds protected under the MBTA, and bat roosting habitat. In response, the Delta Shores EIR included MM 5.4-3, which would require the preservation and management in perpetuity of suitable foraging habitat, contiguous with other areas of suitable foraging habitat, for Swainson's hawk, white-tailed kite, burrowing owl, and other raptors. In addition, the Delta Shores EIR included MM 5.4-5 to further protect against impacts to Swainson's hawk and MM 5.4-6 to further protect against impacts to burrowing owl. For protection of species covered under the MBTA, the Delta Shores EIR included MM 5.4-4, which would require pre-construction surveys for protected bird species and if construction activities could not take place outside the nesting season, steps to ensure active nests would be protected by way of appropriate buffer zones. The EIR also included MM 5.4-9 to mitigate impacts to special-status bats. With mitigation, all impacts were reduced to less than significant.

Because the proposed Project would not change the area of disturbance beyond what was analyzed previously in the Delta Shores EIR, the Project would not result in any changes, new circumstances, or new information that would involve new significant impacts or substantially more severe impacts to wildlife movement or nursery sites. Impacts would remain less than significant with Mitigation Measures 5.4-4, 5.4-5, and 5.4-9 incorporated and there would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the Delta Shores EIR.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Substantial Change from the Previous Analysis. The Delta Shores EIR states that Delta Shores would include removal of trees that could be protected by the City's Tree Preservation Ordinance or the 1988 or draft 2035 General Plan that would result in a significant impact without mitigation. The Delta Shores EIR concludes that with implementation of MM 5.4-8, which requires permitting and offset of loss of locally designated heritage trees, impacts would be reduced to less than significant.

The City's current tree ordinance, City Code 12.56 (adopted August 4, 2016), requires tree permits for the removal of Private Protected Trees (which includes trees that were formally referred to as Heritage Trees). Private Protected Trees include trees at 24-inch Diameter Standard Height (DSH) on undeveloped land or any other type of property such as commercial, industrial, and apartments. The trees that would be removed for construction of the Connector Road likely meet this definition and as such, a tree permit may be required for their removal. Compliance with City Code Chapter 12.56 would avoid conflict with the local tree preservation ordinance. Therefore, impacts related to conflicts with tree preservation policies would be less than significant, and there would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the Delta Shores EIR.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The Delta Shores EIR does not explicitly discuss habitat conservation plans. However, the City does not participate in the South Sacramento Habitat Conservation Plan (SSHCP) which is the applicable plan within the Delta Shores' geographical area. Therefore, the proposed Project would have no impact related to a conflict with the provisions of an adopted HCP.

3.4.2 Applicable Mitigation Measures from the Delta Shores Final Environmental Impact Report

The majority of Biological Resources mitigation measures identified in the Delta Shores EIR are applicable to development of the Delta Shores PUD as a whole and were required to be implemented prior to issuance of grading and/or demolition permits. The Delta Shores EIR required the following mitigation measures related to biological resources, which remain applicable to the proposed Project:

5.4-4 a) Between March 1 and August 1, the project applicant or developer(s)shall have a qualified biologist conduct nest surveys within 30 days prior to any demolition/ construction or ground disturbing activities that are within ¼ mile of potential nest trees. A pre-construction survey shall be submitted to CDFG and the City of Sacramento that includes, at a minimum: (1) a description of the methodology including dates of field visits, the names of survey personnel with resumes, and a list of references cited and persons contacted; and (2) a map showing the location(s) of raptor and migratory bird nests observed on the project site. If no active nests of MBTA, CDFG or USFWS covered species are identified then no further mitigation is required.

b) Should active nests of protected bird species be identified in the survey conducted in accordance with Mitigation Measure 5.4-4(a), the applicant, or developer(s), in consultation with the City of Sacramento and CDFG, shall delay construction in the vicinity of active nest sites during the breeding season (March 1 through August 1) while the nest is occupied with adults and/or young. A qualified biologist shall monitor any occupied nest to determine when the nest is no longer used. If the construction cannot be delayed, avoidance shall include the establishment of a non-disturbance buffer zone around the nest site. The size of the buffer zone shall be determined in consultation with the CDFG, but will be a minimum of 100 feet and no more than ¼ mile. The buffer zone shall be delineated with highly visible temporary construction fencing

c) No intensive disturbance (e.g., heavy equipment operation associated with construction, use of cranes or draglines, new rock crushing activities) or other project-related activities that could cause nest abandonment or forced fledging, shall be initiated within the established buffer zone of an active nest between March 1 and August 1.

d) If demolition/construction activities are unavoidable within the buffer zone, the project applicant shall consult with CDFG and the City, to develop CDFG approved appropriate impact reduction and take avoidance measures, which may include retaining a qualified biologist to monitor the nest site or taking any nestlings to a local wildlife rehabilitation center.

5.4-5 a) Prior to any demolition/construction activities that occur between March 1 and September 15 the applicant or developer(s) shall have a qualified biologist conduct surveys for nesting migratory birds on the project site and within a half mile 2 of demolition/construction activities unless the City and CDFG approve a reduced survey area. Surveys shall be conducted no more than 30 days prior to the start of any site disturbance for each phase of the project. If there is a lapse in construction of more than two weeks, new surveys would be required. If no active nests are identified on or within a quarter mile of construction activities, a letter report summarizing the survey results shall be sent to the City of Sacramento and no further mitigation is required.

b) If active nests are found, measures that will avoid impacts to nesting migratory birds, including measures consistent with the CDFG Staff Report Regarding Mitigation for Impacts to Swainson's Hawks in the Central Valley of California shall be implemented as follows:

1 Nest trees shall not be removed unless there is no feasible way of avoiding their removal.

2 If there is no feasible alternative to removing a nest tree, a Management Authorization (including conditions to offset the loss of the nest tree) shall be obtained from CDFG with the tree removal period (generally between October 1 and February 1) to be specified in the Management Authorization.

3 No intensive disturbances (e.g., heavy equipment operation associated with construction, use of cranes or draglines, new rock crushing activities) or other project-related activities that could cause nest abandonment or forced fledging, shall be initiated within half mile or less, as determined by CDFG, (buffer zone as defined in the CDFG Staff Report) of an active Swainson's hawk nest or 500 feet for other nesting migratory birds, between March 1 and September 15 or until August 15 if a Management Authorization or Biological Opinion is obtained from CDFG for the project. The buffer zone may be reduced in consultation with CDFG.

4 If demolition/construction activities are unavoidable within the buffer zone of an active Swainson's hawk nest site, the project applicant or developer(s) shall consult with the CDFG and the City, and if necessary, obtain an incidental take permit issued pursuant to Fish and Game Code section 2081.

5.4-9 a) Prior to demolition and tree removal activities, the project applicant or developer(s) shall retain a qualified biologist to conduct a focused survey for bats and potential roosting sites within the project site. If no roosting sites or bats are found within the project site, a letter report confirming absence shall be sent to the City of Sacramento and no further mitigation is required.

b) If bats are found roosting at the site outside of nursery season (May 1st through October 1st), then they shall be evicted as described under (c) below. If bats are found roosting during the nursery or maternity season, then they shall be monitored to determine if the roost site is a maternal roost. This could occur by either visual inspection of the roost bat pups, if possible, or monitoring the roost after the adults leave for the night to listen for bat pups. If the roost is determined to not be a maternal roost, then the bats shall be evicted as described under (c). Because bat pups cannot leave the roost until they are mature enough, eviction of a maternal roost cannot occur during the nursery season. A 250-foot (or as determined in consultation with CDFG) buffer zone shall be established around the roosting site within which no construction shall occur.

c) Eviction of bats shall, as specified above, be conducted using bat exclusion techniques, developed by Bat Conservation International (BCI) and in consultation with CDFG, that allow the bats to exit the roosting site but prevent re-entry to the site. This would include but not be limited to the installation of one way exclusion devices. The devices shall remain in place for seven days and then the exclusion points and any other potential entrances shall be sealed. This work shall be completed by a Bat Conservation International recommended exclusion professional.

3.5 Cultural Resources

3.5.1 Analysis

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

No Substantial Change from the Previous Analysis. As defined by the CEQA Guidelines (14 CCR 15000 et seq.), a "historical resource" is considered to be a resource that is listed in or eligible for listing in the National Register of Historic Places or California Register of Historical Resources (CRHR), has been identified as significant in a historical resource survey, or is listed on a local register of historical resources. Under CEQA, a project may have a significant effect on the environment if it may cause "a substantial adverse change in the significance of an historical resource" (California Public Resources Code Section 21084.1; 14 CCR 15064.5[b]). If a site is listed or eligible for listing in the CRHR, or included in a local register of historic resources, or identified as significant in a historical resources survey (meeting the requirements of California Public Resources Code Section 5024.1[q]), it is a historical resource and is presumed to be historically or culturally significant for the purposes of CEQA (California Public Resources Code Section 21084.1; 14 CCR 15064.5[a]).

According to the Initial Study prepared for the Delta Shores EIR, ECORP Consulting Inc. conducted a cultural resources investigation for the Project in 2007.[3] The investigation included a records search, Native American consultation, and pedestrian field survey of the entire project site by qualified archaeologist. The records search identified three historic-period resources that have been recorded within 0.5 mile of the project site. Two historic-period archaeological sites were identified during the field survey of the project site.

One of the historic-period archaeological sites consists of a metal pipe (penstock) and a debris scatter consisting of glass bottle fragments and building material. Based on subsurface testing, the site appears to have a low probability of containing intact subsurface deposits that have the potential to yield information important to history. The resource is recommended as not eligible for listing on the National Register of Historic Places (NRHP), or the California Register of Historic Resources (CRHR) and no further action is recommended.

The second historic-period archaeological site consist of dairy and hay barns and a pump house. Archival research and an architectural evaluation of the dairy complex indicate that the site does not appear eligible for listing on the NRHP or CRHR, and no further action is recommended.

[3] Cultural resources were addressed in the Delta Shores Initial Study, mitigation measures were included, and the topic was not further evaluated in the EIR. However, MM 14-4 and MM 14-5 are still applicable to the proposed Project assessed in Section 3.5.1(b) in this addendum.

Historic maps of the Delta Shores project site vicinity indicate that a portion of the project site overlaps the location of the former Russian Embarcadero, which dates to the 1840s. This trading post located on the banks of the Sacramento River was used to trade hides and other goods to provide financing for Sutter's purchase of the Russian's Ross holdings. No surface evidence remaining from the Embarcadero was identified during the field survey conducted for the Initial Study.

Buildings located on the Delta Shores project site include those that are associated with the dairy complex. The complex includes a dairy, creamery, and horse/hay barn, the remains of a house foundation, and a water tank house. The dairy complex lacks integrity of design, appearance, material, and workmanship and is recommended be ineligible for listing on the NRHP. Therefore, the Initial Study found that no significant historic recourses, historic districts, or historic landscapes are present on the project site that would be adversely affected by the Project. Although a separate impact determination was not made related to built environmental resources, impacts to historical resource pursuant to Section 15064.5 would be less than significant based on the analysis and conclusions contained in the Delta Shores Initial Study.

The proposed Project would occur entirely within the footprint of the Delta Shores PUD, as analyzed in the Delta Shores EIR. As such, the proposed Project would not impact any built environment historical resources outside of what was assessed in the Delta Shores EIR and impacts would be less than significant. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the Delta Shores EIR.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

No Substantial Change from the Previous Analysis. The records search conducted for the Delta Shores EIR identified one previously recorded prehistoric archaeological isolated artifact within the boundaries of Delta Shores. The previously recorded isolate located within the project boundary could not be relocated during the field survey. The Initial Study concluded that due to the level of prehistoric habitation, previous discoveries, proximity of the project site to the Sacramento River, and historical activity in the vicinity of the project site, it is possible that there could be yet-undiscovered subsurface archaeological resources present on the Delta Shores project site. In addition, as part of the Native American consultation conducted by ECORP Consulting Inc., the Band of Miwok Indians indicated that the Delta Shores project site could be located within the tribe's ancestral territory. Consequently, earth-disturbing construction activities such as site clearing, grading, or trenching could uncover previously undiscovered cultural resources. If unknown historic resources were encountered, there is potential that they could meet the CEQA criteria for significant resources.

As stated above, none of the historic-period archaeological sites found through the records search and field survey are eligible to be listed on the NRHP or the CRHR. However, earth-disturbing construction activities conducted for the proposed Project, such as site clearing, grading, or trenching, could uncover previously undiscovered cultural resources. If unknown historic resources were encountered, there is potential that they could meet the CEQA criteria for significant resources. As such, MM 14-3 is applicable to the proposed Project to ensure that impacts to unanticipated significant historical resources would be less than significant and there would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the Delta Shores EIR. The Initial Study for the Delta Shores EIR concluded that with implementation of MM 14-2 through MM 14-5 potential impacts related to the inadvertent discovery of unknown historical and archaeological resources would be mitigated to less than significant. MM 14-2 requires the retention of a qualified archeologist to perform test trenching in the area

of the former Russian Embarcadero to determine if there are subsurface features or deposits associated with this era that remain and the protocol if cultural resources are uncovered. MM 14-3 requires the retention of a qualified archaeologist to monitor all ground-disturbing activities in the vicinity of the former Russian Embarcadero and the dairy complex. MM 14-4 outlines protocols in the event that any prehistoric or historic subsurface archaeological features or deposits, including darkened soil that could conceal cultural deposits are discovered during ground-disturbing activities. MM 14-5 outlines protocols and treatment of the inadvertent discovery of human remains in accordance with Section 7050.5 of the California Health and Safety Code and California Public Resources Code, Section 5097.98.

The proposed Project would occur entirely within the footprint of the Delta Shores PUD, as analyzed in the Delta Shores EIR. As such, the proposed Project would not impact any archaeological resources outside of what was assessed in the Delta Shores EIR. The proposed Project is not within the Russian Embarcadero area of the Delta Shores site. Therefore, MM 14-2 and MM 14-3 are not applicable to the proposed Project. Implementation of MM 14-4 and MM 14-5 would reduce the potential impacts to inadvertent discovery of previously unknown archaeological resources to less than significant. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the Delta Shores EIR.

c) Would the project disturb any human remains, including those interred outside of formal cemeteries?

No Substantial Change from the Previous Analysis. No prehistoric or historic burials were identified within the project site as a result of the records search and pedestrian survey completed for the Delta Shores EIR. Impacts were determined to be less than significant with implementation of MM 14-5.

The proposed Project is contained entirely within the footprint of the Delta Shores PUD, as analyzed in the Delta Shores EIR. As such, its potential to encounter human remains is the same as the project assessed in the Delta Shores EIR. Moreover, the project site is not part of or adjacent to a dedicated cemetery, and as such, the likelihood of disturbing human remains is low. However, the possibility of encountering human remains within the project site cannot be ruled out. In the event that human remains are inadvertently encountered during the Project construction activities, impacts to these resources would be potentially significant. Thus, mitigation is required to address impacts related to inadvertent discovery of human remains, as outlined in MM 14-5 in the Delta Shores Initial Study. MM 14-5 outlines protocols and treatment of the inadvertent discovery of human remains in accordance with Section 7050.5 of the California Health and Safety Code and California Public Resources Code, Section 5097.98. Additionally, MM 14-5 requires all ground-disturbing activity within 50 feet of the remains shall be halted immediately if any are discovered during any phase of construction and the County coroner shall be notified immediately. Adherence to MM 14-5 would ensure that potentially significant impacts to human remains would remain less than significant with mitigation incorporated; therefore, no substantial change would occur from the previous analysis.

3.5.2 Applicable Mitigation Measures from the Delta Shores Final Environmental Impact Report

The Initial Study prepared as part of the Delta Shores EIR required the following mitigation measures related to cultural resources, which remain applicable to the proposed Project:[4]

14-4 In the event that any prehistoric or historic subsurface archaeological features or deposits, including locally darkened soil ("midden") that could conceal cultural deposits, animal bone, obsidian, and/or mortar are discovered during construction-related earth-moving activities, all ground-disturbing activity within 100 feet of the resources shall be halted and the City of Sacramento Development Services Department shall be notified. The Development Services Department shall consult with a qualified archaeologist and the Native American Heritage Commission (NAHC) to assess the significance of the find. Impacts to any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by a qualified archaeologist and that are consistent with the Secretary of the Interior's Standards for Archaeological Documentation.

14-5 If human remains are discovered at any project construction sites during any phase of construction, all ground-disturbing activity within 50 feet of the remains shall be halted immediately, and the City of Sacramento Development Services Department and the County coroner shall be notified immediately. If the remains are determined by the County coroner to be Native American, and the NAHC shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The project proponent shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely Descendant, including the excavation and removal of the human remains. The County coroner shall be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of State law, as set forth in CEQA Guidelines section 15064.5(e) and Public Resources Code section 5097.98. The project applicant shall implement approved mitigation, to be verified by the City of Sacramento Development Services Department, before the resumption of ground-disturbing activities within 50 feet of where the remains were discovered.

3.6 Energy

3.6.1 Analysis

a) Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

No Substantial Change from the Previous Analysis. The Delta Shores EIR addressed potential impacts to energy resources in Section 5.8, Public Utilities. Project-level and cumulative electrical and natural gas supply and demand were evaluated under Impacts 5.8-7, 5.8-8, and 5.8-9 and were determined to be less than significant.

[4] Mitigation Measure numbering consistent with 2007 Initial Study

A number of statewide regulations aimed at increasing energy efficiency and reducing demand have been updated since the certification of the Delta Shores EIR. State programs that are designed to reduce petroleum consumption by vehicles include fuel efficiency standards and CARB's Advanced Clean Cars and Advanced Clean Trucks programs. In addition, the California Building Energy Efficiency Code (CCR Title 24, Part 6) specifically established Building Energy Efficiency Standards that are designed to ensure that new and existing buildings in California achieve energy efficiency and preserve outdoor and indoor environmental quality. These energy efficiency standards are reviewed every 3 years by the Building Standards Commission and the California Energy Commission (CEC) and revised if necessary (PRC Section 25402[b][1]). The current Title 24, Part 6 standards, referred to as the 2022 Building Energy Efficiency Standards, became effective on January 1, 2023. The 2022 Building Energy Efficiency Standards focus on four key areas in newly constructed homes and businesses:

- Encouraging electric heat pump technology for space and water heating, which consumes less energy and produces fewer emissions than gas-powered units.
- Establishing electric-ready requirements for single-family homes to position owners to use cleaner electric heating, cooking, and electric vehicle charging options whenever they choose to adopt those technologies.
- Expanding solar photovoltaic system and battery storage standards to make clean energy available on site and complement the state's progress toward a 100% clean electricity grid.
- Strengthening ventilation standards to improve indoor air quality.

Also, the California Green Building Standards Code (CALGreen) (CCR Title 24, Part 11) instituted mandatory minimum environmental performance standards for all ground-up, new construction of commercial, low-rise residential, and state-owned buildings, as well as schools and hospitals. The current code is the 2022 CALGreen Code, which includes a suite of mandatory standards, including the following that apply to new residential development:

- In new projects or additions to alterations that add 10 or more vehicular parking spaces, provide designated parking for low-emitting, fuel-efficient and carpool/van pool vehicles.
- Construction shall facilitate future installation of EV supply equipment.
- Water conserving plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with efficiency standards.
- Outdoor potable water use in landscaped areas shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources Model Water Efficient Landscape Ordinance, whichever is more stringent.

Based on the preceding considerations, since the Project would not result in more intense development and would be required to comply with more stringent sustainability and energy efficiency measures based on updated regulations than at the time of adoption of the Delta Shores EIR, it is anticipated that the Project would consume less petroleum, electricity, and natural gas than the previously approved project and would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during construction or operations. As such, the proposed Project would not result in new or substantially more severe significant impacts related to energy than considered in the Delta Shores EIR.

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Substantial Change from the Previous Analysis. As discussed in Section 3.6.1(a) above, the proposed Project would be required to comply with statewide and local energy plans, including the Building Energy Efficiency Standards (CCR Title 24, Part 6) and CALGreen Code (CCR Title 24, Part 11). Overall, building and vehicle energy efficiency have substantially improved since the Delta Shores EIR was certified. The Project would not result in new or substantially more severe significant impacts related to consistency with renewable energy and energy efficiency plans than the approved project considered in the Delta Shores EIR.

3.6.2 Applicable Mitigation Measures from the Delta Shores Final Environmental Impact Report

The Delta Shores EIR did not require any mitigation measures related to energy.

3.7 Geology and Soils

3.7.1 Analysis

a) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

No Substantial Change from the Previous Analysis. The Initial Study prepared for the Delta Shores EIR concluded that implementation of applicable regulations, codes, and standard engineering practices would mitigate significant constraints on development of the project site related to ground shaking or secondary seismic hazards. The City is located in an area of few known faults and low historical seismicity. Therefore, the impacts due to seismic activity were determined to be less than significant and this issue was not further addressed in the Delta Shores EIR.

Geology and soils impacts associated with the proposed Project would be similar to that described in Initial Study. The primary change from what was analyzed in the Delta Shores EIR would be the construction of high-density housing on the western portion of the Community Park parcel (HDR-12). Similar to the remainder of the Delta Shores PUD, this parcel is not located within an Alquist-Priolo Earthquake Fault Zone (CGS 2024). As a result, impacts would be less than significant with respect to rupture of a known earthquake fault and there would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the Delta Shores EIR.

ii) Strong seismic ground shaking?

No Substantial Change from the Previous Analysis. As discussed above under Section 3.7.1(a)(i), the City is located in an area of few known faults and low historical seismicity. The Initial Study prepared for the Delta Shores EIR concluded that implementation of applicable regulations, codes, and standard

engineering practices would mitigate significant constraints on development of the project site related to ground shaking or secondary seismic hazards. Construction contractors are required to comply with the California Building Code to ensure that the Project is designed and constructed to meet specific minimum seismic safety and structural design requirements. Therefore, the impacts due to seismic activity were determined to be less than significant and this issue was not addressed in the Delta Shores EIR.

The change in land use on HDR-12 from park to residential development associated with the proposed Project would not result in any additional impacts, as the Project would not directly or indirectly cause potential substantial adverse effects, including those caused by strong seismic ground shaking. As a result, seismic ground shaking related impacts would be less than significant, and there would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the Delta Shores EIR.

iii) Seismic-related ground failure, including liquefaction?

No Substantial Change from the Previous Analysis. Based on the Initial Study completed for the Delta Shores EIR, a geotechnical report concluded that on-site soils do not exhibit characteristics of liquefaction and associated lateral spreading, flow failure, lurch cracking, and soil boils. Therefore, the likelihood of damaging settlements due to liquefaction would be remote. Therefore, the impacts due to seismic ground failure and liquefaction were determined to be less than significant and this issue was not further addressed in the Delta Shores EIR.

Geology and soils impacts associated with construction and operation of the proposed Project would be similar to that described in the Initial Study, which concluded that implementation of applicable regulations, codes, and standard engineering practices would mitigate significant constraints on development of the Project site related to ground shaking or secondary seismic hazards. The proposed Project would not directly or indirectly cause potential substantial adverse effects, including those caused by seismic related ground failure. As a result, seismic related ground failure related impacts would be less than significant, and there would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the Delta Shores EIR.

iv) Landslides?

No Substantial Change from the Previous Analysis. As discussed in the Initial Study completed for the Delta Shores EIR, the project site is relatively flat; therefore, the project site would not be susceptible to landslides. Therefore, the impacts due to landslides were determined to be less than significant and this issue was not addressed in the Delta Shores EIR.

The proposed Project would not result in any additional impacts, as the Project would not directly or indirectly cause potential substantial adverse effects, including those caused by landslides. As a result, landslide related impacts would be less than significant, and there would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the Delta Shores EIR.

b) Would the project result in substantial soil erosion or the loss of topsoil?

No Substantial Change from the Previous Analysis. Construction-related erosion was addressed in Section 3.10, Hydrology and Water Quality, of the Delta Shores EIR, Threshold (a). See Section 3.10.1 of this addendum for a discussion of construction-related soil erosion impacts. With respect to operations-related soil erosion, the Initial Study concluded that erosion impacts would be less than significant because the topography of the project site is relatively flat, and the site would be largely covered with impervious surfaces and landscaped areas.

The primary erosion-related change related to the proposed Project would be the construction of high-density housing on the western portion of the Community Park parcel (HDR-12). Similar to that described in the Initial Study, long-term erosion would be very limited due to the relatively flat topography and predominant covering of the site with impervious surfaces and landscaping. As a result, impacts related to soil erosion would be less than significant, and there would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the Delta Shores EIR.

c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

No Substantial Change from the Previous Analysis. As discussed above under Section 3.7.1(a), geology and soils impacts associated with construction and operation of the proposed Project would be similar to that described in the Initial Study, which concluded that implementation of applicable regulations, codes, and standard engineering practices would mitigate significant constraints on development of the project site related to ground shaking or secondary seismic hazards. In addition, the project site is relatively flat; therefore, the project site would not be susceptible to landslides.

With respect to ground subsidence, the Initial Study indicated that although significant amounts of subsidence have occurred in the Sacramento Delta Region, no significant subsidence has been reported within the City. This conclusion was based on the City's 1987 General Plan Updated EIR. Based on mapping by the U.S. Geological Survey, the project site is not located in an area of land subsidence based on groundwater pumping, peat loss, or oil extraction (USGS 2024). Therefore, the proposed Project would not result in any additional impacts with respect to geologic hazards, as construction and operation would be completed in accordance with the California Building Code and the recommendations of a project specific geotechnical report. As a result, impacts related to geologic hazards would be less than significant, and there would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the Delta Shores EIR.

d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less than Significant Impact. The Initial Study completed for the Delta Shores EIR did not address expansive soils. Based on a geotechnical report completed for the Delta Shores EIR, the site is underlain by silty clay to a depth of 2 to 7 feet. Clay rich soils are generally prone to soil expansion, as the clay soils expand when wet and contract when dry, resulting in potential distress to foundations and subsurface utilities. However, as discussed in the Initial Study for other geologic hazards, implementation of applicable regulations, codes, and standard engineering practices would mitigate significant constraints on

development of the proposed Project. Construction contractors are required to comply with the California Building Code to ensure that the Project is designed and constructed to meet specific minimum structural design requirements. Mitigation for expansive soils typically includes construction of thicker concrete foundations and/or post-tensional concrete slabs, which provide a solution for ground-supported residential foundations on expansive soils. The proposed Project would not result in any additional impacts, as the development would be constructed in accordance with the recommendations of a project-specific geotechnical report and the California Building Code. As a result, expansive soil related impacts would be less than significant, and no mitigation is required.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?

No Impact. The Initial Study did not address wastewater disposal systems in the Seismicity, Soils, and Geology section. As discussed in more detail in Section 3.19, Utilities and Service Systems, of the Delta Shores EIR, the Delta Shores PUD would rely on a sanitary sewer system for wastewater disposal. No septic tanks or alternative wastewater disposal systems would be used. As a result, no impacts would occur, and no mitigation is required.

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Substantial Change from the Previous Analysis. The Delta Shores Initial Study concluded that impacts to paleontological resources would be reduced to less-than-significant with mitigation incorporated. ECORP Consulting Inc. conducted a cultural and paleontological resources investigation for Delta Shores in 2007.

The Riverbank Formation underlies the project site. Fossils recovered from the Riverbank Formation typically are large, late Pleistocene vertebrates. No fossils and no evidence of exposed geomorphological features that typically contain fossils were observed during the pedestrian survey of the project site, but that does not preclude the possibility of their existence at greater depth below the ground surface. Consequently, earth-disturbing construction activities such as site-clearing, grading, or trenching could uncover previously undiscovered paleontological resources. The project site has remained mostly vacant since the Initial Study was prepared in 2007; therefore, the same mitigation measure is provided to ensure that impacts to unanticipated significant paleontological resources would be less than significant.

MM 14-1 outlines protocols in the event that any paleontological resources are encountered during project-related earth-disturbing construction activities. Implementation of MM 14-1 would ensure that potentially significant impacts to yet unknown paleontological resources or unique geological features would remain less than significant with mitigation incorporated; therefore, no substantial change would occur from the previous analysis.

3.7.2 Applicable Mitigation Measures from the Delta Shores Final Environmental Impact Report

The Initial Study prepared for the Delta Shores EIR required the following mitigation measures related to geology and soils, which remain applicable to the proposed Project:[5]

14-1 Should paleontological resources be encountered during project-related earth-disturbing construction activities, all ground-disturbing activity within 100 feet of the discovery shall be halted, and the City of Sacramento Development Services Department shall be notified. The project applicant shall retain a paleontological professional to evaluate the find. Mitigation shall be conducted as follows:

1 Identify and evaluate paleontological resources by intense field survey where impacts are considered high;
2 Assess effects on identified sites;
3 Consult with the institutional/academic paleontologists conducting research investigations within the geological formation that are slated to be impacted;
4 Obtain comments from the researchers; and
5 Comply with researchers' recommendations to address any significant adverse effects where determined by the City to be feasible.

In considering any suggested mitigation proposed by the consulting paleontologist, Development Services Department staff shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, applicable policies and land use assumptions, and other considerations. If avoidance is unnecessary or infeasibly, other appropriate measures (e.g. data recovery) shall be instituted. Work may proceed on other parts of the project site while mitigation for paleontological resources is carried out.

3.8 Greenhouse Gas Emissions

3.8.1 Analysis

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

No Substantial Change from the Previous Analysis. The Delta Shores EIR addressed potential impacts to greenhouse gas (GHG) emissions in Section 5.10. The Delta Shores EIR discussion regarding GHGs does not present a significance conclusion because, at the time the Delta Shores EIR was prepared, no state or regional regulatory agency had adopted any method for determining a local project's threshold of significance for GHGs. Nonetheless, the Delta Shores EIR estimated GHG emissions associated with Project construction and operations for disclosure and included a qualitative discussion which concludes that the

[5] Ibid.

Project would result in an overall reduction in GHG emissions as compared to typical suburban development due to the Project's proposed mix of land uses and proximity to public transit infrastructure.

Statewide regulations aimed at reducing GHGs have been updated since the certification of the Delta Shores EIR, including the California Building Energy Efficiency Standards and CALGreen (CCR Title 24, Parts 6 and 11), as well as state programs that are designed to reduce consumption of fossil fuels by vehicles, including fuel efficiency standards, low-carbon fuel standards, and CARB's Advanced Clean Cars and Advance Clean Trucks programs. Notably, the EPA has reported that new vehicle estimated real-world CO_2 emissions are at a record low and fuel economy is at a record high (EPA 2023). The state has also adopted multiple regulations that require greater proportions of renewable energy generation by the utilities, with the most recent (SB 100 and SB 1020) establishing that the total electricity sold to retail customers in California per year consist of at least 44% renewables by December 31, 2024; 52% by December 31, 2027; 60% by December 31, 2030; 90% by December 31, 2035; 95% by December 31, 2040; and 100% by December 31, 2045. Finally, CARB has adopted multiple Scoping Plans since the Delta Shores EIR was certified to help achieve maximum technologically feasible and cost-effective GHG emissions statewide. The latest is the 2022 Scoping Plan, which details carbon reduction programs that build on and accelerate those from earlier Scoping Plans, including moving to zero-emission transportation; phasing out use of fossil gas use for heating homes and buildings; reducing chemical and refrigerants with high global warming potential; providing communities with sustainable options for walking, biking, and public transit; displacement of fossil-fuel-fired electrical generation through use of renewable energy alternatives (e.g., solar arrays and wind turbines); and scaling up new options, such as green hydrogen (CARB 2022b). Many of the measures and programs included in the Scoping Plan would result in the reduction of Project-related GHG emissions with no action required at the project level, including GHG emission reductions through increased energy efficiency and renewable energy production, reduction in carbon intensity of transportation fuels (low-carbon fuel standard), and the accelerated efficiency and electrification of the statewide vehicle fleet (Mobile Source Strategy).

The primary GHG emission sources identified in the Delta Shores EIR were associated with electricity and mobile sources. Considering that the residential dwelling unit count would be within what was analyzed in the Delta Shores EIR, vehicle trips are anticipated to remain the same. As the Project would not involve more intense development and would be required to comply with more stringent GHG reduction measures based on updated regulations than at the time of adoption of the Delta Shores EIR, including within the sectors of utility provided electricity and mobile sources, the Project is anticipated to generate less GHG emissions than the previously approved project. Based on the preceding considerations, the Project would not result in GHG emissions, either directly or indirectly, that may have a significant impact on the environment and would not result in new or substantially more severe significant impacts than considered in the Delta Shores EIR.

b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

No Substantial Change from the Previous Analysis. As discussed in Section 3.8.1(a) above, the proposed Project would be required to comply with statewide and local plans, policies, and regulations to reduce GHG emissions to the extent required by law. In addition, the Project would continue to result in a reduction in GHG emissions as compared to typical suburban development due to the proposed mix of land uses and proximity to public transit infrastructure, as described in the Delta Shores EIR, which would serve to reduce vehicle-miles traveled (VMT). Overall, the Project would not conflict with an applicable plan, policy

or regulation adopted for the purpose of reducing the emissions of GHGs and would not result in new or substantially more severe significant impacts than considered in the Delta Shores EIR.

3.8.2 Applicable Mitigation Measures from the Delta Shores Final Environmental Impact Report

The Delta Shores EIR did not require any mitigation measures related to GHGs.

3.9 Hazards and Hazardous Materials

3.9.1 Analysis

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

No Substantial Change from the Previous Analysis. With respect to hazards and hazardous materials, potential impacts from buildout of the Delta Shores Master Plan were determined to be less than significant in the Initial Study prepared for the Delta Shores EIR because the Project would not include development of any uses considered particularly hazardous. Additionally, all hazardous materials must be used, stored and transported according to applicable federal, state, and local requirements. The change in land use on parcel HDR-12 from Community Park to residential development would not result in any additional impacts. The Project would not result in new or substantially more severe significant impacts related to creating a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. The Project would not result in new routine transport impacts that may have a significant impact on the environment and would not result in new or substantially more severe significant impacts than considered in the Delta Shores EIR.

b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

No Substantial Change from the Previous Analysis. The Initial Study concluded that the potential release of hazardous materials into the environment during construction would be a less-than-significant impact with mitigation. The change in land use on parcel HDR-12 from Community Park to residential development would not result in any additional impacts and the conclusions of the Delta Shores EIR would remain applicable to the Project. As a result, the Project would not be expected to result in any changes, new circumstances, or new information that would involve new significant impacts or substantially more severe impacts to hazards and hazardous materials from what was anticipated for the project area in the previous CEQA documents. As a result, the Project would not result in new reasonably foreseeable upset and accident conditions that may have a significant impact on the environment and would not result in new or substantially more severe significant impacts than considered in the Delta Shores EIR.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Substantial Change from the Previous Analysis. The Initial Study noted that Delta Shores would not include the development of any uses considered particularly hazardous. However, the Initial Study concluded that the potential release of hazardous materials into the environment during construction would be reduced to a less-than-significant impact with mitigation. The change in land use on parcel HDR-12 from Community Park to residential development would not result in any additional impacts and the conclusions of the Delta Shores EIR would remain applicable to the Project. As a result, the Project would not be expected to result in any changes, new circumstances, or new information that would involve new significant impacts or substantially more severe impacts to hazards and hazardous materials from what was anticipated for the project area in the prior EIR. MM 9-2 contained within the Initial Study would still apply to the proposed Project: As a result, impacts would be less- than-significant with Mitigation Measures 9-2 incorporated.

d) Would the project be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Substantial Change from the Previous Analysis. Per the Initial Study completed for the Delta Shores EIR (April 2007), the project site is not included on the list of hazardous materials sites compiled pursuant to Government Code 65962.5 (Envirostor Database, formerly known as the "Cortese List"). However, the Initial Study included a mitigation measure that required a Phase II Environmental Site Assessment (ESA) be completed (MM 9-1) as recommended by the Phase I ESA. This was completed by the applicant and a remedial action cleanup was completed in 2014. The applicant also conducted soil screening for agricultural chemicals across the site and all results were found to be below threshold levels. Naturally occurring arsenic was found on site and there is a requirement to notify contractors in advance of any site disturbance activities. A remedial clean up action closure letter was received in October 2019 from Sacramento County's Environmental Management Department. The change in land use on parcel HDR-12 from Community Park to residential development would not result in new or substantially more severe significant impacts related to the discovery of on-site contamination as this was cleared in 2019. As a result, there would be no new impacts but MM 9-2 is still required in the event of previously unidentified soil or groundwater contamination, USTS or other unknown hazards that may be discovered during site grading

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Substantial Change from the Previous Analysis. Per the Initial Study completed for the Delta Shores EIR (April 2007), the closest airport to the project site is Executive Airport located approximately 3.5 miles north. The Sacramento Executive Airport remains the nearest airport to the project site, which is not within 2 miles of the project site. Therefore, the Project would not result in new or substantially more severe significant impacts. The Project would not result in new airport hazard impacts that may have a significant impact on the environment and would not result in new or substantially more severe significant impacts than considered in the Delta Shores EIR.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Substantial Change from the Previous Analysis. The proposed Project is anticipated to result in less-than-significant impacts associated with emergency access or evacuation plans. The change in land use on parcel HDR-12 from Community Park to residential development would not result in any additional impacts, as the Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The Project would not result in new impacts to adopted emergency response plans or emergency evacuation plans that may have a significant impact on the environment and would not result in new or substantially more severe significant impacts than considered in the Delta Shores EIR.

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Substantial Change from the Previous Analysis. Per the Initial Study completed for the Delta Shores EIR (April 2007), the proposed Project is anticipated to result in less-than-significant impacts associated with wildland fire. The change in land use on parcel HDR-12 from Community Park to residential development would not result in new or substantially more severe significant impacts. The Project would not result in new wildland fire impacts that may have a significant impact on the environment and would not result in new or substantially more severe significant impacts than considered in the Delta Shores EIR.

3.9.2 Applicable Mitigation Measures from the Delta Shores Final Environmental Impact Report

The Initial Study prepared for the Delta Shores EIR required the following mitigation measures related to hazards and hazardous materials, which remain applicable to the proposed Project:[6]

9-2 In the event that previously unidentified soil or groundwater contamination, USTs, or other features or materials that could present a threat to human health or the environment are discovered during excavation and grading or construction activities, all construction within the project site shall cease immediately, and the applicant shall retain a qualified professional to evaluate the type and extent of the hazardous materials contamination and make appropriate recommendations, including, if necessary, the preparation of a site remediation plan. Pursuant to Section 25401.05 (a)(1) of the California Health and Safety Code, the plan shall include: a proposal in compliance with application law, regulations, and standards for conducting a site investigation and remedial action, a schedule for the completion of the site investigation and remedial action, and a proposal for any other remedial actions proposed to respond to the release or threatened release of hazardous materials at the property. Work within the project site shall not proceed until all identified hazards are managed to the satisfaction of the City and the SCEMD.

6 Ibid.

3.10 Hydrology and Water Quality

3.10.1 Analysis

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

No Substantial Change from the Previous Analysis. Subsequent to certification of the Delta Shores EIR, rough grading of the site was completed in the southern portion of the Delta Shores PUD, south of Cosumnes River Boulevard (both west and east of I-5), which converted primarily agricultural land uses to planned streets with backbone infrastructure (storm drains and regional detention/water quality basins). Development in the PUD commenced in 2013 with construction of the I-5 Cosumnes River Boulevard interchange and expressway, in addition to backbone roadway, utility, drainage and wetland facilities, which was followed by the completion of the Phase 1 regional retail development immediately east of the I-5 freeway (shown on Figure 4). Medium density housing development commenced in 2022 on the east side of I-5, south of Cosumnes River Boulevard. No additional development has occurred to date and the northern portion of the site remains primarily as agricultural land. As a result, on-site stormwater runoff patterns and stormwater quality have changed in the southern portion of the site since completion of the Delta Shores EIR. Rather than agricultural runoff, stormwater runoff flows into on-site storm drains and regional detention/water quality basins of Basin 89 prior to discharge into Pump Station 89, Morrison Creek/Beach Lake, Stone Lake, and ultimately the Sacramento River.

Construction

Water quality impacts associated with grading and construction of the proposed Project would be slightly greater, but similar to that described in the Delta Shores EIR, which concluded that construction related water quality impacts would be short-term and less-than-significant with adherence to all applicable state and local regulations. The City would be responsible for ensuring compliance these regulations. The primary change would be the construction of high-density housing on the western portion of the parcel. Although grading would be required for the park, high-density housing would require more intensive grading and construction, which would require a longer construction period, thus slightly increasing the potential for water quality impacts.

Grading- and construction-related activities would potentially result in sediment releases due to exposure of previously stabilized soils to rainfall/runoff and wind. Such activities include the removal of vegetation, demolition of on-site infrastructure, and grading of the site. Erosion and sedimentation affect water quality and interferes with photosynthesis; oxygen exchange; and the respiration, growth, and reproduction of aquatic species. Additionally, other pollutants, such as nutrients, trace metals, and hydrocarbons, can attach to sediment and be transported into downstream drainages, including Morrison Creek/Beach Lake, Stone Lake, and the Sacramento River, which could contribute to the degradation of water quality. Furthermore, during grading and temporary stockpiling of soil, there is the potential for soil migration off site via wind.

Non-sediment-related pollutants that are also of concern during construction include construction materials (e.g., paint, stucco); chemicals, liquid products, and petroleum products used in building construction or the maintenance of heavy equipment; and concrete-related pollutants.

Construction impacts from the proposed Project would be minimized through compliance with local, state, and federal regulations pertaining to water quality standards. This includes adherence to NPDES General Permit for Storm Water Discharges Associated with Construction Activity, Order No. 99-08-DWQ (i.e., the General Construction Permit), which requires future projects of 1 acre or more to prepare and implement a stormwater pollution prevention plan (SWPPP) prior to grading and construction activities. The SWPPP is required to identify best management practices (BMPs) that protect stormwater runoff and ensure the avoidance of substantial degradation of water quality during Project construction. All construction activities associated with the proposed Project, including installation and realignment of utilities, would be subject to existing regulatory requirements. The applicant would file a Notice of Intent with the State Water Resources Control Board (SWRCB) to comply with the requirements of the Construction General Permit. This process would include the preparation of a SWPPP and incorporation of BMPs to control construction-related erosion and sedimentation in dry weather and stormwater runoff. Typical BMPs that could be incorporated into the SWPPP to protect water quality include the following:

- Diverting off-site runoff away from the construction site.
- Vegetating landscaped/vegetated swale areas as soon as feasible following grading activities.
- Placing perimeter straw wattles to prevent off-site transport of sediment.
- Using drop inlet protection (filters and sandbags or straw wattles), with sandbag check dams within paved areas.
- Regular watering of exposed soils to control dust during demolition and construction.
- Implementing specifications for demolition/construction waste handling and disposal.
- Using contained equipment wash-out and vehicle maintenance areas.
- Maintaining erosion and sedimentation control measures throughout the construction period.
- Stabilizing construction entrances to avoid trucks from imprinting soil and debris onto the South Campus Specific Plan area and adjoining roadways.
- Training, including for subcontractors, on general site housekeeping.

Grading and construction would also be subject to requirements of the City's Stormwater Quality Improvement Program (City of Sacramento 2024) and the City's Standard Specifications for Construction (City of Sacramento 2020b). The construction element of City's Stormwater Quality Improvement Program includes activities designed to reduce sediment in construction site runoff and reduce other pollutants such as litter and concrete wastes, through good housekeeping procedures and proper waste management. Similarly, the City's Standard Specifications for Construction includes requirements consistent with the NPDES General Construction Permit with respect to erosion, sediment, and pollution control. City staff also inspects and enforces the erosion, sediment, and pollution control requirements in accordance with the City Grading, Erosion, and Sediment Control Ordinance and the City Standard Specifications for Construction.

Incorporation of required BMPs for erosion control, sediment control, materials and waste storage and handling, and equipment and vehicle maintenance and fueling would reduce the potential discharge of polluted runoff from project construction sites, consistent with the California Green Building Standards Code (i.e., CALGreen) requirements. Compliance with existing regulations would prevent violation of water quality standards and minimize the potential for contributing sources of polluted runoff. Therefore, compliance with existing regulations would ensure that the Delta Shores PUD area would not violate any water quality standards or waste discharge requirements as established in CALGreen; the City Grading, Erosion, and Sediment Control Ordinance; the City Standard Specifications for Construction; and the Central

Valley RWQCB Basin Plan (Central Valley RWQCB 2019), or otherwise substantially degrade surface quality from construction activities. Similar to the Delta Shores EIR, impacts would be less than significant, and no mitigation is required.

Operations

Water quality impacts associated with operation of the Delta Shores PUD would be greater, but similar to that described in the Delta Shores EIR, which indicated that operation of the proposed project would result in an increase in impervious surfaces, which in turn, could increase the transport of urban pollutants in stormwater and non-stormwater runoff to nearby waterways within the Morrison Creek watershed. The Delta Shores EIR concluded that impacts would be less-than-significant with adherence to all applicable federal, state, and local regulations. The City would be responsible for ensuring compliance these regulations.

The primary change related to the Delta Shores PUD would be the construction of high-density housing on the western portion of the Community Park parcel. Changes in land use from high density to medium density housing on the southern side of the Master Plan would not appreciably change stormwater quality; however, a change from Community Park to high-density housing would increase the potential for urban water quality impacts. Stormwater runoff from the park could potentially be impacted by the use of fertilizers, herbicides, and pesticides. However, the park turf and other vegetation would act as natural biofilters and stormwater runoff velocity inhibitors, which would have beneficial effects. Conversely, an increase in paved parking areas for high density housing could result in off-site migration of oil, grease, volatile organic compounds, metals, nutrients, trash, and bacteria during storm events, which in general would potentially result in higher water quality impacts than runoff from the Community Park. Stormwater quality from the northern portion of the Delta Shores PUD, which are currently in agricultural use, as well as runoff from the southern undeveloped portions of the project site would be similar to that described in the Delta Shores EIR.

As described above, rough grading completed in the southern portion of the project site, south of Cosumnes River Boulevard (both west and east of I-5), converted primarily agricultural land uses to planned streets with backbone infrastructure (storm drains and regional detention/water quality basins). As a result, on-site stormwater runoff patterns and stormwater quality has changed since completion of the Delta Shores EIR in the southern portion of the site. Rather than agricultural runoff, stormwater runoff flows into backbone storm drains and regional detention/water quality basins of Basin 89 prior to discharge into Pump Station 89, Morrison Creek/Beach Lake, Stone Lake, and ultimately the Sacramento River. These water quality basins contribute to filtering out stormwater contaminants prior to off-site stormwater discharge.

With respect to the remaining undeveloped parcels, project operations would be consistent with the City Stormwater Quality Improvement Program (City of Sacramento 2024); the Central Valley RWQCB General Permit for Discharges from Municipal Separate Storm Sewer System permit (General Order R5—2016-0040, NPDES Permit No. CAS0085324), effective November 23, 2016, also known as the Sacramento Area MS4 permit; and the Stormwater Quality Design Manual for the Sacramento Region (City of Citrus Heights et al. 2018). Activities in the new development element of the Stormwater Quality Improvement Program reduce pollutants that can result from new developments. City staff provides outreach and guidance to the development community and City staff on stormwater quality planning principals and treatment controls. City staff also review new development plans and inspect the construction of new facilities. The key elements of the Sacramento Area MS4 Permit that apply to the Project are source control of urban pollutants and water quality treatment prior to stormwater being discharged to local waterways. The permittees of the Sacramento Area MS4 Permit, collectively referred to as the Sacramento Stormwater

Quality Partnership, established the Stormwater Quality Improvement Program and the Stormwater Quality Design Manual for the Sacramento Region, which provides an integrated approach to stormwater management in fulfilling the requirements of the MS4 Permit. Delta Shores Project operations would be consistent with these water quality requirements.

In addition to the three detention/water quality basins already constructed on site, including one west of I-5 and two basins east of I-5, stormwater water quality basins occur proximate to the seasonal wetland area, located in the northeast portion of the Delta Shores PUD (Figure 1). Stormwater from the project site as well as neighboring development to the north of the project site would flow through the stormwater pipeline network to the water quality basins proximate to the seasonal wetland area. After treatment in the various detention/water quality basins, stormwater is routed into the existing Pump Station 89's (Sump 89 pump station) forebay and then pumped into the Morrison Creek/Beach Lake.

Compliance with the Sacramento Area MS4 and associated City water quality enhancement programs would ensure that the Delta Shores PUD area would not violate any water quality standards or waste discharge requirements, or otherwise substantially degrade surface quality during operations. Based on the preceding considerations, the Project would not result in new water quality impacts that may have a significant impact on the environment and would not result in new or substantially more severe significant impacts than considered in the Delta Shores EIR.

b) ***Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?***

No Substantial Change from the Previous Analysis.

Groundwater Recharge

Groundwater recharge impacts associated with the Delta Shores project would be similar to that described in the Delta Shores EIR. As described in the Delta Shores EIR, existing soil conditions at the project site have characteristically slow infiltration rates and high to moderately high runoff potential. Implementation of the Project would impede infiltration and potentially reduce groundwater recharge by adding impervious surface area over an area that is mostly undeveloped. However, the approximately 782-acre site constitutes only 0.003% of the South American Groundwater Subbasin.

Groundwater Supply

The Delta Shores EIR indicated that the project would not rely on groundwater supply; therefore, there would be no net deficit in aquifer volume or lowering of the local groundwater table level. As a result, groundwater supply impacts would be less than significant.

Potable water for the Delta Shores Project would be supplied through surface water rights and entitlements from the Sacramento and American rivers, along with groundwater pumped through City operated groundwater wells. These supplies would be delivered through existing City supply facilities and new water infrastructure constructed for delivery into the project site, per the requirements of the City. Since completion of the Delta Shores EIR, the Sustainable Groundwater Management Act (SGMA) was passed, which requires governments and water agencies of high- and medium-priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans. For critically over-drafted

basins, sustainability should be achieved by 2040. For the remaining high- and medium-priority basins, 2042 is the deadline. Through SGMA, the California Department of Water Resources provides ongoing support to local agencies through guidance, financial assistance, and technical assistance. SGMA empowers local agencies to form groundwater sustainability agencies (GSAs) to manage basins sustainably and requires completion of groundwater sustainability plans (GSPs) for crucial (i.e., medium to high priority) groundwater basins in California. Adjudicated basins are exempt from developing a GSA or GSP.

As indicated in the Delta Shores EIR, the City maintains 32 wells for potable use, which pump groundwater from the Sacramento Valley - North American Subbasin. Groundwater withdrawals from this basin are managed under the Sacramento Authority GSA, whose GSP was approved by the Department of Water Resources on July 27, 2023 (DWR 2023). All future groundwater extractions by the City from the North American Subbasin would be completed such that sustainability goals defined in the GSP for the subbasin would be achieved and no undesirable results would occur. Department of Water Resources staff will continue to monitor and evaluate the subbasin's progress toward achieving sustainability goals through annual reporting and future periodic evaluations of the GSP and its implementation. As a result, The Project would not result in new impacts to groundwater supply or recharge that may have a significant impact on the environment and would not result in new or substantially more severe significant impacts than considered in the Delta Shores EIR.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in substantial erosion or siltation on- or off-site?

No Substantial Change from the Previous Analysis. Stormwater runoff patterns associated with construction and operation of the proposed Project would be similar to those described in the Delta Shores EIR. As described in the Delta Shores EIR, the existing drainage system within Drainage Basin 89 was designed and constructed in the 1960s to convey surface water runoff from anticipated development within the basin. The proposed Project, as planned, would increase the amount of impervious surface area within Basin 89 due to the conversion of undeveloped land to urban land use. This would result in a substantial increase in stormwater runoff compared to existing conditions. However, the Project drainage facilities were designed to accommodate time based flows from the existing upstream development and the increase in impervious surface area attributed to the Project.

As discussed above under Section 3.10.1(a), since approval of the Delta Shores EIR, rough grading and some construction was completed in the southern portion of the project site, south of Cosumnes River Boulevard. As a result, on-site stormwater runoff patterns have changed since completion of the Delta Shores EIR in the southern portion of the site. Rather than agricultural runoff, stormwater runoff flows into backbone storm drains and regional detention/water quality basins of Basin 89 prior to discharge into Pump Station 89, Morrison Creek/Beach Lake, Stone Lake, and ultimately the Sacramento River. As a result, increased stormwater runoff associated with increased impervious surfaces in the southern portion of the site is detained such that on- or off-site erosive scour and siltation of downstream water bodies would not occur.

The primary change related to the Delta Shores PUD would be the construction of high-density housing on the western portion of the Community Park parcel (HDR-12). Changes in land use from high density to medium density housing on the southern side of the project site would not appreciably change stormwater

runoff patterns; however, a change from Community Park to high-density housing would increase the potential for stormwater runoff velocities, which in turn could potentially result in off-site erosive scour and siltation of downstream water bodies. However, the topography of parcel HDR-12 is gently sloping towards the southwest, towards Delta Shores Circle South and a 24-inch pipe has been extended across Delta Shores Circle South from HDR-12 directly into the existing regional detention basin located adjacent to this roadway. An existing subdivision map condition requires updating the Delta Shores drainage master plan (Watermark Engineering 2013) to prove out use of the existing 24-inch storm drain for development of HDR-12. As a result, increased stormwater runoff from the proposed HDR-12 development would be routed into this detention basin, which in combination with existing regional drainage facilities, has excess capacity (MSA 2023). Ultimately, the water from the detention basin is mechanically pumped across the levee, thus preventing increased off-site runoff and associated erosive scour and siltation of downstream water bodies. The Project would not result in new stormwater impacts that may have a significant impact on the environment and would not result in new or substantially more severe significant impacts than considered in the Delta Shores EIR.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

No Substantial Change from the Previous Analysis. As discussed above under Section 3.10.1(c)(i), a change from Community Park to high-density housing would increase the potential for stormwater runoff velocities, which in turn could result in flooding, on or off site. However, the topography of parcel HDR-12 is gently sloping towards the southwest, towards Delta Shores Circle South and a pipe has been extended across Delta Shores Circle South from HDR-12 directly into the existing regional detention basin located adjacent to this roadway. As a result, increased stormwater runoff from the proposed HDR-12 development would be routed directly into the regional detention basin, which has excess capacity and ultimately mechanically pumped across the levee, thus preventing off-site flooding. The Project would not result in new surface water impacts that may have a significant impact on the environment and would not result in new or substantially more severe significant impacts than considered in the Delta Shores EIR.

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

No Substantial Change from the Previous Analysis. As discussed above under Section 3.10.1(c)(i), a change from Community Park to high-density housing would increase the potential for stormwater runoff velocities, which in turn could create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems. However, the topography of parcel HDR-12 is gently sloping towards the southwest, towards Delta Shores Circle South and a pipe has been extended across Delta Shores Circle South from HDR-12 directly into the existing regional detention basin located adjacent to this roadway. As a result, increased stormwater runoff from the proposed HDR-12 development would be routed directly into the regional detention basin, which has excess capacity, and ultimately mechanically pumped across the levee, thus preventing exceedance of the capacity of existing or planned drainage systems. The Project would not result in new runoff water that may have a significant impact on the environment and would not result in new or substantially more severe significant impacts than considered in the Delta Shores EIR.

iv) Impede or redirect flood flows?

No Substantial Change from the Previous Analysis. The Delta Shores EIR indicated that the majority of the project site was designated Zone X, areas protected by levees from a 100-year flood, by the Federal Emergency Management Agency (FEMA). Flood insurance is not required for properties in Zone X, and local floodplain zoning ordinances do not apply to Zone X. However, a small portion of the site located along the southeast boundary of the site and along the former natural drainage area in the southeast portion of the site was designated Zone A99, which corresponds to areas of the 100-year floodplains that would be protected by a federal flood protection system where construction has reached specified statutory milestones. No base flood elevations or depths were shown within this zone. Mandatory flood insurance purchase requirements apply to properties within this zone. Based on the Delta Shores EIR, the Sacramento Area Flood Control Agency indicated that the designated Zone A99 would be revised to Zone X in the near future.

Since completion of the Delta Shores EIR, the area designed by FEMA as Zone A99 along the former natural drainage area in the southeast portion of the site has been reclassified as Zone AE, which is a FEMA Regulatory Floodway with base flood elevations. In addition, an east-west trending Regulatory Floodway traverses the Delta Shores Project, representing the former flood irrigation ditch that has been filled south of Cosumnes River Boulevard. A Letter of Map Revision, which is FEMA's official modification to an effective Flood Insurance Rate Map or Flood Boundary and Floodway Map, or both, was issued by FEMA effective May 12, 2014. Letter of Map Revisions typically result from the implementation of physical measures that affect the hydrologic or hydraulic characteristics of a flooding source, leading to the existing regulatory floodway, effective base flood elevations, and flood elevations. The remainder of the site is designated Zone X, area with reduced flood risk due to levee (FEMA 2024).

The primary change related to the Delta Shores Project would be the construction of high-density housing on the western portion of the Community Park parcel. This proposed residential parcel is not located within the Zone AE Regulatory Floodway. As a result, the Project would not impede or redirect flood flows. Impacts would be less than significant, and no mitigation is required.

Proposed structures within the portions of the Delta Shores Project within the Zone AE Regulatory Floodway would be required to obtain an elevation certificate and purchase flood insurance, pending removal of the Zone AE designation from the Flood Insurance Rate Map. An elevation certificate is an official document that records the elevation data of a building in order to ensure compliance with community floodplain ordinances. The certificate is used in Special Flood Hazard Areas, which include Zone AE Regulatory Floodways, and is necessary for demonstrating that new buildings and substantial improvements are properly elevated; determining the proper insurance premium rate for flood insurance; and supporting a request for a Letter of Map Amendment or Revision. The certificate includes details such as the lowest floor elevation and is often required for properties to obtain flood insurance through the National Flood Insurance Program. The certificate is especially important for buildings constructed after the publication of the Flood Insurance Rate Map (FIRM), known as post-FIRM buildings (FEMA 2023). The Project would not result in new flood impacts that may have a significant impact on the environment and would not result in new or substantially more severe significant impacts than considered in the Delta Shores EIR.

d) In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

No Substantial Change from the Previous Analysis. As discussed above under Section 3.10.1(b), the primary change related to the Delta Shores Project would be the construction of high-density housing on the western portion of the Community Park parcel. This proposed residential parcel is not located within the Zone AE Regulatory Floodway, nor in a tsunami or seiche zone. As a result, the Project would not risk release of pollutants due to project inundation. Proposed structures within the portions of the Delta Shores PUD within the Zone AE Regulatory Floodway would be required to obtain an elevation certificate and purchase flood insurance, pending removal of the Zone AE designation from the Flood Insurance Rate Map. The Project would not result in inundation that may have a significant impact on the environment and would not result in new or substantially more severe significant impacts than considered in the Delta Shores EIR.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Substantial Change from the Previous Analysis. This environmental threshold was created in the 2018 revisions to Appendix G of the CEQA Guidelines and was therefore not included in the Delta Shores EIR. As discussed above under Section 3.10.1(a) with compliance with the Sacramento Area MS4 and applicable City water quality enhancement programs, the Delta Shores Project would not violate any water quality standards or waste discharge requirements, or otherwise substantially degrade surface quality during operations. As a result, the Project would not conflict with or obstruct implementation of water quality objectives established in the Central Valley RWQCB Basin Plan.

With respect to groundwater management, groundwater would be used in part as a water supply for the Delta Shores project. SGMA empowers local agencies to form GSAs to manage basins sustainably and requires those GSAs to adopt GSPs for crucial groundwater basins in California. The City maintains 32 wells for potable use, which pump groundwater from the Sacramento Valley - North American Subbasin. Groundwater withdrawals from this basin are managed under the Sacramento Authority GSA, whose GSP was approved by the Department of Water Resources on July 27, 2023 (DWR 2023). All future groundwater extractions by the City from the North American Subbasin would be completed such that sustainability goals defined in the GSP for the subbasin would be achieved and no undesirable results would occur. Department of Water Resources staff will continue to monitor and evaluate the subbasin's progress toward achieving sustainability goals through annual reporting and future periodic evaluations of the GSP and its implementation. As a result, the Project would not conflict with or obstruct implementation of a sustainable groundwater management plan. The Project would not result in inundation that may have a significant impact on the environment and would not result in new or substantially more severe significant impacts than considered in the Delta Shores EIR.

3.10.2 Applicable Mitigation Measures from the Delta Shores Final Environmental Impact Report

No mitigation measures were included in the Delta Shores EIR as no significant impacts would occur in association with the Project.

3.11 Land Use and Planning

3.11.1 Analysis

a) Would the project physically divide an established community?

Less than Significant Impact. The Delta Shores EIR did not explicitly address whether Delta Shores would physically divide an established community. However, the project assessed in the Delta Shores EIR was the development of a 782-acre planned community on undeveloped agricultural land. There was no existing established community within the project site.

The proposed Project would include slight modifications to the zoning of specific parcels within the context of a planned community which would not impact the connectivity of the community. While the proposed Project would remove two pedestrian bridges that would have provided access within the community, it would replace them with dedicated signalized pedestrian crossings at three locations along Delta Shores Circle South and an enhanced Cosumnes River Boulevard crossings at Cosumnes River Boulevard and the Tidal Street traffic signal. The Cosumnes River Boulevard crossing includes an additional trail linkage thru parcel MU-1 to the enhanced Cosumnes River Boulevard crossing and a trail linkage along the Cosumnes River Boulevard frontage of parcels MDR-12 and HDR-10, connecting to the Wetland trail loop and 24th Street (Figure 1). The enhanced pedestrian crossing of Cosumnes River Boulevard would include widened sidewalks that tie the trail system to the intersection of Cosumnes River Boulevard and Tidal Street traffic signal crossing. The proposed Project also includes the addition of a 25-foot-wide Public Access Easement for an off-street trail corridor that extends from Delta Shores Circle South along the southern property line of HDR-12 to the Community Park. These project components would enhance the connectivity of the community. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the Delta Shores EIR.

b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less than Significant Impact. Chapter 4, Land Use Consistency and Compatibility, of the Delta Shores EIR is dedicated to the assessment of Delta Shores' consistency with applicable land use plans, policies, and regulations in place at the time of the analysis, which includes the City's 1988 General Plan, the City's Comprehensive Zoning Ordinance, the South Sacramento Airport/Meadowview Community Plan, and the Land Use and Resource Management Plan for the Primary Zone. In addition, the analysis evaluated Delta Shores' consistency with the City's then-forthcoming 2030 General Plan and South Area Community Plan. The Delta Shores EIR states that Chapter 4 "differs from impact discussions in that only compatibility and consistency issues are discussed, as opposed to environmental impacts and mitigation measures. This discussion complies with section 15125(d) of the CEQA Guidelines, which requires EIRs to discuss inconsistencies with general plans and regional plans as part of the environmental setting." Therefore, no significance determinations were made related to land use plans, policies, or regulations. However, Chapter 4 of the Delta Shores EIR also states that "The intent of the Delta Shores PUD Guidelines is to ensure that buildout of the proposed project is implemented in a consistent manner and that design of the project's features are compatible both internally and with surrounding existing uses. As a condition of approval, the proposed project would be required to adhere to the recommendations set forth in the Guidelines."

As discussed in Section 2.2.2 of this addendum, the City Council approved a series of entitlements relating to the development of Delta Shores in 2009, including approval of the Delta Shores PUD and various other entitlements including a Development Agreement, Finance Plan, master and tentative parcel maps, and the certification of the Delta Shores EIR. Development consistent with the PUD Guidelines would be consistent with applicable land use plans, policies, or regulations. The proposed Project entails amendments to the Development Agreement and the Delta Shores PUD, as well as an amendment to the approved Air Quality Management Plan that reflects the removal of two pedestrian bridges and other minor land use changes. Upon completion of the proposed Project, the minor revisions proposed to the Development Agreement and PUD would be consistent with those documents. The impacts of these actions are assessed throughout this addendum. This addendum demonstrates that the proposed Project would not cause any new environmental impacts or increase the severity of any impacts compared to what was assessed and disclosed in the Delta Shores EIR. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the Delta Shores EIR.

3.11.2 Applicable Mitigation Measures from the Delta Shores Final Environmental Impact Report

No land use and planning mitigation measures were required in the Delta Shores EIR.

3.12 Mineral Resources

3.12.1 Analysis

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Less-than-Significant Impact. The Delta Shores EIR did not assess impacts on Mineral Resources because the version of Appendix G for the Initial Study did not specify the need to analyze Mineral Resources. The 1988 General Plan did not identify the presence of any mineral resource deposits within the Delta Shores project site. Mineral resources are identified by the California Geologic Survey (CGS) as part of the Surface Mining and Reclamation Act (SMARA) of 1975. Based on guidelines adopted by CGS, areas known as mineral resource zones (MRZs) are classified according to the presence or absence of significant deposits. The Delta Shores project site is not located in an area that has been identified as containing mineral resources mineral resource extraction operations. According to the Mineral Land Classification Map of PCC-Grade Aggregate Resources in Sacramento County, the western portion of the site is considered MRZ-1 and the eastern portion is considered MRZ-3. MRZ-1 denotes areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence. A small section of the MRZ-1 portion of the project site shows an area that has mined out PCC-grade aggregate resources. MRZ-3 denotes areas containing mineral deposits, the significance of which cannot be evaluated from available data (DOC 1999a, 1999b). Based on this evaluation, implementation of the proposed Project would not result in the loss of availability of a known mineral resource. Impacts associated with loss of availability of a known mineral resource would be less than significant.

b) Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

Less-than-Significant Impact. As mentioned above in Section 3.12.1(a), the Delta Shores EIR did not assess impacts on Mineral Resources. However, as described above, the 1988 General Plan did not identify the presence of any mineral resource deposits within the Delta Shores project site (City of Sacramento 2015). Therefore, impacts associated with loss of availability of a locally important mineral resource recovery site would be less than significant.

3.12.2 Applicable Mitigation Measures from the Delta Shores Final Environmental Impact Report

The Delta Shores EIR did not require any mitigation measures related to mineral resources.

3.13 Noise

3.13.1 Analysis

a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Short-Term Construction Noise

No Substantial Change from the Previous Analysis**.** The Delta Shores EIR concluded that construction of Delta Shores could temporarily expose sensitive receptors to increased noise levels but that the impact would be mitigated to less than significant with implementation of MM 5.6-1.

Airborne construction noise and ground-borne construction vibration are temporary phenomena, with emission levels varying from hour to hour and day to day, depending on the equipment in use, the operations performed, and the distance between the source and receiver. Equipment that would be in use during construction of the proposed Project would include the same types of equipment as assessed in the Delta Shores EIR, including man-lifts, excavators, backhoes, graders, loaders, cranes, welders, pavers, rollers, and air compressors and would occur within the footprint of the Delta Shores project site as assessed in the Delta Shores EIR. The typical maximum noise levels at a distance of 50 feet from these various pieces of construction equipment and activities anticipated for use on the project site are presented in Table 1. Note that the equipment noise levels presented in Table 1 are maximum noise levels. Usually, construction equipment operates in alternating cycles of full power and low power, producing average noise levels over time that are less than the maximum noise level. The average sound level of construction activity also depends on the amount of time that the equipment operates and the intensity of construction activities during that time.

Table 1. Typical Construction Equipment Maximum Noise Levels

Equipment Type(s)	Maximum Noise Level (L_{max}, dBA at 50 Feet)
Grader	85
Crane; Concrete Pump Truck; Excavator	81
Roller	80
Front End Loader	79
Backhoe; Compressor (air)	78
Paver	77
Man Lift	75
Flat Bed Truck	74
Welder / Torch	73

Source: DOT 2006.
Note: L_{max} = maximum sound level; dBA = A-weighted decibels.

Subsection 8.68.080D of the City Code exempts noise sources due to the erection (including excavation), demolition, alteration or repair of any building or structure 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; provided, however, that the operation of an internal combustion engine shall not be exempt pursuant to the subsection if such engine is not equipped with suitable exhaust and intake silencers which are in good working order. The director of building inspections may permit work to be done during the hours not exempt by this subsection in the case of urgent necessity and in the interest of public health and welfare for a period not to exceed three days. Application for this exemption may be made in conjunction with the application for the work permit or during progress of the work.

Nevertheless, due to the proximity of the proposed High Density residential land use (HDR-12) to the adjusted Community Park land use (P-10), MM 5.6-1 from the Delta Shores EIR would still apply to the Project.

On-Site and Off-Site Roadway Traffic Noise

No Substantial Change from the Previous Analysis. The Delta Shores EIR concludes that operation of the proposed Project could permanently expose sensitive receptors—both on and off site—to increased traffic noise levels from local roadways and I-5. Although the proposed Project indicates that two existing high density residential parcels in the southern portion of the Delta Shores project site would change to medium density residential, and the Community Park land would be reduced in size from 26.72 acres to 10.98 acres and a new high density residential parcel (HDR-12) created from the remaining acres, the net residential unit total of 5,102 dwelling units would not exceed the overall 5,222-unit count contemplated under the Delta Shores EIR. Therefore, the potential new residences that may be exposed to these arterial and highway traffic noise sources would be comparable to the Delta Shores EIR; and the added trips or traffic volumes that these new residences (attributed to the proposed Project) would create and add to the surrounding traffic network would also be comparable in effect.

As of January 2019, new CEQA significance criteria for noise as listed herein no longer require the assessment of community noise exposure to the proposed project land uses and their future occupants. However, MM 5.6-3 from the Delta Shores EIR requires compliance with City's adopted General Plan policies that pertain to acceptable noise levels. Furthermore, MM 5.6-4 from the Delta Shores EIR requires

a site-specific acoustical analysis of exterior noise levels attributed to traffic noise levels at the facades of all residential uses fronting I-5 and an evaluation of exterior-to-interior noise intrusion (i.e., building envelope sound insulation study) to ascertain an interior background sound level of 45 dBA L_{dn} would be achieved in habitable rooms of new dwellings. The need for such analyses prior to final design review of the proposed Project when sufficiently developed architectural details have been prepared, and construction of project-applicable sound walls prior to issuance of occupancy permits, remain relevant and thus these mitigation measures from the Delta Shores EIR would still apply to the proposed Project.

On-Site Operational Noise

No Substantial Change from the Previous Analysis. The Delta Shores EIR concludes that operation of Delta Shores would introduce new stationary noise sources such as heating, ventilation and air conditioning (HVAC) equipment, garbage pickup activity, and truck activity at residential and commercial building loading docks and includes mitigation to reduce the impacts to less than significant. Some of the mitigation measures (MM 5.6-5[c] and MM 5.6-5[d]) are specific to commercial/office uses and areas of Delta Shores that are adjacent to the Sacramento Job Corps facility, respectively, which are not applicable to the proposed Project. However, implementation of the Project would result in changes to existing noise levels on and around the project site by developing new stationary sources of noise, including introduction of outdoor HVAC equipment. These sources may affect noise-sensitive vicinity land uses off the project site.

The Noise Technical Memorandum (Appendix C) describes a methodology for estimating acoustical contribution from anticipated operating HVAC systems that would serve a conceptual High Density Residential project. The proposed conceptual High Density Residential project buildings may feature other noise emitters, but their contributions would tend to be sporadic or otherwise occur infrequently and thus be expected to have no greater acoustic contribution to an hourly L_{eq} than the continuous-type HVAC noise studied herein. However, the proposed conceptual High Density Residential project would be required to comply with MM 5.6-5(b) which requires adequate separation and shielding of garbage storage containers from adjacent residential and noise-sensitive uses, which would further reduce noise from those stationary sources.

An operational scenario of the proposed Project was modeled in a manner that assumes all the HVAC equipment is operating simultaneously for a minimum period of one hour. Appendix C, Figure 5, Stationary Operations (HVAC) Noise Level Prediction Contours, displays the predicted noise contours associated with aggregate sound propagation from operating HVAC sound sources. Appendix C, Figure 5 illustrates predicted aggregate SPL propagation solely from operation of the proposed Project sound sources as described above. The color-coded annular bands of SPL are calculated across a field parallel with and 5 feet above local grade.

Based on the noise level contours shown in Appendix C, Figure 5, noise levels associated with the proposed high density residential are predicted to be up to 38 dBA L_{eq} at the nearby Community Park (P-10) and is therefore expected to comply with the City's 50 dBA L_{dn} threshold for multifamily residential land uses. Additionally, the proposed Project would be required to comply with MM 5.6-5(a), which requires that noise levels from HVAC units must be no greater than 10 dB over the ambient level for the area. While a short-term nighttime noise measurement was not conducted, the night-time level can be calculated using Table 4-17 from the FTA's Noise and Vibration Impact Assessment Manual. Table 4-17 indicates that the nighttime level can be estimated to be approximately 10 dB less than the daytime level. As shown in Table 2 of Appendix C, the measured ambient noise level at ST1 (the measurement conducted nearest to the project site and adjacent Community Park (P-10) land use) was 71.8 dBA L_{eq}. Therefore, the estimated

nighttime L_{eq} would be approximately 61.8 dBA L_{eq}, which is higher than the predicted noise level due to HVAC operations.

Noise impacts related to an increase in ambient noise levels in the vicinity of the project site would be considered less than significant with implementation of MM 5.6-1. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the Delta Shores EIR.

b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

No Substantial Change from the Previous Analysis**.** The Delta Shores EIR found that because no pile driving would be used during construction, Delta Shores would not generate vibration levels above 0.5 inches per second and construction hours would be limited by the City Code and impacts related to vibration were therefore less than significant. The main concern associated with ground-borne vibration is annoyance; however, in extreme cases, vibration can cause damage to buildings, particularly those that are old or otherwise fragile. Some common sources of ground-borne vibration are trains and construction activities such as blasting, pile-driving, and heavy earth-moving equipment. The primary source of ground-borne vibration occurring as part of the Project is construction activity.

According to Caltrans, D-8 and D-9 Caterpillars, earthmovers, and trucks have not exceeded 0.10 inches/second PPV at 10 feet (Caltrans 2020). Since the closest off-site residence is located farther than 10 feet from likely heavy construction equipment, vibration from construction activities at the closest sensitive receiver would not exceed the significance threshold of 0.20 inches/second PPV. Vibration-sensitive instruments and operations (such as laboratories, medical imaging [i.e., MRI] facilities, and microelectronics manufacturing) may require special consideration during construction. Vibration criteria for sensitive equipment and operations are not defined and are often case-specific. As a guide, major construction activity within 200 feet and pile driving within 600 feet may be potentially disruptive to vibration-sensitive operations (Caltrans 2020). No vibration-sensitive facilities exist within 200 feet of the project site, and pile driving would not be employed in project construction. Therefore, project construction would not result in a significant impact associated with ground-borne vibration. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the Delta Shores EIR.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. Per the Initial Study completed for the Delta Shores EIR, the closest airport to the project site is Executive Airport located approximately 3.5 miles north of the Delta Shores project site. However, the Delta Shores EIR did not discuss or analyze noise impacts in relation to the airport.

Sacramento Executive Airport remains the nearest airport to the project site, which is not within two miles of the project site. Therefore, the Project would have no impact related to exposing people residing or working in the project area to excessive noise levels due to aircraft noise.

3.13.2 Applicable Mitigation Measures from the Delta Shores Final Environmental Impact Report

The Delta Shores EIR required the following applicable mitigation measures related to noise, which remain applicable to the proposed Project:

5.6-1 The project contractor(s) shall ensure that the following measures are implemented during all phases of project construction:

a) Whenever construction occurs on parcels adjacent to existing off-site residential neighborhoods or schools or, when it occurs during later project stages on parcels near residential and other noise-sensitive uses built on-site during earlier project stages, temporary barriers shall be constructed around the construction sites to shield the ground floor and lower stories of the noise-sensitive uses. These barriers shall be of ¾-inch Medium Density Overlay (MDO) plywood sheeting, or other material of equivalent utility and appearance, and shall achieve a Sound Transmission Class of STC-30, or greater, based on certified sound transmission loss data taken according to ASTM Test Method E90. The barrier shall not contain any gaps at its base or face, except for site access and surveying openings. The barrier height shall be designed to break the line-of-sight and provide at least a 5 dBA insertion loss between the noise producing equipment and the upper-most story of the adjacent noise-sensitive uses. If, for practical reasons, which are subject to the review and approval of the City, a barrier cannot be built to provide noise relief to the upper stories of nearby noise-sensitive uses, then it must be built to the tallest feasible height.

b) Construction activities shall comply with the City of Sacramento Noise Ordinance, which limits such activity to the hours of 7:00 a.m. to 6:00 p.m. Monday through Saturday, the hours of 9:00 a.m. to 6:00 p.m. on Sunday, prohibits nighttime construction, and requires the use of exhaust and intake silencers for construction equipment engines.

c) Construction equipment staging areas shall be located as far as possible from residential areas while still serving the needs of construction contractor(s). Prior to the approval of all construction related permits, including grading permits, improvement plans, and building permits, a plan shall be submitted for approval to the City showing the proposed location of all staging areas. This plan may be included with grading permit, improvement plan, and building permit submittals (i.e., it may be included in improvement plans) and can be reviewed and approved concurrently with permits.

d) High noise activities, such as jackhammers, drills, impact wrenches and other generators of sporadic high noise peaks, shall be restricted to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday, unless it can be proved to the satisfaction of the City that the allowance of Saturday work on certain onsite parcels (i.e., those as far from noise-sensitive uses as possible) would not adversely affect nearby noise-sensitive receptors. Prior to any such work outside of the specified hours, the applicant shall obtain written approval from the City.

5.6-5 a) Prior to the issuance of building permits, the applicant shall submit engineering and acoustical specification for project mechanical HVAV equipment to the Planning Director (or their designee) demonstrating that the equipment design (types, location, enclosure, specifications) would control

noise from the equipment at least 10 dBA below existing ambient noise levels at nearby residential and other noise-sensitive land uses.

b) Garbage storage containers and retail/commercial building loading docks shall be placed to allow adequate separation to shield adjacent residential or other noise-sensitive uses. If the placement of garbage storage containers or loading docks away from adjacent noise-sensitive uses is not feasible, these noise-generating areas shall be enclosed or acoustically shielded to reduce noise-related impacts to these noise-sensitive uses. The location of garbage storage containers and loading docks shall be shown on building plans reviewed by the City. If these noise-generating structures will be located near sensitive uses, a plan shall be submitted to the City for review and approval, demonstrating adequate acoustical shielding to reduce noise-related impacts to an appropriate level.

3.14 Population and Housing

3.14.1 Analysis

a) Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less than Significant Impact. The Delta Shores EIR assessed development of a master planned community, which included up to 5,222 residential units, along with mixed use retail and recreational uses on an undeveloped 782-acre site. The issue of population growth was discussed in Chapter 7, CEQA Considerations, of the EIR and as such, impact determinations were not made. However, Chapter 7 of the EIR states that Delta Shores would develop infrastructure such as roads, water lines, wastewater lines, electricity facilities, and natural gas infrastructure to serve the uses within the project site that would mainly serve the uses within Delta Shores. It acknowledges that the main contributor to potential future growth in the project area with regard to roads would be the construction of Cosumnes River Boulevard but that Cosumnes River Boulevard is a major roadway that transects the site and has gone through its own environmental review process. The project itself would not provide a substantial opportunity to expand future growth in the project area, especially since most of the surrounding area is already built out. It also states that the extension of water and wastewater lines into the project site could allow further extension of new infrastructure into the vacant area directly east of Delta Shores, possibly contributing to growth there. Lastly, it states that most of the surrounding area is built out or constrained by the SRCSD bufferlands, which are protected from future development.

The proposed Project would change the land use designation of two existing high density residential parcels on the southern side of the of the project site (HDR-9 and HDR-10) (15–27 du/ac) to medium density residential (MDR) (8–14 du/ac), change the western portion of the Community Park (P-10) (15.53 acres) to RA-3A-PUD high density residential parcel (HDR-12) (18–36 du/ac), and merge Lot WF-1 into MDR-19. These three changes to the approved land use designations would allow for a net increase of residential land use in Delta Shores of up to 353 dwelling units for a maximum of 5,102 dwelling units, which would not exceed the overall 5,222 unit count assessed under the Delta Shores EIR. therefore, the proposed Project would not induce new population growth beyond what was assessed in the Delta Shores EIR. There

would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the Delta Shores EIR.

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Substantial Change from the Previous Analysis. The Initial Study prepared for Delta Shores EIR assessed the development of up to 5,222residential units and no displacement of existing housing. Impacts related to the displacement of people or housing were determined to be less than significant in the Initial Study (April 2007).

The proposed Project would make slight revisions to the land uses of several discrete parcels within the Delta Shores PUD which have not yet been developed. As such, it would not displace any people or housing. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the Delta Shores EIR.

3.14.2 Applicable Mitigation Measures from the Delta Shores Final Environmental Impact Report

No population and housing mitigation measures were required in the Delta Shores EIR.

3.15 Public Services

3.15.1 Analysis

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

Fire protection?

No Substantial Change from the Previous Analysis. The Delta Shores EIR found that impacts to fire protection would be less than significant. Fire protection and emergency response services are provided by the Sacramento Fire Department (SFD). Delta Shores as assessed in the EIR proposed development of a maximum of 5,222 new homes of varying densities, which would result in a population of approximately 13,086. In addition to residential uses, Delta Shores as assessed in the Delta Shores EIR proposed the development of 140 acres of commercial uses, over 160 acres of parks, open space, wetland areas, and trails, along with various public facilities.

The proposed Project would allow for a maximum of 5,102 dwelling units, which would not exceed the overall 5,222 unit count assessed under the Delta Shores EIR. The Project would remain consistent with the fire protection analysis provided in Section 5.7-3 of the Delta Shores EIR, which states the need for the development of a new fire station in the eastern portion of the Delta Shores PUD. This would ensure that the entire development is located within 1.5 miles of a fire station, and SFD could meet their 4 to 6 minute response time goal. The permanent fire station planned north of Cosumnes River Boulevard shall be in full

operation upon development of 50% of the residential units in the Delta Shores PUD. The SFD has determined that this would ensure adequate fire protection for the entire Delta Shores PUD.

Due to the reduction in maximum dwelling units from what was assessed in the Delta Shores EIR, the proposed Project would not result in the need for new fire protection not already discussed in the Delta Shores EIR, and space designated for the proposed fire station would be unaffected by the changes proposed in this addendum (City of Sacramento 2008). Therefore, no new or more severe impacts associated with fire protection would occur, the level of impact would remain less than significant, and no new mitigation measures are required. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the Delta Shores EIR.

Police protection?

No Substantial Change from the Previous Analysis. The Delta Shores EIR found that impacts to police protection would be less than significant with mitigation. The Sacramento Police Department (SPD) has stated that the three existing police facilities within the city are already staffed beyond capacity, and could not accommodate the additional staff needed to serve the Delta Shores PUD and that that additional facilities would be needed to serve the project area.

As stated in the Delta Shores EIR, Delta Shores is the first substantial project that would push the existing police facility far beyond its capacity. Therefore, implementation of MM 5.7-1 which requires the developer to enter into a funding agreement with the City's Department of Development Services to pay its fair share contribution toward the development of the Sacramento Police Department's new Meadowview Area facility, based on total population, would reduce the impacts to police protection to less than significant.

These proposed changes would not generate an increase of permanent residents beyond what was assessed in the Delta Shores EIR. Therefore, the level of impact would remain less than significant with mitigation, and no new mitigation measures are required. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the Delta Shores EIR.

Schools?

No Substantial Change from the Previous Analysis. The Delta Shores EIR found that impacts to schools would be less than significant. As mentioned above, Delta Shores as assessed in the Delta Shores EIR proposed a maximum development of 5,222 new homes within the project site with varying densities, which would add school children to the area who would attend Sacramento City Unified School District (SCUSD)schools.

Delta Shores as assessed in the Delta Shores EIR determined the project would generate a total of approximately 2,734 students. The capacities at John Still Elementary School and John Still Middle School were undergoing changes during the time the Delta Shores EIR was written, which resulted in difficulties determining the exact school capacity; therefore, the analysis assumed over-enrollment at both schools. Luther Burbank High School was also over-enrolled. This led to the inclusion of land in Delta Shores for the future development of two elementary schools. Although, because the SCUSD has expressed that they may not need both elementary schools, Delta Shores included an option to not develop one of the schools and instead develop that area with low density residential. However, because no middle school was included in Delta Shores to accommodate the 7th and 8th grade students generated by the project, new middle school

facilities would also be required, so two school sites were ultimately reserved. In addition, since Luther Burbank High School is already over-enrolled, high school students generated by the project would require new or expanded high school facilities.

Due to the assumption of over-enrollment at surrounding elementary, middle, and high schools; per Delta Shores as assessed in the Delta Shores EIR, the project applicant and/or developer(s) would be required to contribute fees towards school facilities funding. Although school impact fees are often insufficient to fund 100% of new school facility construction and operation, the California State Legislature has declared the school impact fee to be a full and adequate mitigation under CEQA. Because the Project would be required to pay all applicable fees, the impact would be considered less than significant.

The Project includes 19.95 acres designated for two School Reservation Sites (ES). Because the Project would result in the reduction of housing units from Delta Shores as assessed in the Delta Shores EIR, no additional population growth would take place that has not been previously accounted for. Therefore, no new or more severe impacts associated with schools would occur, the impact would remain less than significant, and no new mitigation measures are required. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the Delta Shores EIR.

Parks?

No Substantial Change from the Previous Analysis. The Delta Shores EIR found that impacts to parks would be less than significant. Delta Shores as assessed in the Delta Shores EIR proposed 59.96 acres of parks that was accepted by the City's Parks Department (the name has since changed to the Youth, Parks & Community Enrichment Department) for the purpose of fulfilling the project's park dedication requirement.

The proposed Project would include the reduction of the Community Park from 26.72 acres to 10.98 acres. This would reduce the total park acreage to 46.15 acres. However, as described in Section 2.2.3 of this addendum, since the time that Delta Shores was approved, there has been a change in the City's Quimby Ordinance and City Code for public park land dedication from 5 acres per 1,000 residents to 3.5 acres per 1,000 residents (Ordinance No. 2017-009, Section 17.512.020.B.3). As such, the proposed Project would change the park dedication requirement for Delta Shores to match current City requirements for park land dedication for residential land uses going forward. Taking into account the designation changes included as part of this Project, the total maximum remaining units to be developed within Delta Shores are 1,729 single-family detached units and 1,938 attached units, which would require additional parkland dedication of 30.766 acres using the City's current Ordinance. The total parkland dedication for Delta Shores at the maximum remaining density is 50.585 acres. The applicant has identified 46.15 acres of public park lands on their approved tentative maps which include 3.069 acres previously mapped for a private community center and adjacent open space that is now mapped as public park land. Under City of Sacramento Department of Youth, Parks and Community Enrichment policy, 44.802 acres of the 46.15 acres of the park land being provided is creditable. If any additional park land is required in excess of the 44.802 acres of the creditable public park land, then a 15% public Park land Credit of up to 7.588 acres can be applied to the deficiency. The 15% Park Credit, which has been agreed to by the City, is provided in consideration of the Delta Shores PUD's recreational amenities including its extensive public trail system, wetland preserve, pedestrian paseos, private parks and significant open space. Therefore, the proposed Project would provide adequate park and recreational space, under current City requirements, to accommodate the maximum residential population of Delta Shores proposed in this addendum. Therefore, no new or

more severe impacts associated with parks would occur, the level of impact would remain less than significant the same as the Delta Shores EIR and no new mitigation measures are required.

Other public facilities?

Less-than-Significant Impact. The Delta Shores EIR did not specifically address impacts to other public facilities. However, impacts to other public facilities such as libraries are offset by fair share contributions as prescribed the Impact Fees assessed by the City.

Therefore, although the proposed Project would change the designation of two parcels and allow for the construction of high density residential units on a portion of the Community Park, which would allow the residential unit total for Delta Shores to achieve a maximum of 5,102 dwelling units (less than the 5,222 residences evaluated in the Delta Shores EIR). Impacts to other public facilities would be mitigated through payment of the City's Impact Fees. Therefore, impacts to other public facilities would be less than significant.

3.15.2 Applicable Mitigation Measures from the Delta Shores Final Environmental Impact Report

The Delta Shores EIR required the following mitigation measures related to public services, which remains applicable to the proposed Project:

5.7-1 Prior to the issuance of building permits, the project developer shall enter into a funding agreement with the City of Sacramento Department of Development Services to pay its fair share contribution toward the development of the Sacramento Police Department's new Meadowview Area facility. The fair share contribution for the proposed Project has been determined to be $1,182,000.00 per the City. Implementation of this funding agreement shall be monitored by the City's Planning Department.

3.16 Recreation

3.16.1 Analysis

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Substantial Change from the Previous Analysis. The Delta Shores EIR found that because Delta Shores included the development of parkland and trail acreage in compliance with Quimby Act requirements for the maximum residential population, impacts related to increased use of existing parks would be less than significant.

The proposed Project includes a reduction in the size of the Community Park from 26.72 acres, as assessed in the Delta Shores EIR, to 10.98 acres. However, as described in Section 2.2.3 and Section 3.15.1 of this addendum, since the time that Delta Shores Project was approved, there has been a change in the City's Quimby Ordinance and City Code for public park land dedication from 5 acres per 1,000 residents to 3.5 acres per 1,000 residents (Ordinance No. 2017-009, Section 17.512.020.B.3). As such, the proposed Project would change the park dedication requirement for Delta Shores to match current City requirements for park land dedication for residential land uses. The proposed Project would provide adequate park and

recreational space, per the current City requirements, to accommodate the maximum residential population of Delta Shores proposed in this addendum. As such, it would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the Delta Shores EIR.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

No Substantial Change from the Previous Analysis. The Delta Shores EIR found that because Delta Shores included the development of parkland and trail acreage in compliance with Quimby Act requirements for the maximum residential population, impacts related to construction or expansion of recreational facilities would be less than significant.

As discussed under Section 3.16.1(a) above, the proposed Project includes a reduction in the size of the Community Park from 26.72 acres, as assessed in the Delta Shores EIR, to 10.98 acres to match current City requirements for park land dedication for residential land uses. The proposed Project would also remove a planned private community center and instead designate the area for open space public park land. Overall, the proposed Project would not expand the amount of parkland or recreational facilities compared to what was assessed in the Delta Shores EIR and thus would not increase the impacts associated with the construction of recreational facilities compared to what was disclosed in the EIR. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the Delta Shores EIR.

3.16.2 Applicable Mitigation Measures from the Delta Shores Final Environmental Impact Report

No recreation mitigation measures were required in the Delta Shores EIR.

3.17 Transportation

3.17.1 Analysis

The state's adoption of Senate Bill (SB) 743 and subsequent adoption of CEQA Guidelines section 15064.3 and changes to Appendix G of the CEQA Guidelines provide that traffic delay under a level of service (LOS) metric is no longer considered a significant environmental impact under CEQA. State law now requires the use of a vehicle miles traveled (VMT) metric for land use development projects, which is intended to promote the state's goals of reducing greenhouse gas emissions and traffic-related air pollution, while promoting the development of multimodal transportation system, and providing clean, efficient access to destinations.

a) Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

No Substantial Change from the Previous Analysis.

Impacts on transportation associated with construction and operation of the proposed Project would be similar to those described in the Delta Shores EIR. The Delta Shores EIR concluded that construction

activities would include disruptions to the transportation network near the project site, including the possibility of temporary lane closures, street closures, sidewalk closures, and bikeway closures resulting in a significant impact, The increase in population, housing, and employment due to Project operation could adversely impact existing programs that support public transit by requiring that new bus routes be provided or that existing bus routes be modified because demand for public transit facilities would increase also resulting in a significant impact. The Delta Shores EIR concluded that MM 5.9-10 and provision of new bus routes and/or rerouting existing bus services through the project area would reduce Delta Shores' impact related to conflict with public transit programs to less than significant.

The proposed Project would occur within the footprint of the Delta Shores project site and includes rezoning a portion of the site among the Project's entitlements. The rezone would not introduce new land uses to the project site such as heavy industrial or commercial uses that would be incompatible with the existing General Plan designations. Based upon the residential land use developed to date, the proposed Project changes allow for a maximum of 5,102 total dwelling units, which would not exceed the overall 5,222 dwelling unit count assessed under the Delta Shores EIR. Based on this evaluation, implementation of the Project would not involve more intense residential land use than analyzed in the traffic study of the Delta Shores EIR.

The proposed Project would remove two pedestrian bridges and replace them with dedicated signalized pedestrian crossings at three locations along Delta Shores Circle South and an enhanced Cosumnes River Boulevard crossings at Cosumnes River Boulevard and the Tidal Street traffic signal. The Cosumnes River Boulevard crossing includes an additional trail linkage thru parcel MU-1 to the enhanced Cosumnes River Boulevard crossing and a trail linkage along the Cosumnes River Boulevard frontage of MDR-12 and HDR-10, connecting to the Wetland trail loop and 24th Street (Figure 1). The enhanced pedestrian crossing of Cosumnes River Boulevard would include widened sidewalks that tie the trail system to the intersection of Cosumnes River Boulevard and Tidal Street traffic signal crossing. The proposed Project also includes the addition of a 25-foot-wide Public Access Easement for an off-street trail corridor that extends from Delta Shores Circle South along the southern property line of HDR-12 to the Community Park.

The proposed Project would not conflict or impede implementation of any program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities as was anticipated in the Delta Shores EIR and would not result in new impacts or substantially more severe impacts than were anticipated in the Delta Shores EIR. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the EIR.

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

No Substantial Change from the Previous Analysis. The state's adoption of Senate Bill (SB) 743 and subsequent adoption of CEQA Guidelines section 15064.3 provide that traffic delay under an LOS metric is no longer considered a significant environmental impact under CEQA. State law now requires the use of a vehicle miles traveled (VMT) metric for land use development projects, which is intended to promote the state's goals of reducing greenhouse gas emissions and traffic-related air pollution, while promoting the development of multimodal transportation system, and providing clean, efficient access to destinations.

The Delta Shores EIR evaluated traffic impacts under the prior LOS metric. Although, the increase in VMT was not specifically addressed in the Delta Shores EIR as it pertains to traffic potential impacts related to GHG emissions which includes transportation emissions was evaluated in Section 5.10 Global Climate

Change. The Delta Shores EIR concluded that Delta Shores would help to reduce GHG emissions and their impact on global climate change by designing the project to include numerous feasible measures to reduce GHG associated with the project (page 5.10-24 of the Draft Delta Shores EIR; measures listed in Table 5.10-7 of the Delta Shores Draft EIR).

Also, as relates to subsequent CEQA review, the recent case of Olen Properties Corp. v. City of Newport Beach (2023) 93 Cal.App.5th 270, clarifies that agencies are not required to undertake a VMT study where an LOS study was previously prepared, but instead have discretion to provide an apples-to-apples comparison to the prior LOS analysis. This is because the change to the law and CEQA Guidelines is not considered "new information" triggering subsequent environmental review under Public Resources Code Section 21166.

Therefore, the discussion regarding VMT does not present a significance conclusion, because at the time of preparation of the Delta Shores EIR, VMT was not the primary metric used as the basis for determining the significance of transportation impacts under CEQA. Based on the proposed Project's consistency with the density standards included in the Delta Shores EIR, a change from Community Park to high-density housing allowss the residential total for Delta Shores to achieve a maximum of 5,102 dwelling units, which would not exceed the overall 5,222 dwelling unit count assessed under the Delta Shores EIR. Therefore, there would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the Delta Shores EIR.

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

No Substantial Change from the Previous Analysis. The Project would add a roadway connection, requested by the City, from 24th Street to an undeveloped 102-acre City-owned property, known as Meadowview 102, located to the east of the project site (Figure 1). The Project would replace the pedestrian bridges with dedicated signalized pedestrian crossings at three locations along Delta Shores Circle South and high visibility markings and widened sidewalks that tie the trail system at the traffic signal crossing to the intersection of Cosumnes River Boulevard and Tidal Street. These features would be designed in accordance with all applicable roadway design standards and therefore, would have no impact related to hazardous geometric design features.

The Project proposes changes in the approved land use designations that would allow for up to 353 additional dwelling units but would not exceed the original 5,222 dwelling units analyzed under the Delta Shores EIR. Although the Project does include rezoning a portion of the site among the Project's entitlements, the rezone would not introduce new land uses that would be incompatible with the existing General Plan designations. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the Delta Shores EIR.

d) Would the project result in inadequate emergency access?

No Substantial Change from the Previous Analysis. Per the Initial Study completed for the Delta Shores EIR, Project impacts were determined to be less than significant for impacts to emergency access. The Initial Study concluded that any construction within the public right-of-right way would require implementation of MM 5.9-5 to reduce construction traffic conflicts with emergency access.

The proposed Project is also anticipated to result in less-than-significant impacts associated with emergency access or evacuation plans. The Project would not result in any additional impacts as the Project would be subject to the requirements contained within the City's emergency response and evacuation plans. Access to the Project site would be via Consumnes River Boulevard and Delta Shores Circle. The Project would require implementation of MM 5.9-5 to ensure inadequate emergency access would be maintained during construction and impacts would remain less than significant. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the Delta Shores EIR.

3.17.2 Applicable Mitigation Measures from the Delta Shores Final Environmental Impact Report

The Delta Shores EIR required the following mitigation measure related to transportation, which remain applicable to the proposed Project:

5.9-5 Before issuance of grading permits for the project site, the project applicant shall prepare a detailed Traffic Management Plan that would be subject to review and approval by the City Department of Transportation, Caltrans, and local emergency service providers including the City of Sacramento fire and police departments. The plan shall ensure that acceptable operating conditions on local roadways and freeway facilities are maintained. At a minimum, the plan shall include:

- The number of truck trips, time, and day of street closures
- Time of day of arrival and departure of trucks
- Limitations on the size and type of trucks, provision of a staging area with a limitation on the number of trucks that can be waiting
- Provision of a truck circulation pattern
- Provision of driveway access plan so that safe vehicular, pedestrian, and bicycle movements are maintained (e.g., steel plates, minimum distances of open trenches, and private vehicle pick up and drop off areas)
- Maintain safe and efficient access routes for emergency vehicles
- Manual traffic control when necessary
- Proper advance warning and posted signage concerning street closures
- Provisions for pedestrian safety
- A copy of the construction traffic management plan shall be submitted to local emergency response agencies and these agencies shall be notified at least 14 days before the commencement of construction that would partially or fully obstruct roadways.

5.9-10 The project applicant shall coordinate with Regional Transit to provide transit facilities to serve the project area. This may include but not limited to, creating new bus routes or/ add rerouting existing bus services through the project area to connect the project site with the future light rail station at Morrison Creek or to Meadowview station or to downtown Sacramento. The project applicant, in coordination with Regional Transit, shall also identify the specific locations of sheltered transit stops with bus turnouts. The City of Sacramento Traffic Engineering Division, working in conjunction with Regional Transit, shall approve the location, design, and implementation timing of the

sheltered transit stops and bus turnouts prior to the issuance of building permits. Construction of these on-site bus stop facilities shall be phased consistent with the phased development of the project. Once demand for public transit services reaches 50 service requests, the project applicant shall coordinate to begin to provide transit services and shall increase those services in proportion to the development levels and increased rider ship levels occurring on the project site. Final design and operation of the transit service would be subject to the approval of the City and other proposed operating agencies (e.g., RT).

3.18 Tribal Cultural Resources

Tribal Cultural Resources was added to the CEQA Guidelines in 2016 and therefore, was not addressed as a separate item in the Delta Shores EIR. It was however, addressed in the Cultural Resources Investigation prepared by ECORP for the Delta Shores EIR.

3.18.1 Analysis

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

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?

No Substantial Change from the Previous Analysis. As discussed in Section 3.5, Cultural Resources, ECORP Consulting Inc. conducted a cultural resources investigation for Delta Shores in 2007. The investigation included a records search, Native American consultation, and pedestrian field survey of the entire project site by qualified archaeologist.

As discussed in Section 3.5, the resources identified through the records search and pedestrian field survey are recommended as not eligible for listing on the National Register of Historic Places (NRHP), or the California Register of Historic Resources (CRHR) and no further action was recommended.

As part of the Native American consultation pursuant to SB 18, ECORP staff requested the Native American Heritage Commission (NAHC) to search its sacred land database to determine if any Native American cultural resources are located on or near the Delta Shores project site. The NAHC response letter stated that the search of the sacred lands database failed to indicate the presence of Native American resources in the immediate project area.

In addition to the Initial Study prepared as part of the Delta Shores EIR, the second addendum to the Delta Shores EIR prepared in 2021 also conducted a search of the Native American Heritage Commission Sacred Lands File of the project site for their cultural and tribal cultural resources. The results were also negative.

As the proposed Project is contained entirely within the footprint of the Delta Shores project site, it would not be expected to impact on-site tribal cultural resources, particularly given the previous disturbance of

the project site. In the unlikely event tribal cultural resources are present on site, MM 14-4 and MM 14-5 would mitigate all impacts to a less-than-significant level.

MM 14-4 outlines protocols in the event that any prehistoric or historic subsurface archaeological features or deposits, including darkened soil that could conceal cultural deposits are discovered during ground-disturbing activities. MM 14-5 outlines protocols and treatment of the inadvertent discovery of human remains in accordance with Section 7050.5 of the California Health and Safety Code and California Public Resources Code, Section 5097.98. Additionally, MM 14-5 requires all ground-disturbing activity within 50 feet of the remains shall be halted immediately if any are discovered during any phase of construction and the County coroner shall be notified immediately. Adherence to MM 14-4 and MM 14-5 would ensure that potentially significant impacts to yet unknown tribal cultural resources and human remains that are, or are believed to be, Native American, or that are potentially eligible for listing in the CRHR or in a local register of historical resources as defined in California Public Resources Code Section 5020.1(k) would remain less than significant with mitigation incorporated. Therefore, no substantial change would occur from the previous analysis.

b) ***A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.***

No Substantial Change from the Previous Analysis. The Initial Study prepared for the Delta Shores EIR predated consultation requirements under AB 52, therefore AB 52 consultation was not conducted for the EIR. However, as mentioned above in Section 5.18.1(a), ECORP staff requested the NAHC to search its sacred land database to determine if any Native American cultural resources are located on or near the Delta Shores project site pursuant to SB 18 requirements. The NAHC response letter stated that the search of the sacred lands database failed to indicate the presence of Native American resources in the immediate project area. The NAHC letter included a list of Native American organizations and individuals who maybe have knowledge of cultural resources in the project area. Similar to the AB 52 process, letters that included a brief description of Delta Shores and a project map were sent to each organization/individual on the NAHC list. The Ione Band of Miwok Indians provided a written response which indicated that the project site could be located within the tribe's ancestral territory and requested to be kept informed about the proposed Project. Adherence to MM 14-4 and MM 14-5 would ensure that potentially significant impacts to yet unknown tribal cultural resources and human remains that are, or are believed to be, Native American, or that are potentially significant pursuant to criteria set forth in California Public Resources Code Section 5024.1 would remain less than significant with mitigation incorporated. Therefore, no substantial change would occur from the previous analysis.

3.18.2 Applicable Mitigation Measures from the Delta Shores Final Environmental Impact Report

The Delta Shores EIR required mitigation measures related to tribal cultural resources; MM 14-4 and MM 14-5 remain applicable to the proposed Project. The full language of these mitigation measures can be found in Section 3.5.2.

3.19 Utilities and Service Systems

3.19.1 Analysis

a) Would the project require or result in the relocation or construction of new or expanded water, waste water treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

No Substantial Change from the Previous Analysis. Utilities and service systems impacts associated with construction and operation of the Delta Shores PUD would be similar to those described in the Delta Shores EIR as described below.

Water Facilities

As discussed in Section 3.10, Hydrology and Water Quality, of the Delta Shores EIR, potable water for Delta Shores would be supplied through surface water rights and entitlements from the Sacramento and American rivers, along with groundwater pumped through City operated groundwater wells. These supplies would be delivered through existing City supply facilities and new water infrastructure constructed for delivery into the project site, per the requirements of the City of Sacramento.

The Delta Shores EIR indicated that water service for Delta Shores would be provided by a 24-inch transmission water line extension along Freeport Boulevard and 24th Street. A 24-inch pipeline would also be constructed within Cosumnes River Boulevard to connect the 24-inch pipeline extensions. Delta Shores would include a looped water system with a series of water lines ranging in size from 8-inches to 24-inches. The applicant has prepared a phased water system analysis, per City requirements, that indicates adequate water pressure is available to meet fire flow requirements. In addition, the City's Department of Utilities requested that a portion of the project site be reserved for City water storage facilities. The Delta Shores EIR concluded that the City has adequate conveyance systems and sufficient treatment capacity to serve Delta Shores. On-site water conveyance and delivery improvements are included in the project design and would be approved by the Department of Utilities prior to installation. Compulsory construction inspections would approve the materials, equipment and installations of the on-site water supply delivery systems.

The primary change since completion of the Delta Shores EIR with respect to water infrastructure would be the construction of high-density housing on the western portion of the Community Park parcel (HDR-12). Existing water infrastructure, consisting of dual water mains (8-inch and 12-inch) within Delta Shores Circle South, provide a service loop to HDR-12 (MSA 2023). In addition, the Delta Shores PUD would merge Lot WF-1, which was reserved for the potential water storage facilities, into MDR-19. The water storage facility would be relocated off site. This merger would provide for the development of approximately 10 additional dwelling units net of the Meadowview 102 connector road right-of-way. These additional dwelling units would require construction of additional water infrastructure; however, impacts associated with site disturbance would generally be the same as under the Delta Shores EIR. During grading activities, trenching and temporary stockpiling of soil for water line installation would be completed in accordance with the Construction General Permit, as described in Section 3.10, Hydrology and Water Quality, Threshold (a) of this addendum. The Construction General Permit requires implementation of a SWPPP, describing BMPs the discharger would use to protect stormwater runoff from sediment and erosion. As a result of complying

with current regulations, there would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the Delta Shores EIR.

Wastewater Facilities

The Delta Shores EIR indicated that wastewater services to the project site would be provided by the City. The EIR indicated that existing wastewater infrastructure on the project site included the 96-inch City Interceptor trunk line, located along the eastern side of I-5 in the eastern portion of the site, as well as twin 66-inch force mains that traverse the site from west to east. The 96-inch City Interceptor trunk line and twin 66-inch force mains are owned, operated and maintained by the Sacramento Regional County Sanitation District, which would serve the project site. In addition, the project site would be served by two sanitary sewer lift stations. One lift station would be constructed west of I-5 and wastewater would be pumped under the freeway to the east side of the project site. The other lift station would be constructed on the Community Park site located near the intersection of Delta Shores Circle South and Street E. Sewer is treated at SacSewer.

The Delta Shores EIR concluded that all backbone infrastructure within the project site would be engineered and constructed according to the City's design criteria for wastewater flows to ensure adequate infrastructure is available to serve maximum peak flows, resulting in less-than-significant impacts. The primary change since completion of the Delta Shores EIR with respect to wastewater infrastructure would be the construction of high-density housing (HDR-12) on the western portion of the Community Park parcel, which would require the extension of an additional sewer main from the sewer main stubbed into HDR-12. Development of HDR-12 is not expected to exceed the capacity of the sewer main (MSA 2023). In addition, the Delta Shores project would include a larger Lot S-1, South of Cosumnes River Boulevard and East of Delta Shores Circle South, which would be reserved for the future development of regional sewer lift station no. 53.

As discussed above for water facilities, impacts would generally be the same as under the Delta Shores EIR. During grading activities, trenching and temporary stockpiling of soil for sewer line installation would be completed in accordance with the Construction General Permit, as described in Section 3.10, Hydrology and Water Quality, Threshold (a) of this addendum. The Construction General Permit requires implementation of a SWPPP, describing BMPs the discharger would use to protect stormwater runoff from sediment and erosion. As a result of complying with current regulations, there would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the Delta Shores EIR.

Stormwater Drainage

As discussed in Section 3.10, Hydrology and Water Quality, Threshold (c) of this addendum, stormwater runoff patterns associated with construction and operation of the Delta Shores Project would be similar to what is described in the Delta Shores EIR. The existing drainage system within Drainage Basin 89 was designed and constructed in the 1960s to convey surface water runoff from anticipated development within the basin. The proposed Project, as planned, would increase the amount of impervious surface area within Basin 89 due to the conversion of undeveloped land to urban land use. This would result in a substantial increase in stormwater runoff compared to existing conditions. However, the project drainage facilities were designed to accommodate time-based flows from the existing upstream development and the increase in impervious surface area attributed to the Project.

Since approval of Delta Shores in 2009, rough grading and some construction was completed in the southern portion of the project site, south of Cosumnes River Boulevard. As a result, on-site stormwater runoff patterns have changed since completion of the Delta Shores EIR in the southern portion of the site. Rather than agricultural runoff, stormwater runoff flows into backbone storm drains and regional detention/water quality basins of Basin 89 prior to discharge into Pump Station 89, Morrison Creek/Beach Lake, Stone Lake, and ultimately the Sacramento River. As a result, increased stormwater runoff associated with increased impervious surfaces in the southern portion of the site is detained such that on- or off-site flooding would not occur.

The primary change related to the proposed Project would be the construction of high-density housing on the western portion of the Community Park parcel (HDR-12). Changes in land use from high density to medium density housing on the southern side of the Master Plan would not appreciably change stormwater runoff conditions; however, a change from Community Park to high-density housing would require additional storm drain construction. As discussed above for water facilities, impacts would generally be the same as under the Delta Shores EIR. During grading activities, trenching and temporary stockpiling of soil for storm drain installation would be completed in accordance with the Construction General Permit, as described in Section 3.10, Hydrology and Water Quality, Threshold (a). The Construction General Permit requires implementation of a SWPPP, describing BMPs the discharger would use to protect stormwater runoff from sediment and erosion. As a result of complying with current regulations, there would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the Delta Shores EIR.

Electric Power

The Delta Shores EIR indicated that electrical service to the project area is provided by the Sacramento Municipal Utilities District (SMUD), whose service area includes most of Sacramento County and a small portion of Placer County. SMUD obtains its electricity from a variety of sources, including hydro-generation, co-generation plants, advanced and renewable technologies (such as wind, solar, and biomass/landfill gas power), and power purchased on the wholesale market.

The Delta Shores EIR indicated that Delta Shores would increase the use of electricity at the project site, to light, heat, and air condition the new buildings, parking areas, streets, sidewalks, trails, and residential units. The EIR indicated that SMUD operates 69-kV electrical sub-transmission lines that bisect the project site along the proposed extension of Cosumnes River Boulevard. New electrical lines to serve Delta Shores would be installed underground in compliance with existing legislation for new development. SMUD indicated that there would be no constraints to obtaining a reliable energy source to serve development in the project site. In addition, the electricity demands created by the proposed Project are not substantial in relation to the total amount of energy supplied by SMUD in its service area, including the City, Sacramento County, and parts of Placer County. Implementation of Titles 20 and 24 of the California Code of Regulations would reduce impacts associated with an increased demand for electricity by implementing energy efficient standards for residential and non-residential buildings. As a result, impacts were determined to be less than significant.

The primary change related to the proposed Project would be the construction of high-density housing on the western portion of the Community Park parcel (HDR-12). In addition, the applicant is proposing to change the designation of two existing high density residential parcels on the southern side of the of Consumnes River Boulevard (HDR-9 and HDR-10) to medium density residential, which would reduce the

total maximum number of dwelling units on those parcels from 449 to 233 dwelling units. Finally, the removal of the city water tank site WF-1 into MDR-19 provides for the development of approximately 10 additional dwelling units net of the Meadowview 102 connector road right-of-way. These land use changes would allow for a net increase of residential land use in Delta Shores up to 353 dwelling units of the 5,222 dwelling units evaluated in the Delta Shores EIR. These land use designation changes allow the residential unit total for Delta Shores to achieve a maximum of 5,102 dwelling units, which would not exceed the overall 5,222 unit count assessed under the Delta Shores EIR.

Because the overall unit count assessed under the Delta Shores EIR would not increase, the electrical power demand for the Delta Shores PUD would be similar to that assessed in the Delta Shores EIR. In addition, as discussed above for water facilities, impacts would generally be the same as under the Delta Shores EIR. During grading activities, trenching and temporary stockpiling of soil for underground electrical line and transformer installation would be completed in accordance with the Construction General Permit, as described in Section 3.10, Hydrology and Water Quality, Threshold (a). The Construction General Permit requires implementation of a SWPPP, describing BMPs the discharger would use to protect stormwater runoff from sediment and erosion. As a result of complying with current regulations, there would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the EIR.

Natural Gas

The Delta Shores EIR explains gas service is provided to the project site by Pacific Gas and Electric (PG&E), which is responsible for the transmission and distribution of gas to much of northern and central California, serving approximately 15 million people throughout a 70,000 square mile service area, from Eureka to Bakersfield. Gas is derived from sources in California, Canada, the Permian, San Juan, and Anadarko Basins in the southwestern states, and from the Rocky Mountain area.

The Delta Shores EIR concluded that Delta Shores would increase the demand for natural gas use at the project site for residential, commercial, and office uses; however, impacts would be less than significant. PG&E has indicated that an adequate supply of natural gas is currently available to serve the proposed Project, and that the natural gas level of service provided to the surrounding area would not be impaired by the proposed Project. In addition, the natural gas demands created by the Project are not substantial in relation to the total amount of energy supplied by PG&E in its northern and central California service area.

As discussed for electricity, proposed land use changes allow the residential unit total for Delta Shores to achieve a maximum of 5,102 dwelling units, which would not exceed the overall 5,222 unit count assessed under the Delta Shores EIR. Because the overall unit count assessed under the Delta Shores EIR would not increase, the natural gas demand for the Delta Shores project would be similar to that assessed in the Delta Shores EIR. In addition, as discussed above for water facilities, impacts would generally be the same as under the Delta Shores EIR. During grading activities, trenching and temporary stockpiling of soil for underground natural gas line installation would be completed in accordance with the Construction General Permit, as described in Section 3.10, Hydrology and Water Quality, Threshold (a) of this addendum. The Construction General Permit requires implementation of a SWPPP, describing BMPs the discharger would use to protect stormwater runoff from sediment and erosion. As a result of complying with current regulations, there would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the Delta Shores EIR.

Telecommunication Facilities

The Initial Study prepared for the Delta Shores EIR indicated that Delta Shores would not include the development of any structures tall enough to disrupt communication systems and therefore did not address the issue in the EIR. As discussed for electricity, proposed land use changes allow the residential unit total for Delta Shores to achieve a maximum of 5,102 dwelling units, which would not exceed the overall 5,222 unit count assessed under the Delta Shores EIR. Because the overall unit count assessed under the Delta Shores EIR would not increase, the telecommunication facility demand for the Delta Shores PUD would be similar to the Delta Shores Project. In addition, as discussed above for water facilities, during grading activities, trenching and temporary stockpiling of soil for underground telecommunication line installation would be completed in accordance with the Construction General Permit, as described in Section 3.10, Hydrology and Water Quality, Threshold (a). The Construction General Permit requires implementation of a SWPPP, describing BMPs the discharger would use to protect stormwater runoff from sediment and erosion. As a result of complying with current regulations, there would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the EIR.

b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

No Substantial Change from the Previous Analysis. Section 5.8, Public Utilities, of the Delta Shores EIR concluded that the supply of groundwater in the North American and South American subbasins, from which the City's wells pump groundwater, is sufficient to meet cumulative groundwater demands projected through 2030 and is consistent with the sustainable yields determined for these basins. Section 5.5, Hydrology and Water Quality, of the Delta Shores EIR concluded that the project would not rely on groundwater supply; therefore, no impacts would occur with respect to groundwater supply. S

The Delta Shores EIR indicated Delta Shores would increase the water demand in the City's service area beyond the existing demand. However, a water supply assessment (WSA) prepared for Delta Shores determined that surface water diversions, provided under a City/U.S. Bureau of Reclamation settlement contract, and groundwater extractions provide the City with a very reliable and secure water supply under normal, dry, and multiple dry years. As a result, the City has sufficient water supply under its water rights and entitlements to serve the proposed Project and projected City-wide growth. Impacts were determined to be less than significant.

Potable water for the Delta Shores PUD would be supplied through surface water rights and entitlements from the Sacramento and American rivers, along with groundwater pumped through City operated groundwater wells. These supplies would be delivered through existing City supply facilities and new water infrastructure constructed for delivery into the project site, per the requirements of the City.

Since completion of the Delta Shores EIR, SGMA was passed, which requires governments and water agencies of high- and medium-priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. The City maintains 32 wells for potable use, which pump groundwater from the Sacramento Valley - North American Subbasin. Groundwater withdrawals from this basin are managed under the Sacramento Authority GSA, whose GSP was approved by the Department of Water Resources on July 27, 2023 (DWR 2023). All future groundwater extractions by the City from the North American Subbasin would be completed such that sustainability goals defined in the GSP for the subbasin would be achieved and no undesirable results would occur. Department of Water Resources staff will continue to monitor and

evaluate the subbasin's progress toward achieving sustainability goals through annual reporting and future periodic evaluations of the GSP and its implementation.

With respect to overall water supplies, as discussed above under Threshold (a), proposed land use changes allow the residential unit total for Delta Shores to achieve a maximum of 5,102 dwelling units, which would not exceed the overall 5,222 unit count assessed under the Delta Shores EIR. Because the overall unit count assessed under the Delta Shores EIR would not increase, the water demand for the proposed Project would be similar to that assessed in the Delta Shores EIR. As a result, the Project would have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the Delta Shores EIR.

c) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

No Substantial Change from the Previous Analysis. Wastewater treatment within the City is provided by Sacramento Area Sewer District or SacSewer (formerly the Sacramento Regional County Sanitation District), which operates all regional interceptors and wastewater treatment plants serving the city except for the combined sewer and storm drain treatment facilities which are operated by the City. All wastewater flows from the project site are directed to the Sacramento Regional Wastewater Treatment Plant (SRWTP) for treatment and ultimate discharge into the Sacramento River. The SRWTP, which is located just south of the Sacramento city limits, is owned and operated by SacSewer and provides sewage treatment for the entire city. Sewage is routed to the wastewater treatment plant by collections systems owned by the Sacramento Area Sewer District and the cities of Sacramento, West Sacramento, and Folsom. The Interceptor system then conveys the wastewater to the SRWTP for treatment and disposal.

The Delta Shores EIR indicates that Delta Shores would increase the amount of developed land uses and population in the city resulting in the generation and discharge of additional wastewater requiring treatment at the SRWTP. However, the Delta Shores EIR concluded that existing wastewater flows plus flows from Delta Shores would be 172 million gallons per day (mgd), which is well below the average dry weather flow permitted capacity of the SRWTP of 181 mgd and daily peak wet weather flow of 392 mgd and impacts were less than significant.

As discussed above for Threshold (a), proposed land use changes allow the residential unit total for Delta Shores to achieve a maximum of 5,102 dwelling units, which would not exceed the overall 5,222 unit count assessed under the Delta Shores EIR. Because the overall unit count assessed under the Delta Shores EIR would not increase, the wastewater treatment demand for Delta Shores would be similar to that assessed in the Delta Shores EIR. As a result, the Project would have adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the Delta Shores EIR.

d) Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

No Substantial Change from the Previous Analysis. Based on the Delta Shores EIR, within the city, commercial waste collection is performed by both the City and permitted private haulers. Residential and commercial solid waste collected by the City is transported to the Sacramento Recycling and Transfer Station (8491 Fruitridge Road) and is then transported to the Lockwood Landfill, near Sparks, Nevada. Commercial waste collected by private companies is disposed of at a variety of facilities including the Sacramento County Kiefer Landfill, the Yolo County Landfill, Forward Landfill, L and D Landfill, and several privately run transfer stations. Private haulers can deliver waste to the landfill of their choice; they typically select the most cost-efficient option.

The Delta Shores EIR indicates that prior to receiving a building permit, the project applicant must submit a solid waste management plan to the City showing how the project complies with the Construction and Demolition Ordinance. The ordinance would require that the proposed Project divert 95% of inert waste (concrete and asphalt) and 50% of non-inert waste (mixed waste) from landfills receiving project-generated waste. Failure to meet these requirements would result in a diversion compliance fine and loss of security deposit. The proposed Project would also be required to comply with Chapter 3, Section 4, Recycling and Solid Waste Disposal Regulations, of the City's Zoning Ordinance prior to issuance of building permits. This section regulates the location, size, and design features of recycling and trash enclosures in order to provide adequate, convenient space for the collection, storage, and loading of recyclable and solid waste material for existing and new development. The project applicant is required to submit a Statement of Recycling Information prior to issuance of a building permit, to be reviewed and approved by the City's Solid Waste Manager.

The Delta Shores EIR indicated that a number of landfills operate in the Sacramento region, and landfills outside the region also serve Sacramento's solid waste needs. Lockwood Landfill, the primary destination for solid waste collected by the City of Sacramento, is undergoing an expansion that would increase its capacity enough to continue operation for at least the next 100 years. Kiefer Landfill is not expected to reach capacity for another 60 years. The Delta Shores EIR concluded that because there is sufficient capacity at various landfills that could serve the Project and the Project would be required to comply with regulations that would divert a portion of the solid waste generated by the Project from landfills, no significant impacts would occur.

As discussed above under Threshold (a), proposed land use changes allow the residential unit total for Delta Shores to achieve a maximum of 5,102 dwelling units, which would not exceed the overall 5,222 unit count assessed under the Delta Shores EIR. Because the overall unit count assessed under the Delta Shores EIR would not increase, the solid waste disposal demand for the Delta Shores PUD would be similar to that assessed in the Delta Shores EIR. As a result, the Project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the Delta Shores EIR.

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No Substantial Change from the Previous Analysis. As described above under Threshold (d), prior to receiving a building permit, the project applicant must submit a solid waste management plan to the City showing how the Project complies with the proposed Construction and Demolition Ordinance. Failure to meet the Demolition Ordinance requirements would result in a diversion compliance fine and loss of security deposit. The proposed Project would also be required to comply with Chapter 3, Section 4, Recycling and Solid Waste Disposal Regulations, of the City's Zoning Ordinance prior to issuance of building permits. The project applicant is required to submit a Statement of Recycling Information prior to issuance of a building permit, to be reviewed and approved by the City's Solid Waste Manager.

The Delta Shores EIR indicates that solid waste disposal by local agencies is governed by AB 939, which is designed to increase landfill life and conserve other resources through intensified recycling. AB 939 requires counties to prepare Solid Waste Master Plans to implement the bill's goals. Additionally, the bill requires cities and counties to prepare Source Reduction and Recycling Elements as part of their general plans. This element is designed to develop programs to achieve the landfill diversion goals, and to stimulate local recycling in manufacturing and the purchase of recycled products.

In addition, the Delta Shores EIR indicates that solid waste disposal would be completed in accordance with Volume 40 of the Code of Federal Regulations, Part 258 (Resource Conservation and Recovery Act [Subtitle D]), which contains regulations for municipal solid waste landfills and requires states to implement their own permitting programs incorporating the federal landfill criteria. The federal regulations address the location, operation, design, groundwater monitoring, and closure of landfills.

As a result of Project compliance with federal, state, and local management and reduction statutes and regulations related to solid waste, there would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the Delta Shores EIR.

3.19.2 Applicable Mitigation Measures from the Delta Shores Final Environmental Impact Report

No mitigation measures were included in the Delta Shores EIR as no significant impacts would occur in association with the Project.

3.20 Wildfire

Wildfire was added to the CEQA Guidelines in 2018. The Delta Shores EIR did not evaluate wildfire in the EIR but the 2007 Initial Study evaluated emergency access and evacuation in the Hazards and Hazardous Conditions section. The Delta Shores site is not in a State Responsibility Area for fire hazard severity (CAL FIRE 2024). However, for disclosure purposes under CEQA, the project was evaluated using the updated checklist.

3.20.1 Analysis

a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

No Substantial Change from the Previous Analysis. The Initial Study completed for the Delta Shores EIR, determined that Delta Shores would result in less-than-significant impacts associated with emergency access or evacuation plans because new roadways or improvements to roadways would comply with City requirements and it is unlikely that project-generated traffic would impair emergency evacuation.

The proposed Project includes development of a new Connector Road on the eastern edge of the Delta Shores PUD as well as development of high density residential on a portion of the Community Park parcel and replacement of pedestrian bridges with street-level pedestrian signal crossings. The proposed Project would be contained entirely within the limits of the Delta Shores PUD, as assessed in the Delta Shores EIR. The proposed Project would be subject to the same requirements contained within the City's emergency response and evacuation plans as the project analyzed in the Delta Shores EIR. As such, the Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the Delta Shores EIR.

b) Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Less-than-Significant Impact. The Initial Study completed for the Delta Shores EIR, did not specifically evaluate determined to result in less-than-significant impacts associated with wildland fire risk because the land surrounding the project site is primarily agricultural, which is not a high fire risk land use, and because the Delta Shores PUD does not include uses that would increase fire hazards. Additionally, all new development is required to comply with requirements set forth by the City's Fire Department.

The proposed Project would be contained within the footprint of the Delta Shores PUD and would not include any land uses that were not assessed in the Delta Shores EIR. All Project elements would be built in accordance with City Fire Department requirements. As such, the proposed Project would not include factors that could exacerbate fire risk beyond what was assessed in the Delta Shores EIR. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the Delta Shores EIR.

c) Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Less-than-Significant Impact. As discussed under Section 3.20.1(b) above, per the Initial Study completed for the Delta Shores EIR, Delta Shores was determined to result in less-than-significant impacts associated with wildland fire.

The proposed Project would be contained within the footprint of the Delta Shores PUD and would not include any land uses that were not assessed in the Delta Shores EIR. The addition of the Connector Road under

the proposed Project represents a minor addition of a roadway section within a planned community that contains many other roads and would not represent a substantial change from the project analyzed in the Delta Shores EIR. All Project elements would be built in accordance with City Fire Department requirements. As such, the proposed Project would not include factors that could exacerbate fire risk beyond what was assessed in the Delta Shores EIR. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the EIR.

*d) **Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?***

Less-than-Significant Impact. As discussed under Section 3.20.1(b) above, per the Initial Study completed for the Delta Shores EIR, Delta Shores was determined to result in less-than-significant impacts associated with wildland fire.

The proposed Project would be contained within the footprint of the Delta Shores project site and would not include any land uses that were not assessed in the Delta Shores EIR. In addition, the project site is relatively flat; therefore, the project site would not be susceptible to landslides. As discussed for Section 3.10.1(c)(I) of this addendum, a change from Community Park to high-density housing, as proposed under the Project, would increase the potential for stormwater runoff velocities, which in turn could result in flooding, on or off site. However, the topography of parcel HDR-12 is gently sloping towards the southwest, towards Delta Shores Circle South and has a drainage pipe connection from HDR-12 directly into the existing regional detention basin located adjacent to this roadway. As a result, increased stormwater runoff from the proposed HDR-12 development would be routed to this detention basin, thus preventing off-site flooding. Therefore, no new or more severe impacts would occur, the level of impact would remain less than significant, and no new mitigation measures are required.

3.20.2 Applicable Mitigation Measures from the Delta Shores Final EIR

No mitigation measures were included in the Initial Study as no significant impacts would occur in association with the Project.

4 References and Preparers

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4.2 List of Preparers

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Merlone Geier Partners

Barron Caronite, PE, Managing Director,

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SOURCE: MSA July 2024

DUDEK

0 700 1,400 Feet

FIGURE 1

Project Components

Delta Shores Development

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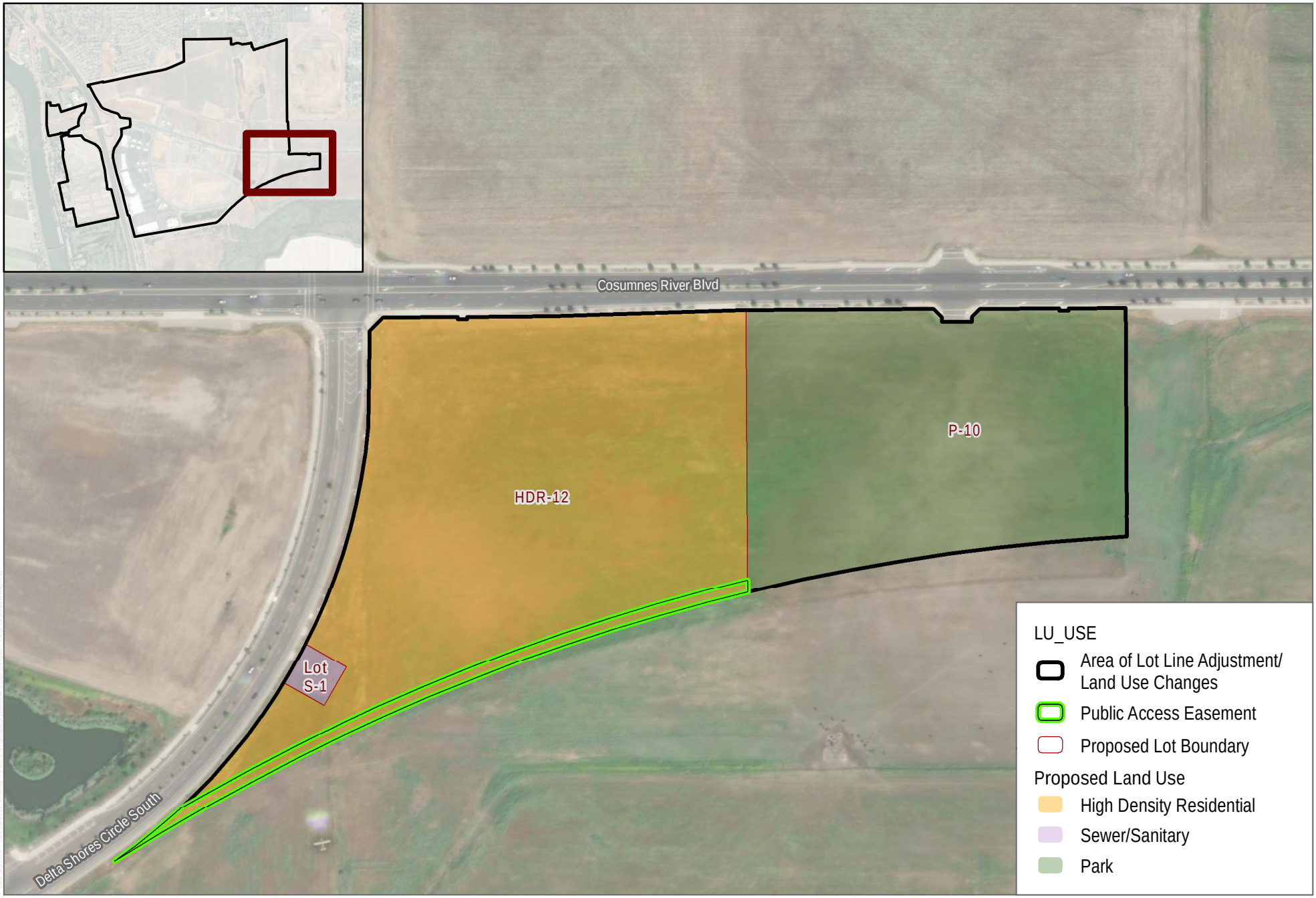

SOURCE: Maxar 4/12/22, CBG Civil Engineers 7/2023

DUDEK

0 200 400 Feet

FIGURE 2

Large Lot Tentative Map

Delta Shores Development

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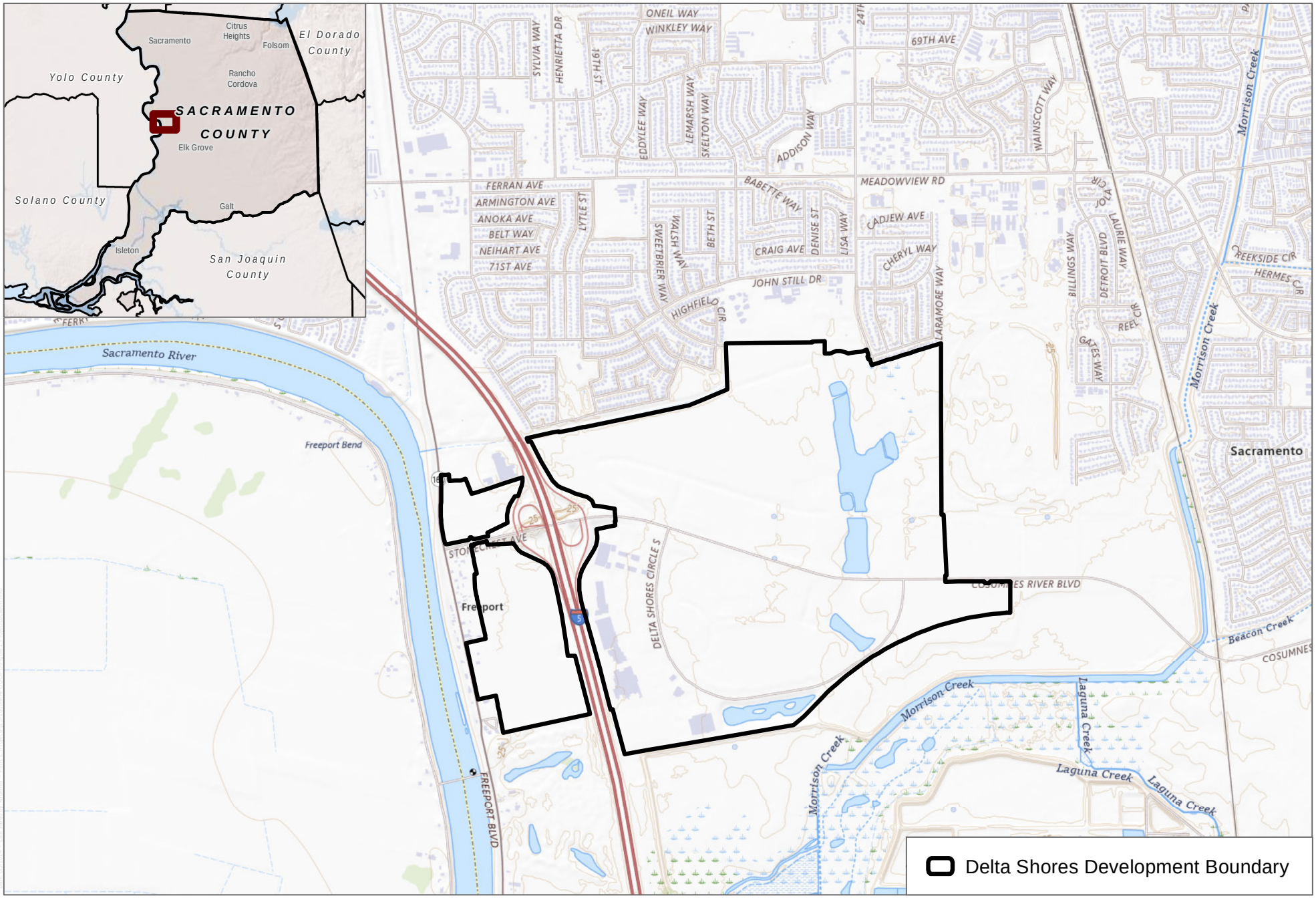

SOURCE: USGS National Map

DUDEK

0 1,000 2,000 Feet

FIGURE 3

Project Location

Delta Shores Development

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SOURCE: Maxar 4/12/22

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0 750 1,500 Feet

FIGURE 4

Surrounding Uses

Delta Shores Development

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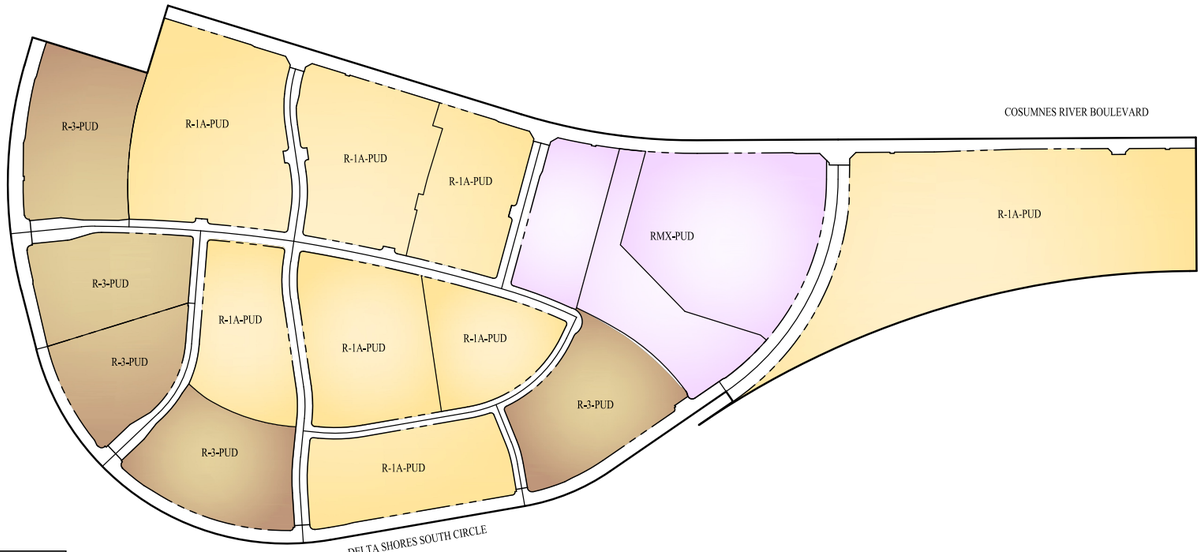
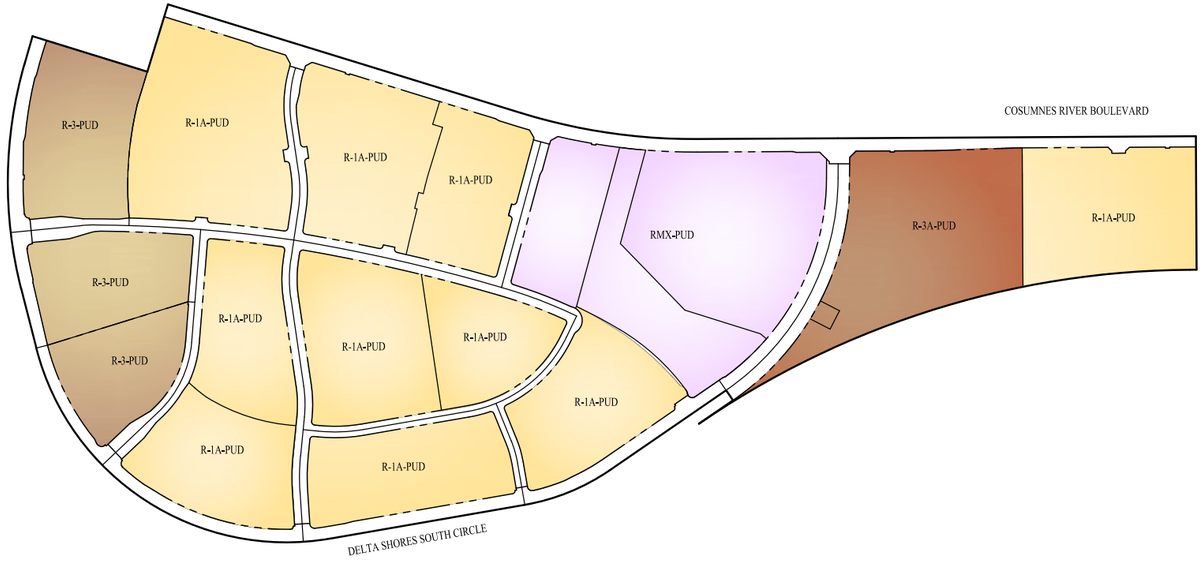
Zoning Summary Table				
Zoning Designation	Land Use	Existing AC	Proposed AC	Difference AC
R-1A (PUD)	Medium Density Residenital (8-14 du/ac)	98.7	99.6	0.9
R-3 (PUD)	High Density Residential (15-27 du/ac)	41.4	24.8	-16.7
R-3A (PUD)	High Density Residential (18-36 du/ac)	0.0	15.5	15.5
RMX (PUD)	Mixed Use (23-29 du/ac)	27.9	27.9	0.0
TOTAL		168.0	167.8	-0.3



EXISTING ZONING PLAN

LEGEND

- R-1A-PUD (SINGLE-FAMILY ALTERNATIVE)(4-7 DU/
- R-3-PUD (MULTI-FAMILY)(15-27 DU/AC)
- R-3A-PUD (MULTI-FAMILY)(18-36 DU/AC)
- RMX-PUD (RESIDENTIAL MIXED USE)(23-29 DU/AC)



PROPOSED ZONING PLAN

SOURCE: CBG Civil Engineers, July 2024

FIGURE 5

Zoning Plan Changes

Delta Shores Development

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EXISTING PUD SCHEMATIC PLAN

PUD Summary Table				
PUD Designation	Land Use	Existing AC	Proposed AC	Difference AC
MDR	Medium Density Residenital (8-14 du/ac)	47.2	63.9	16.6
HDR	High Density Residential (15-27 du/ac)*	38.1	36.9	-1.2
MU	Mixed Use (23-29 du/ac)	19.9	19.9	0.0
PARK	Parks	32.9	17.1	-15.8
ES	School Reservation Site	10.0	10.0	0.0
DET	Stormwater Detention Pond	7.2	7.2	0.0
RW**	Right of Way	12.8	12.8	0.0
TOTAL		168.0	167.7	-0.3

**Excludes unchanged Delta Shores Circle South Right of Way Area
* HDR-12 Land Use is High Density Residential (18-36 du/ac)

PROPOSED PUD SCHEMATIC PLAN

SOURCE: CBG Civil Engineers, July 2024

FIGURE 6

PUD Schematic Changes

Delta Shores Development

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Appendix A

Delta Shores Addendum Mitigation Monitoring and Reporting Program

Delta Shores Addendum Mitigation Monitoring and Reporting Program

Mitigation Measure[1] or Project Design Feature		Monitoring Timing/Frequency	Reporting Requirements	Enforcing, Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
Agriculture							
5.5-2	The project applicant or developer shall provide all future homeowners with a copy of the Right-to-Farm in California included in the California Code of Regulations (CCR), Title 3, Sections 3482.5 and 3482.6 that outline allowable farming and agricultural operations.	Prior to issuance of occupancy permits	Issuance of occupancy permits and verification homeowners received a copy of the Right-to-Farm Act included in the CCR	City of Sacramento Planning Department			
Air Quality							
5.3-1 a)	The project shall provide a plan, for approval by the lead agency in consultation with the SMAQMD, demonstrating that the heavy-duty (>50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, would achieve a project wide fleet-average 20% NOx reduction and 45% particulate reduction compared to the most recent California Air Resources Board (CARB) fleet average at time of construction. The SMAQMD shall make the final decision on the emission control technologies to be used by the project construction equipment; however, acceptable options for reducing emissions may include use of late	Prior to construction activities	Issuance of grading permits and verification prior to grading	City of Sacramento Planning Department			

[1] Mitigation Measure numbers are consistent with the Delta Shores project FEIR. Mitigation Measure numbering differs depending on whether the Mitigation Measure was evaluated in the 2007 Initial Study or the Delta Shores EIR.

Delta Shores Addendum Mitigation Monitoring and Reporting Program

Mitigation Measure[1] or Project Design Feature		Monitoring Timing/Frequency	Reporting Requirements	Enforcing, Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available;						
5.3-1 b)	The project applicant and/or contractor shall submit to SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that shall be used an aggregate of 40 or more hours during any phase of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the project applicant and/or contractor shall provide SMAQMD with the anticipated construction timeline, including start date and name and phone number of the project manager and on-site foreman.	Prior to construction activities	Issuance of grading permits and verification prior to grading	City of Sacramento Planning Department			

Delta Shores Addendum Mitigation Monitoring and Reporting Program

Mitigation Measure[1] or Project Design Feature		Monitoring Timing/Frequency	Reporting Requirements	Enforcing, Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
5.3-1 c)	The project applicant and/or contractor shall ensure that emissions from all off-road diesel-powered equipment used on the project site do not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40% opacity (or Ringelmann 2.0) shall be repaired immediately and SMAQMD shall be notified within 48 hours of identification of non- compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly by contractor personnel certified to perform opacity readings, and a monthly summary of the visual survey results shall be submitted to the SMAQMD throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey.	During construction	Monthly summary report to be submitted to SMAQMD	City of Sacramento Planning Department			
5.3-1 d)	Limit vehicle idling time to five minutes or less.	During construction	None	City of Sacramento Planning Department			
5.3-1 e)	In consultation with SMAQMD staff, and prior to the issuance of each grading permit, a construction mitigation fee and appropriate	Prior to construction activities	Issuance of grading permits and verification prior to grading	City of Sacramento Planning Department			

Delta Shores Addendum Mitigation Monitoring and Reporting Program

Mitigation Measure[1] or Project Design Feature		Monitoring Timing/Frequency	Reporting Requirements	Enforcing, Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	SMAQMD administrative fee shall be calculated and paid to the district based on the number of acres to be graded and the equipment to be used during grading activities. Fees shall be calculated using the Carl Moyer cost effectiveness figure of $16,000 per ton of NOx plus the 5% administrative fee, or applicable fee in effect at the time the grading permit is issued.						
5.3-2 a)	The project applicant shall limit the project's maximum acreage graded per day to no more than 15 acres or the project applicant shall model the project using a PM modeling program, such as the BEEST or AERMOD models, to determine the full PM impact of the project under the proposed grading acreages. Upon completion of the PM modeling, the results and recommended mitigation measures to reduce PM emissions below SMAQMD thresholds shall be submitted to the City for their approval. If more than 15 acres will be graded per day, dispersion modeling following SMAQMD procedures shall be completed, and mitigation measures shall be approved by the City prior to the issuance of grading permits. In either case, the project applicant shall implement Mitigation Measures 5.3-2 (b) through (m) below and other	Prior to construction activities and during construction	Issuance of grading permits and verification prior to grading	City of Sacramento Planning Department			

Delta Shores Addendum Mitigation Monitoring and Reporting Program

Mitigation Measure[1] or Project Design Feature		Monitoring Timing/Frequency	Reporting Requirements	Enforcing, Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	mitigation measures, deemed appropriate, as a result of the PM modeling to reduce local particulate matter concentrations below 50 µg/m3 per day.						
5.3-2 b)	All disturbed areas, including storage piles that are not being actively used for construction purposes, shall be covered or watered with sufficient frequency as to maintain soil moistness;	During construction activities	None	City of Sacramento Planning Department			
5.3-2 c)	All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or a chemical stabilizer or suppressant;	During construction activities	None	City of Sacramento Planning Department			
5.3-2 d)	When materials are transported off-site, they shall be covered, effectively wetted to limit visible dust emissions, or maintained with at least 2 feet of freeboard space from the top of the container;	During construction activities	None	City of Sacramento Planning Department			
5.3-2 e)	All operations shall limit or expeditiously remove the accumulation of project generated mud or dirt from adjacent public streets at least once every 24 hours when operations are occurring;	During construction activities	None	City of Sacramento Planning Department			
5.3-2 f)	Following the addition of materials to, or the removal of materials from, the surfaces of outdoor storage piles, the storage piles shall be effectively	During construction activities	None	City of Sacramento Planning Department			

Delta Shores Addendum Mitigation Monitoring and Reporting Program

Mitigation Measure[1] or Project Design Feature		Monitoring Timing/Frequency	Reporting Requirements	Enforcing, Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	stabilized of fugitive dust emissions using sufficient water or a chemical stabilizer or suppressant;						
5.3-2 g)	On-site vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph);	During construction activities	None	City of Sacramento Planning Department			
5.3-2 h)	Wheel washers shall be installed for all trucks and equipment exiting from unpaved areas or wheels shall be washed manually to remove accumulated dirt prior to leaving the site;	During construction activities	None	City of Sacramento Planning Department			
5.3-2 i)	Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from adjacent project areas with a slope greater than 1 percent;	During construction activities	None	City of Sacramento Planning Department			
5.3-2 j)	Excavation and grading activities shall be suspended when winds exceed 20 mph; and	During construction activities	None	City of Sacramento Planning Department			
5.3-2 k)	The extent of areas simultaneously subject to excavation and grading shall be limited, wherever possible, to the minimum area feasible.	During construction activities	None	City of Sacramento Planning Department			
5.3-2 l)	The text of this measure shall be included in all construction plans and specifications.	Prior to construction activities	Place on construction plans and specifications	City of Sacramento Planning Department			

Delta Shores Addendum Mitigation Monitoring and Reporting Program

Mitigation Measure[1] or Project Design Feature		Monitoring Timing/Frequency	Reporting Requirements	Enforcing, Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
5.3-2 m)	For all future discretionary projects associated with this project, either this measure shall apply, or additional PM analysis shall be required, which may include BEEST modeling if maximum acreage graded per day exceeds the acreage ranges in Table B.1 of the SMAQMD Guide.	Prior to construction activities and during construction activities	None	City of Sacramento Planning Department			
5.3-3 a)	The project applicant shall implement the emission reduction strategies contained in the Delta Shores Air Quality Management Plan (AQMP). The AQMP shall be endorsed by the SMAQMD prior to the release of the Draft EIR. Documentation confirming implementation of the AQMP shall be provided to the SMAQMD and the City of Sacramento prior to issuance of occupancy permits, as required.	Prior to the issuance of occupancy permits and prior to the release of the Draft EIR	Documentation confirming implementation of the AQMP	City of Sacramento Planning Department			
Biological Resources							
5.4-4 a)	Between March 1 and August 1, the project applicant or developer(s)shall have a qualified biologist conduct nest surveys within 30 days prior to any demolition/ construction or ground disturbing activities that are within ¼ mile of potential nest trees. A pre-construction survey shall be submitted to CDFW and the City of Sacramento that includes, at a minimum: (1) a description of the methodology including dates of field visits, the	Prior to construction activities	Monitoring report	City of Sacramento Planning Department			

Delta Shores Addendum Mitigation Monitoring and Reporting Program

Mitigation Measure[1] or Project Design Feature		Monitoring Timing/Frequency	Reporting Requirements	Enforcing, Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	names of survey personnel with resumes, and a list of references cited and persons contacted; and (2) a map showing the location(s) of raptor and migratory bird nests observed on the project site. If no active nests of MBTA, CDFW or USFWS covered species are identified then no further mitigation is required.						
5.4-4 b)	Should active nests of protected bird species be identified in the survey conducted in accordance with Mitigation Measure 5.4-4(a), the applicant, or developer(s), in consultation with the City of Sacramento and CDFW, shall delay construction in the vicinity of active nest sites during the breeding season (March 1 through August 1) while the nest is occupied with adults and/or young. A qualified biologist shall monitor any occupied nest to determine when the nest is no longer used. If the construction cannot be delayed, avoidance shall include the establishment of a non-disturbance buffer zone around the nest site. The size of the buffer zone shall be determined in consultation with the CDFW, but will be a minimum of 100 feet and no more than ¼ mile. The buffer zone shall be delineated with	During construction	None	City of Sacramento Planning Department			

Delta Shores Addendum Mitigation Monitoring and Reporting Program

Mitigation Measure[1] or Project Design Feature		Monitoring Timing/Frequency	Reporting Requirements	Enforcing, Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	highly visible temporary construction fencing						
5.4-4 c)	No intensive disturbance (e.g., heavy equipment operation associated with construction, use of cranes or draglines, new rock crushing activities) or other project-related activities that could cause nest abandonment or forced fledging, shall be initiated within the established buffer zone of an active nest between March 1 and August 1.	During construction	None	City of Sacramento Planning Department			
5.4-4 d)	If demolition/construction activities are unavoidable within the buffer zone, the project applicant shall consult with CDFW and the City, to develop CDFW approved appropriate impact reduction and take avoidance measures, which may include retaining a qualified biologist to monitor the nest site or taking any nestlings to a local wildlife rehabilitation center.	During construction	None	City of Sacramento Planning Department			
5.4-5 a)	Prior to any demolition/construction activities that occur between March 1 and September 15 the applicant or developer(s) shall have a qualified biologist conduct surveys for nesting migratory birds on the project site and within a half mile of demolition/ construction activities unless the City and CDFW approve a reduced survey area. Surveys shall be conducted no more than 30 days prior to the start of	Prior to construction activities	Letter report	City of Sacramento Planning Department			

Delta Shores Addendum Mitigation Monitoring and Reporting Program

Mitigation Measure[1] or Project Design Feature		Monitoring Timing/Frequency	Reporting Requirements	Enforcing, Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	any site disturbance for each phase of the project. If there is a lapse in construction of more than two weeks, new surveys would be required. If no active nests are identified on or within a quarter mile of construction activities, a letter report summarizing the survey results shall be sent to the City of Sacramento and no further mitigation is required.						
5.4-5 b)	If active nests are found, measures that will avoid impacts to nesting migratory birds, including measures consistent with the CDFW Staff Report Regarding Mitigation for Impacts to Swainson's Hawks in the Central Valley of California shall be implemented as follows: 1. Nest trees shall not be removed unless there is no feasible way of avoiding their removal. 2. If there is no feasible alternative to removing a nest tree, a Management Authorization (including conditions to offset the loss of the nest tree) shall be obtained from CDFW with the tree removal period (generally between October 1 and February 1) to be specified in the Management Authorization. 3. No intensive disturbances (e.g., heavy equipment operation	During construction	None	City of Sacramento Planning Department			

Delta Shores Addendum Mitigation Monitoring and Reporting Program

Mitigation Measure[1] or Project Design Feature		Monitoring Timing/Frequency	Reporting Requirements	Enforcing, Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	associated with construction, use of cranes or draglines, new rock crushing activities) or other project-related activities that could cause nest abandonment or forced fledging, shall be initiated within half mile or less, as determined by CDFW, (buffer zone as defined in the CDFW Staff Report) of an active Swainson's hawk nest or 500 feet for other nesting migratory birds, between March 1 and September 15 or until August 15 if a Management Authorization or Biological Opinion is obtained from CDFW for the project. The buffer zone may be reduced in consultation with CDFW. 4. If demolition/construction activities are unavoidable within the buffer zone of an active Swainson's hawk nest site, the project applicant or developer(s) shall consult with the CDFW and the City, and if necessary, obtain an incidental take permit issued pursuant to Fish and Game Code section 2081.						
5.4-9 a)	Prior to demolition and tree removal activities, the project applicant or developer(s) shall retain a qualified biologist to conduct a focused survey for bats and potential roosting sites	Prior to the issuance of demolition of grading permits	Letter report	City of Sacramento Planning Department			

Delta Shores Addendum Mitigation Monitoring and Reporting Program

Mitigation Measure[1] or Project Design Feature		Monitoring Timing/Frequency	Reporting Requirements	Enforcing, Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	within the project site. If no roosting sites or bats are found within the project site, a letter report confirming absence shall be sent to the City of Sacramento and no further mitigation is required.						
5.4-9 b)	If bats are found roosting at the site outside of nursery season (May 1st through October 1st), then they shall be evicted as described under (c) below. If bats are found roosting during the nursery or maternity season, then they shall be monitored to determine if the roost site is a maternal roost. This could occur by either visual inspection of the roost bat pups, if possible, or monitoring the roost after the adults leave for the night to listen for bat pups. If the roost is determined to not be a maternal roost, then the bats shall be evicted as described under (c). Because bat pups cannot leave the roost until they are mature enough, eviction of a maternal roost cannot occur during the nursery season. A 250-foot (or as determined in consultation with CDFW) buffer zone shall be established around the roosting site within which no construction shall occur	Prior to the issuance of demolition of grading permits	Monitoring report	City of Sacramento Planning Department and CDFW			
5.4-9 c)	Eviction of bats shall, as specified above, be conducted using bat exclusion techniques, developed by	Prior to the issuance of demolition or grading permits	None	City of Sacramento Planning			

Delta Shores Addendum Mitigation Monitoring and Reporting Program

Mitigation Measure[1] or Project Design Feature		Monitoring Timing/Frequency	Reporting Requirements	Enforcing, Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	Bat Conservation International (BCI) and in consultation with CDFW, that allow the bats to exit the roosting site but prevent re-entry to the site. This would include but not be limited to the installation of one way exclusion devices. The devices shall remain in place for seven days and then the exclusion points and any other potential entrances shall be sealed. This work shall be completed by a Bat Conservation International recommended exclusion professional.			Department and CDFW			
Cultural Resources							
14-4[2]	In the event that any prehistoric or historic subsurface archaeological features or deposits, including locally darkened soil ("midden") that could conceal cultural deposits, animal bone, obsidian, and/or mortar are discovered during construction-related earth-moving activities, all ground-disturbing activity within 100 feet of the resources shall be halted and the City of Sacramento Development Services Department shall be notified. The Development Services Department shall consult with a qualified archaeologist and the Native American Heritage Commission (NAHC) to assess the significance of the find. Impacts to	During construction activities	None	City of Sacramento Planning Department			

[2] Mitigation measure number consistent with 2007 Initial Study.

Delta Shores Addendum Mitigation Monitoring and Reporting Program

Mitigation Measure[1] or Project Design Feature		Monitoring Timing/Frequency	Reporting Requirements	Enforcing, Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by a qualified archaeologist and that are consistent with the Secretary of the Interior's Standards for Archaeological Documentation.						
14-5[3]	If human remains are discovered at any project construction sites during any phase of construction, all ground-disturbing activity within 50 feet of the remains shall be halted immediately, and the City of Sacramento Development Services Department and the County coroner shall be notified immediately. If the remains are determined by the County coroner to be Native American, and the NAHC shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The project proponent shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to	During construction activities	None	City of Sacramento Planning Department			

[3] Ibid.

Delta Shores Addendum Mitigation Monitoring and Reporting Program

Mitigation Measure[1] or Project Design Feature		Monitoring Timing/Frequency	Reporting Requirements	Enforcing, Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	the Most Likely Descendant, including the excavation and removal of the human remains. The County coroner shall be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of State law, as set forth in CEQA Guidelines section 15064.5(e) and Public Resources Code section 5097.98. The project applicant shall implement approved mitigation, to be verified by the City of Sacramento Development Services Department, before the resumption of ground-disturbing activities within 50 feet of where the remains were discovered.						
Geology and Soils							
14-1[4]	Should paleontological resources be encountered during project-related earth-disturbing construction activities, all ground-disturbing activity within 100 feet of the discovery shall be halted, and the City of Sacramento Development Services Department shall be notified. The project applicant shall retain a paleontological professional to evaluate the find. Mitigation shall be conducted as follows:	During construction	None	City of Sacramento Planning Department			

[4] Ibid.

Delta Shores Addendum Mitigation Monitoring and Reporting Program

Mitigation Measure[1] or Project Design Feature	Monitoring Timing/Frequency	Reporting Requirements	Enforcing, Monitoring Agency	Verification of Compliance		
				Initials	Date	Remarks
1. Identify and evaluate paleontological resources by intense field survey where impacts are considered high; 2. Assess effects on identified sites; 3. Consult with the institutional/academic paleontologists conducting research investigations within the geological formation that are slated to be impacted; 4. Obtain comments from the researchers; and 5. Comply with researchers' recommendations to address any significant adverse effects where determined by the City to be feasible. In considering any suggested mitigation proposed by the consulting paleontologist, Development Services Department staff shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, applicable policies and land use assumptions, and other considerations. If avoidance is unnecessary or infeasibly, other appropriate measures (e.g. data recovery) shall be instituted. Work may proceed on other parts of the project						

Delta Shores Addendum Mitigation Monitoring and Reporting Program

Mitigation Measure[1] or Project Design Feature		Monitoring Timing/Frequency	Reporting Requirements	Enforcing, Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	site while mitigation for paleontological resources is carried out.						
Hazards and Hazardous Materials							
9-2	In the event that previously unidentified soil or groundwater contamination, USTs, or other features or materials that could present a threat to human health or the environment are discovered during excavation and grading or construction activities, all construction within the project site shall cease immediately, and the applicant shall retain a qualified professional to evaluate the type and extent of the hazardous materials contamination and make appropriate recommendations, including, if necessary, the preparation of a site remediation plan. Pursuant to Section 25401.05 (a)(1) of the California Health and Safety Code, the plan shall include: a proposal in compliance with application law, regulations, and standards for conducting a site investigation and remedial action, a schedule for the completion of the site investigation and remedial action, and a proposal for any other remedial actions proposed to respond to the release or threatened release of hazardous materials at the property. Work within the project site shall not proceed until	During excavation and grading or construction	None	City of Sacramento Planning Department and SCEMD			

Delta Shores Addendum Mitigation Monitoring and Reporting Program

Mitigation Measure[1] or Project Design Feature		Monitoring Timing/Frequency	Reporting Requirements	Enforcing, Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	all identified hazards are managed to the satisfaction of the City and the SCEMD.						
Noise							
5.6-1 a)	The project contractor(s) shall ensure that the following measures are implemented during all phases of project construction: Whenever construction occurs on parcels adjacent to existing off-site residential neighborhoods or schools or, when it occurs during later project stages on parcels near residential and other noise-sensitive uses built on-site during earlier project stages, temporary barriers shall be constructed around the construction sites to shield the ground floor and lower stories of the noise-sensitive uses. These barriers shall be of ¾-inch Medium Density Overlay (MDO) plywood sheeting, or other material of equivalent utility and appearance, and shall achieve a Sound Transmission Class of STC-30, or greater, based on certified sound transmission loss data taken according to ASTM Test Method E90. The barrier shall not contain any gaps at its base or face, except for site access and surveying openings. The barrier height shall be designed to break the line-of-sight and provide at	Prior to construction activities and during construction activities	None	City of Sacramento Planning Department			

Delta Shores Addendum Mitigation Monitoring and Reporting Program

Mitigation Measure[1] or Project Design Feature		Monitoring Timing/Frequency	Reporting Requirements	Enforcing, Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	least a 5 dBA insertion loss between the noise producing equipment and the upper-most story of the adjacent noise-sensitive uses. If, for practical reasons, which are subject to the review and approval of the City, a barrier cannot be built to provide noise relief to the upper stories of nearby noise-sensitive uses, then it must be built to the tallest feasible height.						
5.6-1 b)	Construction activities shall comply with the City of Sacramento Noise Ordinance, which limits such activity to the hours of 7:00 a.m. to 6:00 p.m. Monday through Saturday, the hours of 9:00 a.m. to 6:00 p.m. on Sunday, prohibits nighttime construction, and requires the use of exhaust and intake silencers for construction equipment engines.	Prior to construction activities and during construction activities	None	City of Sacramento Planning Department			
5.6-1 c)	Construction equipment staging areas shall be located as far as possible from residential areas while still serving the needs of construction contractor(s). Prior to the approval of all construction related permits, including grading permits, improvement plans, and building permits, a plan shall be submitted for approval to the City showing the proposed location of all staging areas. This plan may be included with grading permit, improvement plan, and building permit	Prior to construction activities and during construction activities	Review and approval of construction equipment staging plan	City of Sacramento Planning Department			

Delta Shores Addendum Mitigation Monitoring and Reporting Program

Mitigation Measure[1] or Project Design Feature		Monitoring Timing/Frequency	Reporting Requirements	Enforcing, Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	submittals (i.e., it may be included in improvement plans) and can be reviewed and approved concurrently with permits.						
5.6-1 d)	High noise activities, such as jackhammers, drills, impact wrenches and other generators of sporadic high noise peaks, shall be restricted to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday, unless it can be proved to the satisfaction of the City that the allowance of Saturday work on certain onsite parcels (i.e., those as far from noise-sensitive uses as possible) would not adversely affect nearby noise-sensitive receptors. Prior to any such work outside of the specified hours, the applicant shall obtain written approval from the City.	Prior to construction activities and during construction activities	None	City of Sacramento Planning Department			
5.6-5 a)	Prior to the issuance of building permits, the applicant shall submit engineering and acoustical specification for project mechanical HVAV equipment to the Planning Director (or their designee) demonstrating that the equipment design (types, location, enclosure, specifications) would control noise from the equipment at least 10 dBA below existing ambient noise levels at nearby residential and other noise-sensitive land uses.	Prior to issuance of a building permit	Review and approval of contract specifications/ issuance of building permits	City of Sacramento Planning Department			

Delta Shores Addendum Mitigation Monitoring and Reporting Program

Mitigation Measure[1] or Project Design Feature		Monitoring Timing/Frequency	Reporting Requirements	Enforcing, Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
5.6-5 b)	Garbage storage containers and retail/commercial building loading docks shall be placed to allow adequate separation to shield adjacent residential or other noise-sensitive uses. If the placement of garbage storage containers or loading docks away from adjacent noise-sensitive uses is not feasible, these noise-generating areas shall be enclosed or acoustically shielded to reduce noise-related impacts to these noise-sensitive uses. The location of garbage storage containers and loading docks shall be shown on building plans reviewed by the City. If these noise-generating structures will be located near sensitive uses, a plan shall be submitted to the City for review and approval, demonstrating adequate acoustical shielding to reduce noise-related impacts to an appropriate level.	Prior to issuance of building permit	Review and approval of contract specifications/ issuance of building permits	City of Sacramento Planning Department			
Public Services							
5.7-1	Prior to the issuance of building permits, the project developer shall enter into a funding agreement with the City of Sacramento Department of Development Services to pay its fair share contribution toward the development of the Sacramento Police Department's new Meadowview Area facility. The fair share contribution for	Prior to issuance of building permits	Financing agreement	City of Sacramento Planning Department			

Delta Shores Addendum Mitigation Monitoring and Reporting Program

Mitigation Measure[1] or Project Design Feature		Monitoring Timing/Frequency	Reporting Requirements	Enforcing, Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	the proposed project has been determined to be $1,182,000.00 per the City. Implementation of this funding agreement shall be monitored by the City's Planning Department.						
Transportation							
5.9-5	Before issuance of grading permits for the project site, the project applicant shall prepare a detailed Traffic Management Plan that would be subject to review and approval by the City Department of Transportation, Caltrans, and local emergency service providers including the City of Sacramento fire and police departments. The plan shall ensure that acceptable operating conditions on local roadways and freeway facilities are maintained. At a minimum, the plan shall include: ▪ The number of truck trips, time, and day of street closures ▪ Time of day of arrival and departure of trucks ▪ Limitations on the size and type of trucks, provision of a staging area with a limitation on the number of trucks that can be waiting ▪ Provision of a truck circulation pattern	Prior to issuance of grading permits	Review and approval of a Traffic Management Plan	City of Sacramento Planning Department			

Delta Shores Addendum Mitigation Monitoring and Reporting Program

Mitigation Measure[1] or Project Design Feature		Monitoring Timing/Frequency	Reporting Requirements	Enforcing, Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	▪ Provision of driveway access plan so that safe vehicular, pedestrian, and bicycle movements are maintained (e.g., steel plates, minimum distances of open trenches, and private vehicle pick up and drop off areas) ▪ Maintain safe and efficient access routes for emergency vehicles ▪ Manual traffic control when necessary ▪ Proper advance warning and posted signage concerning street closures ▪ Provisions for pedestrian safety A copy of the construction traffic management plan shall be submitted to local emergency response agencies and these agencies shall be notified at least 14 days before the commencement of construction that would partially or fully obstruct roadways.						
5.9-10	The project applicant shall coordinate with Regional Transit to provide transit facilities to serve the project area. This may include but not limited to, creating new bus routes or/ add rerouting existing bus services through the project area to connect the project site with the future light rail station at Morrison Creek or to Meadowview	Prior to the issuance of building permits	Review and approval of final design and operation of transit services	City of Sacramento Planning Department			

Delta Shores Addendum Mitigation Monitoring and Reporting Program

Mitigation Measure[1] or Project Design Feature		Monitoring Timing/Frequency	Reporting Requirements	Enforcing, Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	station or to downtown Sacramento. The project applicant, in coordination with Regional Transit, shall also identify the specific locations of sheltered transit stops with bus turnouts. The City of Sacramento Traffic Engineering Division, working in conjunction with Regional Transit, shall approve the location, design, and implementation timing of the sheltered transit stops and bus turnouts prior to the issuance of building permits. Construction of these on-site bus stop facilities shall be phased consistent with the phased development of the project. Once demand for public transit services reaches 50 service requests, the project applicant shall coordinate to begin to provide transit services and shall increase those services in proportion to the development levels and increased rider ship levels occurring on the project site. Final design and operation of the transit service would be subject to the approval of the City and other proposed operating agencies (e.g., RT)						

Appendix B

Air Quality Management Plan

DELTA SHORES

Air Quality Management Plan

August 25, 2008
Updated August 14, 2024

Table of Contents

I. Project Description

The Delta Shores project is an approximately 800-acre master planned community located within the City of Sacramento. The Delta Shores project is envisioned as a compact residential community of up to 5,222 residential units with two mixed-use retail centers strategically located within the plan area to meet both the local and regional need for commercial goods and services. Collectively, the mixed-use community will include residential, entertainment, hospitality, and retail uses. In addition, the project will also include significant open space, recreation, and non-vehicular circulation amenities.

The project's Village Center will include approximately 1.3 million square feet of retail uses while the Town Center will include approximately 161,000 square feet of retail uses, which collectively account for approximately 130 acres of the site. Approximately 400 acres of the project is devoted to low, medium, and high density residential lots and 140 acres into parks, open space, school and other project amenities.

Figure 1: Conceptual Land Use Plan

The remaining portion of the Delta Shores project will be set aside for utilities and roadway construction. Table I-1 provides a breakdown of land uses and acreage for the proposed project.

Table I-1

Delta Shores – Land Use

Land Use	Acres	Percent of Total Acreage
Residential		
Low Density (4-7 du/ac)	136.89	17.50%
Medium Density (8-14 du/ac)	190.11	24.31%
High Density (15-36 du/ac)	69.28	8.86%
Mixed-Use (23-23 du/ac)	5.48	0.70%
Subtotal	**401.76**	
Commercial		
Regional Center	121.79	15.57%
Neighborhood Commercial	4.6	0.59%
Mixed-Use	14.41	1.84%
Subtotal	**140.8**	
Parks/Open Space/Schools		
Parks	46.15	5.90%
Detention	31.7	4.05%
Open Space & Wetlands & Trails	50.54	6.46%
Schools (2 Elementary Schools)	19.95	2.55%
Subtotal	**148.37**	
Infrastructure		
Backbone Circulation / Utilities / Public	91.23	11.66%
Subtotal	**91.23**	
Total	**782.13**	

The strong mix of land uses in the project as a whole are complimented by a well thought out and integrated circulation network that promotes pedestrian, bicycle, and vehicular connectivity. With a modified traditional grid street network to eliminate barriers to walkability, the Delta Shores project has been developed to provide tangible design features that will reduce the reliance on vehicular travel and improve the overall air quality benefits for the project and the region as a whole.

Finally, consistent with the goals of the Sacramento Metropolitan Air Quality Management District (SMAQMD), the Delta Shores project is committed to long term operational measures, including participation in transportation management organizations, to further ensure that the project is a long-term benefit to the region's air quality.

II. Executive Summary Tables

The following executive summary table identifies the air quality mitigation measures associated with the Delta Shores project. In addition, the executive summary table identifies the total mitigation points achieved by the project.

Delta Shores - AQMP - Executive Summary Table

Measure #	Title	Use	Description	Mitigation Points	
Bicycle/Pedestrian/Transit Measures				**Possible**	**Achieved**
1	Bike parking	C,M	Non-residential projects provide plentiful short-term and long term bicycle parking facilities to meet peak season maximum demand	0.625	0.175
2	End of trip facilities	C,M	Non-residential projects provide "end-of-trip" facilities including showers, lockers, and changing space	0.625	0.175
3	Bike parking at multi-unit residential	R	Long-term bicycle parking is provided at apartment complexes or condominiums without garages	0.625	0.45
4	Proximity to bike bath/bike lanes	R,C,M	Entire project is located within ½ mile of an existing Class I or Class II bike lane and project design includes a comparable network that connects the projected uses to the existing offsite facility	0.625	0.625
Measure #	**Title**	**Use**	**Description**	**Mitigation Points**	
5	Pedestrian network	R,C,M	The project provides a pedestrian access network that	1.0	1.0

			internally links all uses and connects to all existing or planned external streets and pedestrian facilities contiguous with the project site		
6	Pedestrian barriers minimized	R,C,M	Site design and building placement minimize barriers to pedestrian access and interconnectivity. Physical barriers such as walls, berms, landscaping, and slopes between residential and non-residential uses that impede bicycle or pedestrian circulation are eliminated	1.0	.50
Bicycle/Pedestrian/Transit Measures				**Possible**	**Achieved**
8	Bus Shelter for planned transit service	R,C,M	Project provides essential transit stop improvements with safe and convenient bicycle/pedestrian access. Project provides essential transit stop improvements (i.e., shelters, route information, benches, and lighting) in anticipation of future transit service.	0.25	0.25
9	Traffic Calming	R,C,M	Project design includes pedestrian/bicycle safety and traffic calming measures in excess of jurisdiction requirements. Roadways are designed to reduce motor vehicle speeds and encourage pedestrian and bicycle trips by featuring traffic calming features	0.25-1.0	0.75
Parking Measures					
13	Pedestrian pathway through parking	R,C,M	Provide a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances	0.50	0.50
14	Off street parking	R,C,M	Parking facilities are not adjacent to street frontage	0.1-1.5	0.50
Site Design Measures					
17	Orientation toward planned transit, bikeway or pedestrian corridor	R,C,M	Project is oriented towards planned transit, bicycle, or pedestrian corridor. Setback distance is minimized	0.25	0.25
18	Residential density	R	Project provides high-density residential development	1.0-12	2.52
Mixed-Use Measures				**Possible**	**Achieved**
23	Suburban mixed-use	R,C,M	Have at least three of the following on site and/or offsite within ¼ mile: Residential Development, Retail Development, Park, Open Space, or Office	3.0	3.0
Measure #	**Title**	**Use**	**Description**	**Mitigation Points**	
Building Component Measures					
25	No fireplace	R	Project does not feature fireplaces or wood burning stoves	1.0	0.74
31	Non-roof surfaces	R,C,M	Provide shade (within 15 years) and/or use light-colored/high-albedo materials (reflectance of at least 0.3) and/or open grid pavement for at least 30% of the	1.0	1.0

			site's non-roof impervious surfaces, including parking lots, walkways, plazas, etc.; OR place a minimum of 50% of parking spaces underground or covered by structured parking; OR us an open-grid pavement system (less than 50% impervious) for minimum of 50% of the parking lot area. Unshaded parking lot areas, driveways, fire lanes, and other paved areas have minimum albedo of 0.3 or greater.		
Miscellaneous Measures					
33	Transportation Management Association Membership	R,C,M	Include permanent TMA membership and funding requirement. Funding to be provided by Community Facilities District or County Service Area or other non-revocable funding mechanism.	5.0	2.5
99	Other	R	Limitation on residential use of natural gas.	3.5	2.184
				Total	**17.119**

III. Air Quality Measures

a. Bicycle/Pedestrian/Transit Measures

M1. **Non-residential projects provide plentiful short-term and long-term bicycle parking facilities to meet peak season maximum demand.**

Points Possible = 0.625 Achieved = 0.175

A key element of the Delta Shores project is the inclusion of a regional serving commercial "Village Center" and a community serving commercial "Town Center." These strong commercial nodes, which anchor the project on its eastern and western terminuses, have been designed with strong trail linkages that encourage bicycle use.

A significant component of an effective trails plan is the inclusion of adequate facilities to ensure safe and convenient long-term and short-term bicycle parking at destination locations. Consistent with the SMAQMD *Recommended Guidance for Land Use Emission Reductions Version 2.4*, and with the City of 2008 Sacramento's Zoning Code requirements plus the added bike parking provisions of the 2008 AQMP, the Village and Town Center retail areas of the Delta Shores project will include long-term parking and short-term bicycle parking facilities consistent with City code bicycle parking requirements and City bike rack design and placement design standards.

While the individual parking facilities have been constructed at the Village Center, the locations of individual parking facilities have not been identified at this time for the Town Center. Individual bicycle parking spaces have and will continue to be designed to provide convenient bicycle parking locations in strategic areas to provide maximum effective use.

Implementation of this measure will ensure that the commercial portions of the Delta Shores project provide sufficient long- and short-term bicycle parking to meet the anticipated peak season demand.

M2. **Non-residential projects provide "end-of-trip" facilities including showers, lockers, and changing space**.

Points Possible = 0.625 Achieved = 0.175

To ensure the viable use of long-term bicycle parking by retail employees and to truly encourage bicycling as a viable alternative transportation mode, design of the Village and Town Center portions of the project will also include "end-of-trip" facilities including showers, lockers and changing space.

Employee intensities shall be determined at the time of project specific development and the number and type of facilities shall be incorporated into the project based on the ratio identified in Table II-2 below.

Table II-2
Delta Shores – End of Trip Facilities

Employee Parking Spaces	Changing Areas	Showers	Clothes Lockers
80	2	2	2

It is anticipated that the Village and Town Center area will include several employee intensive retail tenants. In the event an individual retail user's total employee parking demand exceeds 160 total employee parking spaces, then the total required end of trip facilities provided shall be evenly divided for gender specific use.

Implementation of this measure shall ensure that the Delta Shores project provides sufficient end-of-trip facilities to support the project's overall bicycle transit goals.

M3. **Long-term bicycle parking is provided at apartment complexes or condominiums without garages.**

Points Possible = 0.625 Achieved = 0.45

Delta Shores is proposed as a master planned community with a maximum entitled residential build out of up to 5,222 total units. The type and tenure of these units have not been established at this time. However, it is anticipated that the residential portion of the project will include a variety of multi-family rental and condominium units.

Although, given market conditions, the vast majority of these multi-family units will include garages with ample bicycle storage, there is a potential that some multi-family units will be developed without enclosed garages.

In these circumstances, multi-family builders within the Delta Shores project shall be required to provide one (1) long-term bicycle parking facility for each multi-family residential unit that does not include a garage or storage unit.

To satisfy this measure, long-term bicycle parking requirements may be provided in any of the following three manners and shall be at the discretion of the multi-family builder at the time of development.

- A bicycle locker;
- A locked room with standard racks and access limited to bicyclists only; or
- A standard rack in a location that is staffed and/or monitored by video surveillance 24 hours a day.

Implementation of this measure will ensure that adequate bicycle facilities are provided for all multi-family residential units contained within the community of Delta Shores.

M4. **Entire project is located within 1/2 mile of an existing Class I or Class II bike lane and project design includes a comparable network that connects the project uses to the existing offsite facility.**

Points Possible = 0.625 Achieved = 0.625

The Delta Shores project incorporates a comprehensive trails plan that will provide an integrated network of on-street and off-street trails.

Given the comprehensive nature of this trails plan, when fully developed, the entire project will be located within ½ mile of an existing Class I or Class II bike lane. In addition to providing access to all portions of the project site, the Delta Shores trails have also been designed to connect to existing off-site facilities located north, east and west of the project boundaries.

The Delta Shores trail infrastructure is identified in Figure 2 below and includes both Class I and Class II bike lanes.

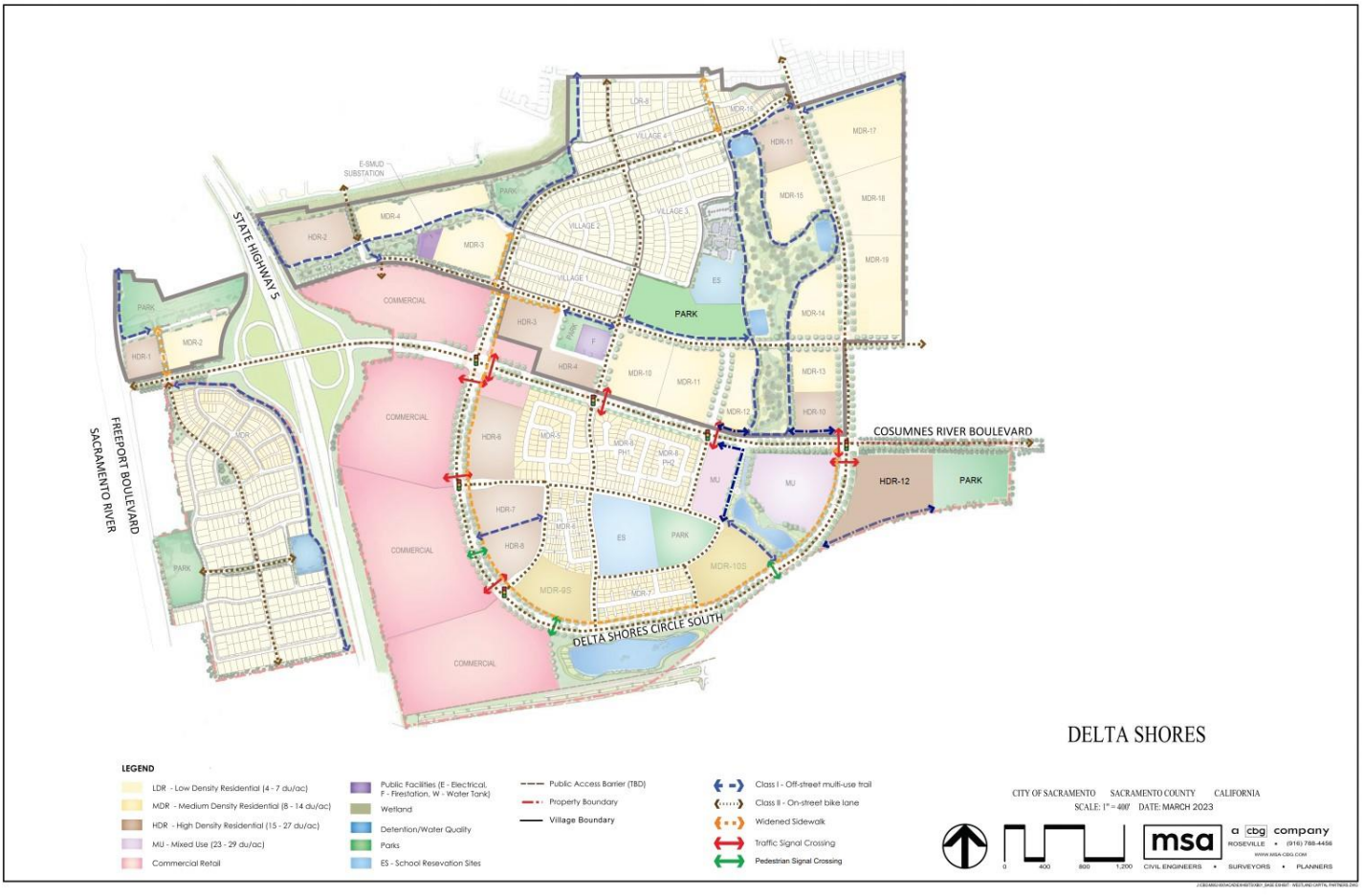

Figure 2: Pedestrian Trails Plan consistent with Figure 6.11 in the 2024 Delta Shores PUD Guidelines revisions.

M5. **The project provides a pedestrian access network that internally links all uses and connects to all existing or planned external streets and pedestrian facilities contiguous with the project site.**

Points Possible = 1.0 Achieved = 1.0

The Delta Shores project also incorporates a comprehensive pedestrian circulation network that provides safe and convenient access to the entire project as well as integrates into the existing off-site pedestrian network in the areas north, east and west of the project's boundaries.

Developed consistent with the City of Sacramento's "Pedestrian Friendly Street Standards" the project includes separated sidewalks on all major and minor roadways with a minimum sidewalk width of five (5) feet with wider sidewalk sections in many portions of the project including along Cosumnes River Boulevard, which bisects the project east to west. In addition to sidewalk widths, the project roadway design includes vertical curbs and enhanced pedestrian nodes at major intersections.

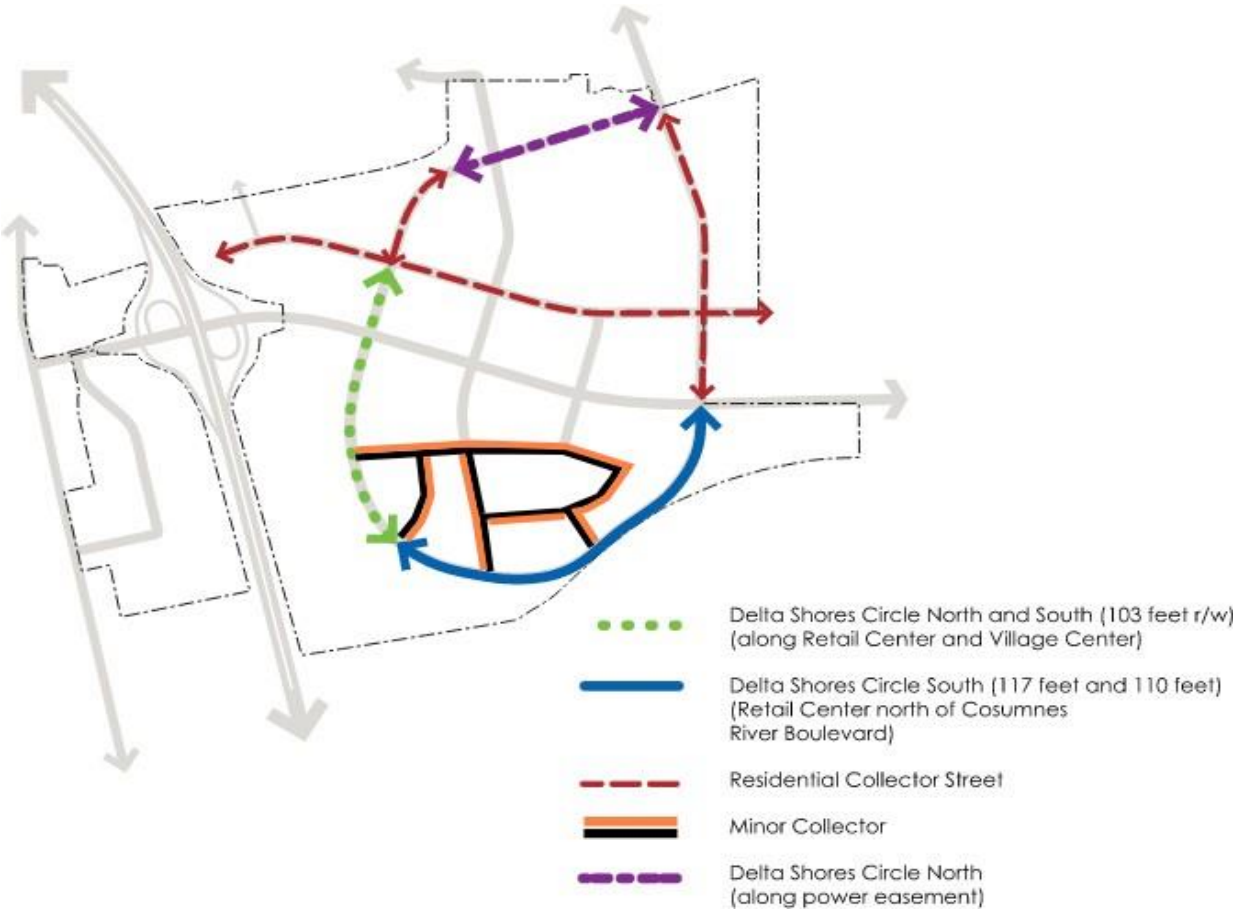

Figure 3: Street Types and Locations

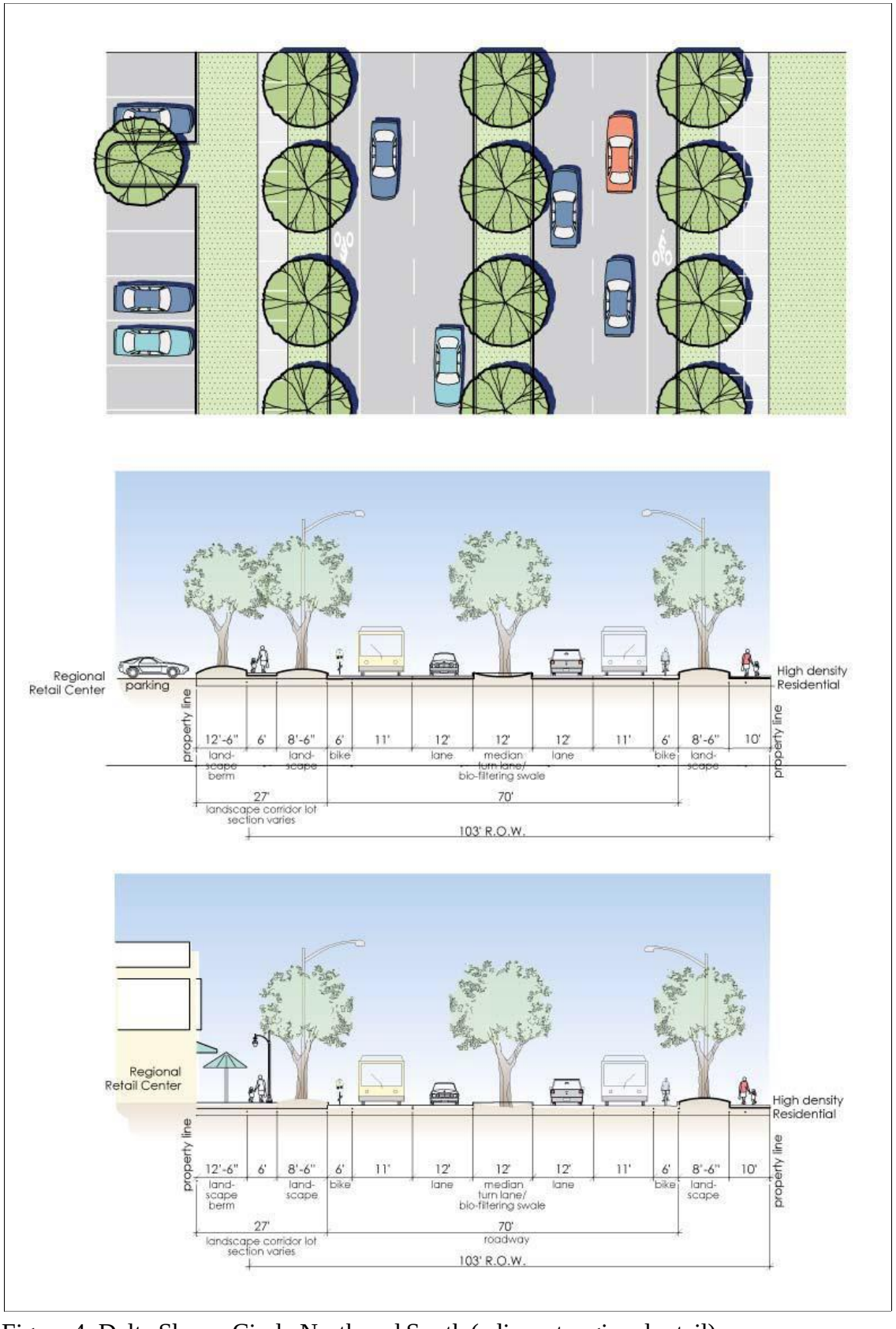

Figure 4: Delta Shores Circle North and South (adjacent regional retail)

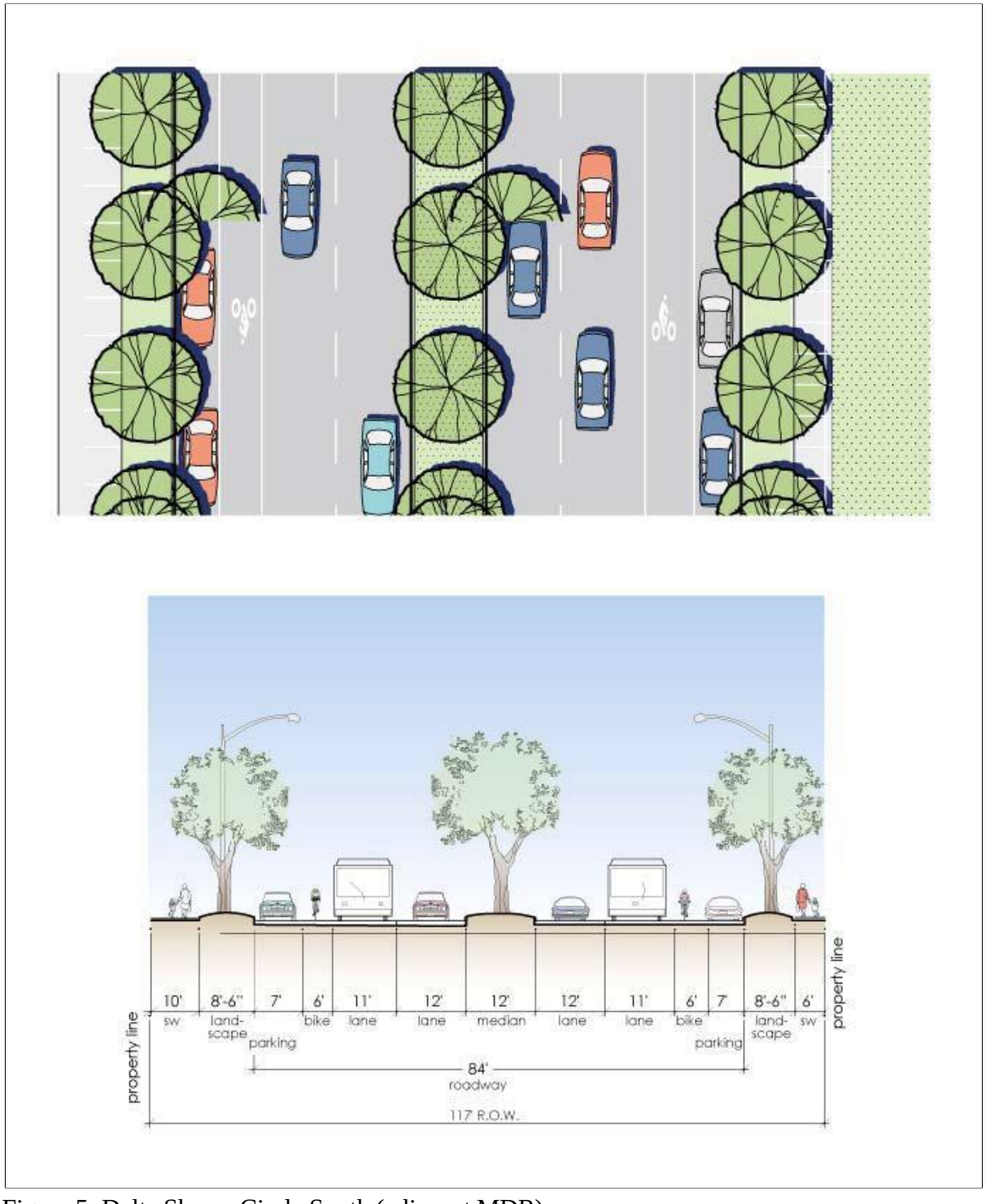

Figure 5: Delta Shores Circle South (adjacent MDR)

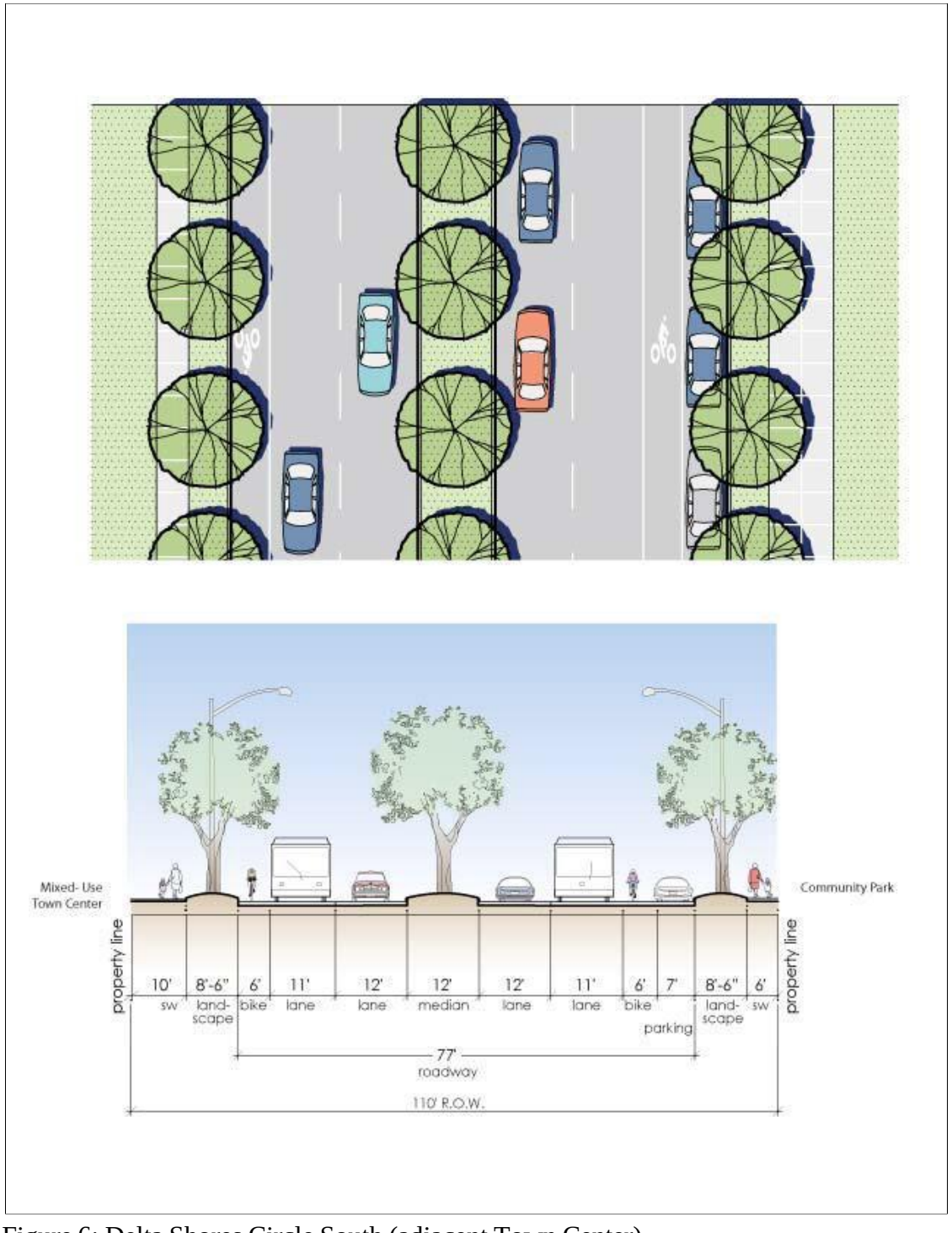

Figure 6: Delta Shores Circle South (adjacent Town Center)

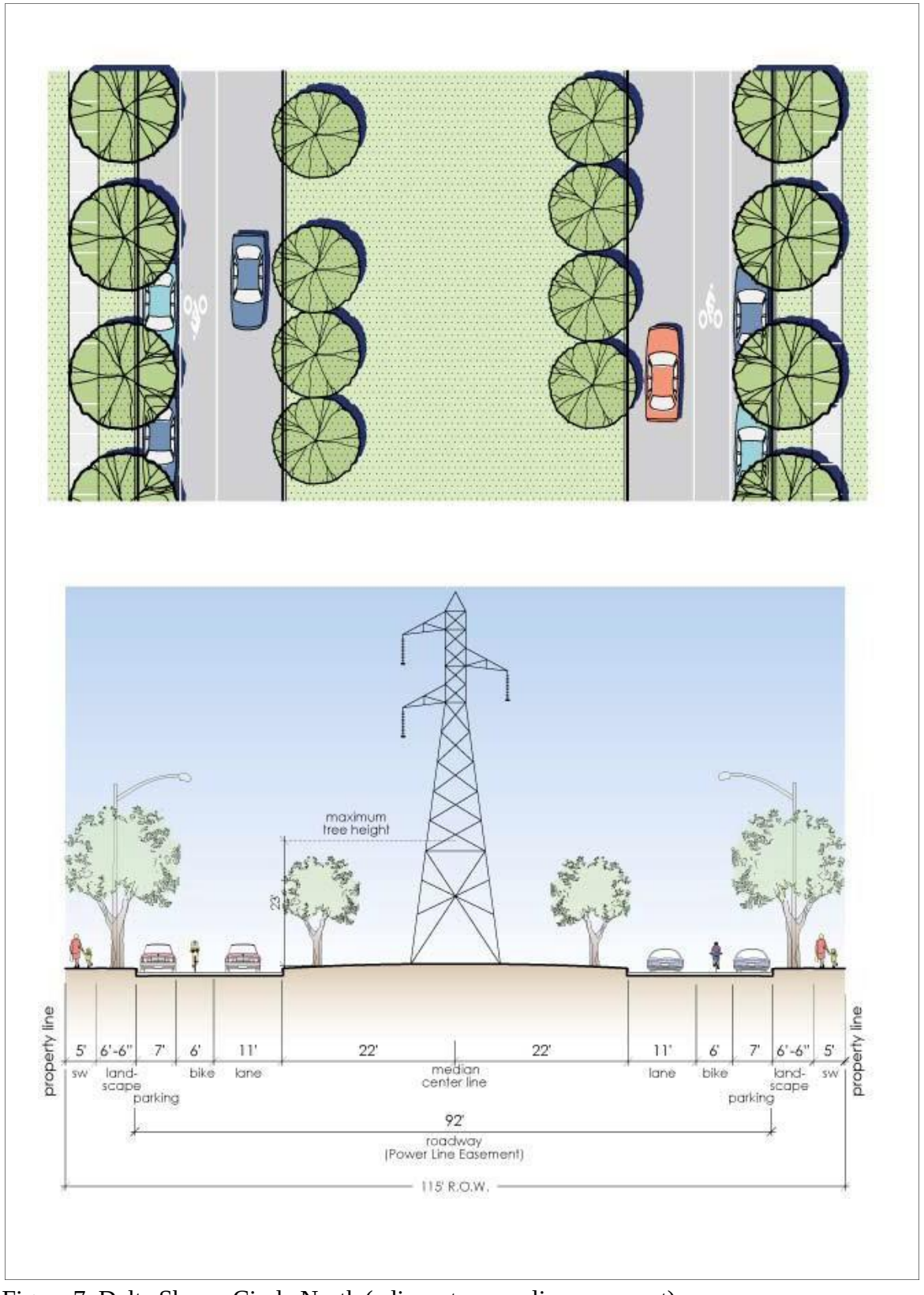

Figure 7: Delta Shores Circle North (adjacent power line easement)

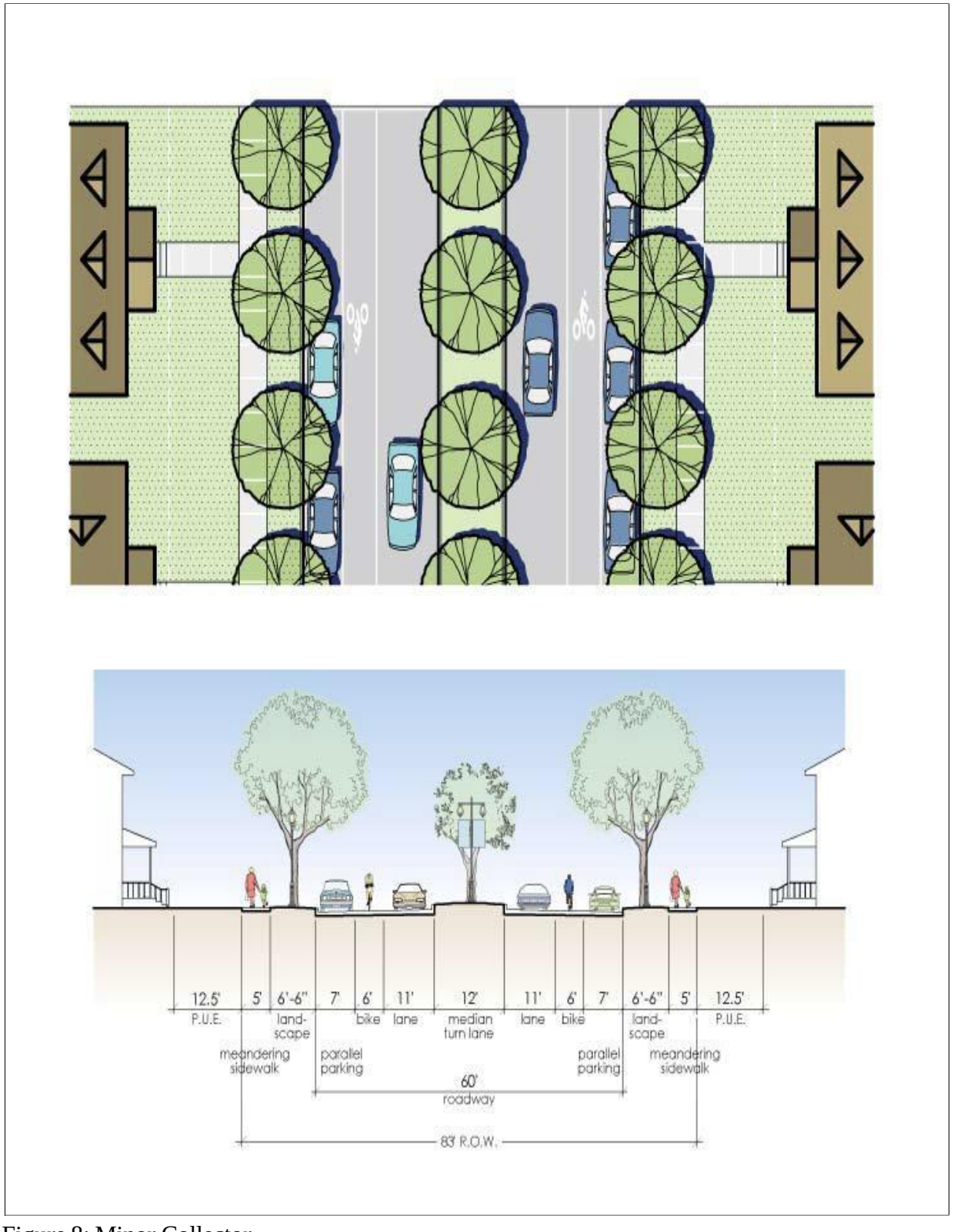

Figure 8: Minor Collector

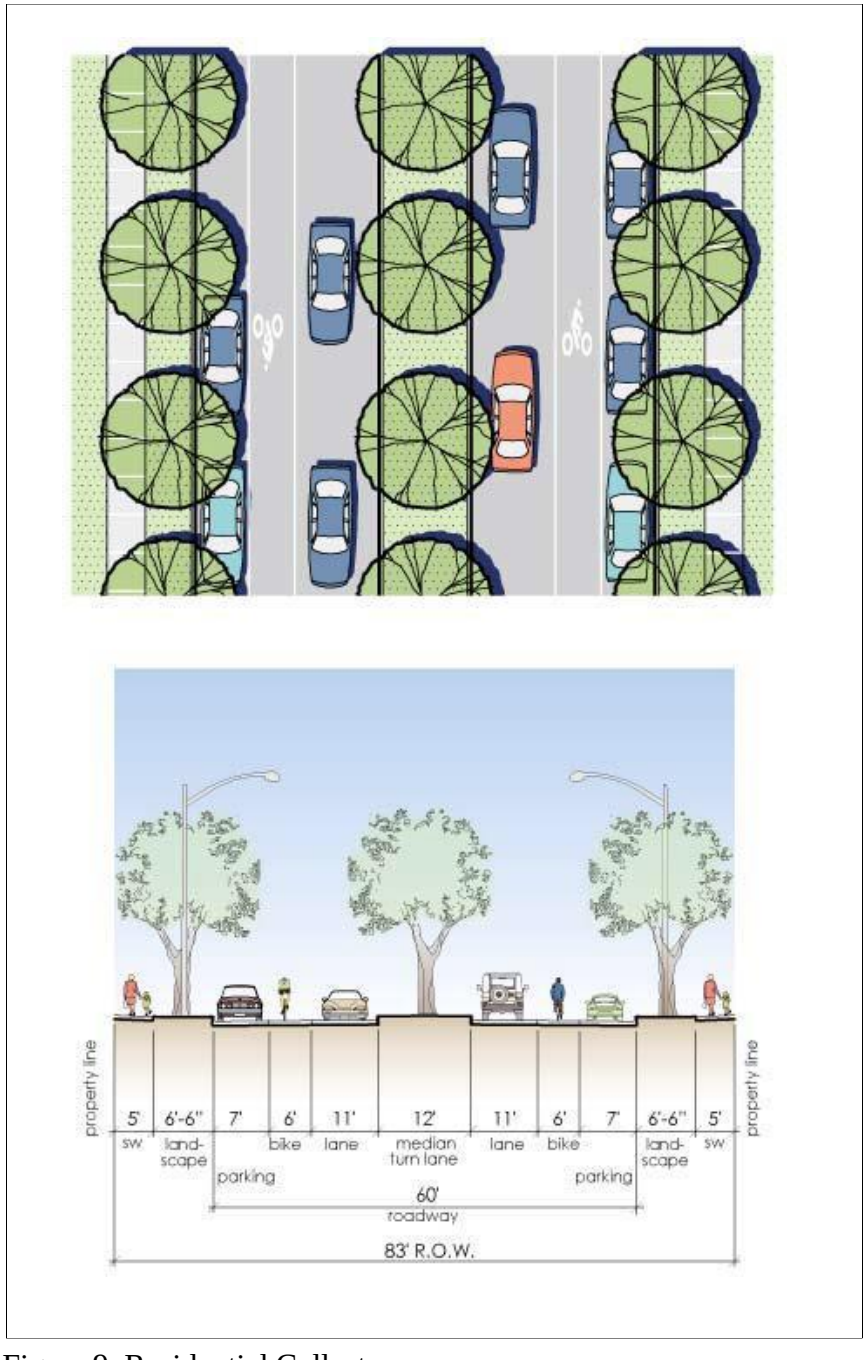

Figure 9: Residential Collector

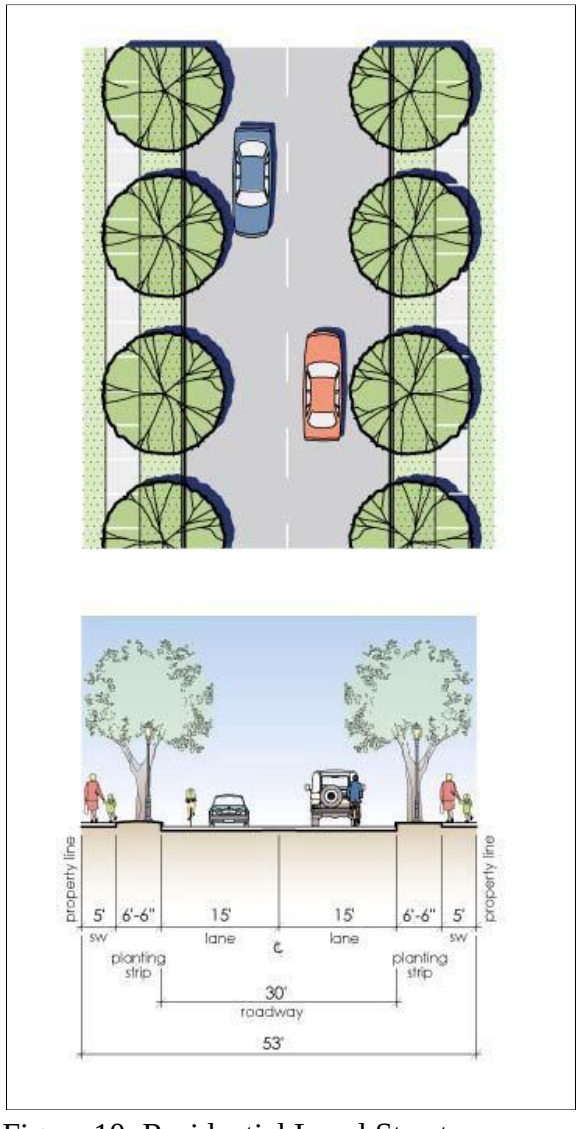

Figure 10: Residential Local Street

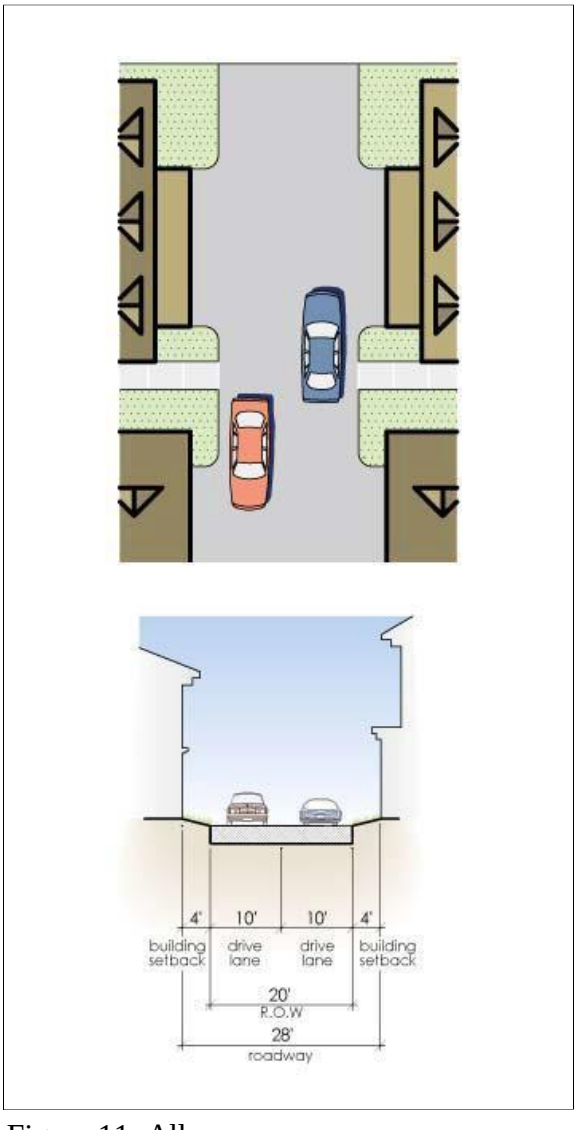

Figure 11: Alley

The Pedestrian Trails Plan identified in Figure 2 above is also designed to be accessible and available to pedestrians and, as a result, provides even greater connectivity throughout the plan.

The project incorporates three (3) high-intensity pedestrian activated crosswalk beacon signals (Figure 12). The first is located on Delta Shores Circle South between the 2 vehicular traffic signals and provides pedestrian access to the Town Center retail area. The second is located at the Southern extent of the Town Center retail area on Delta Shores Circle South. The third is located at the eastern extent of Delta Shores Circle South and directly connects to the Class I off-street multi-use trail identified in Figure 2 along the southern edge of HDR-12, providing pedestrian connectivity between the Mixed-Use area and the lands to the east. Further, the "Traffic Signal Crossings" identified in Figure 2 all include pedestrian signalization with marked crosswalks consistent with City of Sacramento improvement standards.

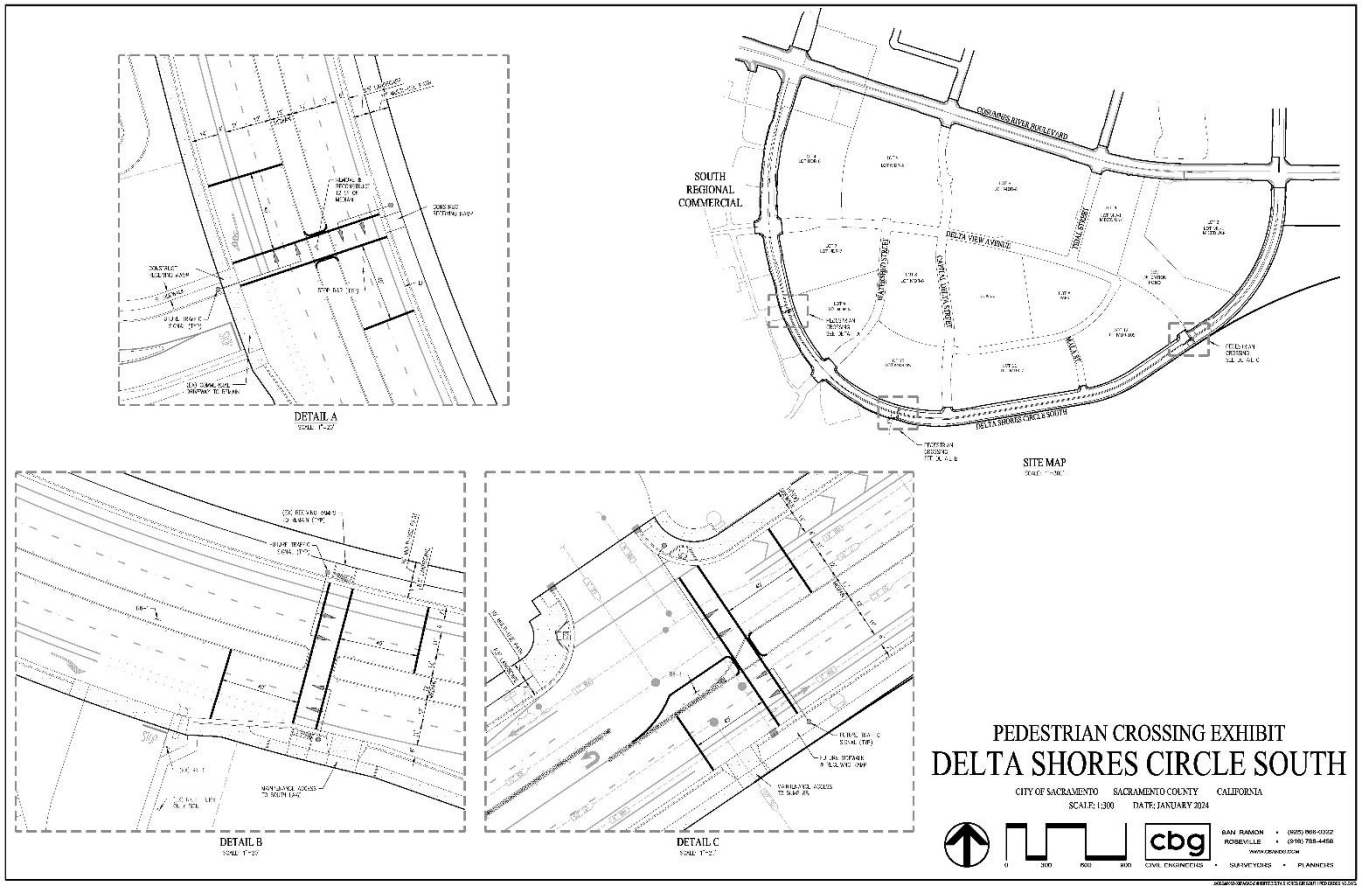

Figure 12: High Intensity pedestrian activated signals

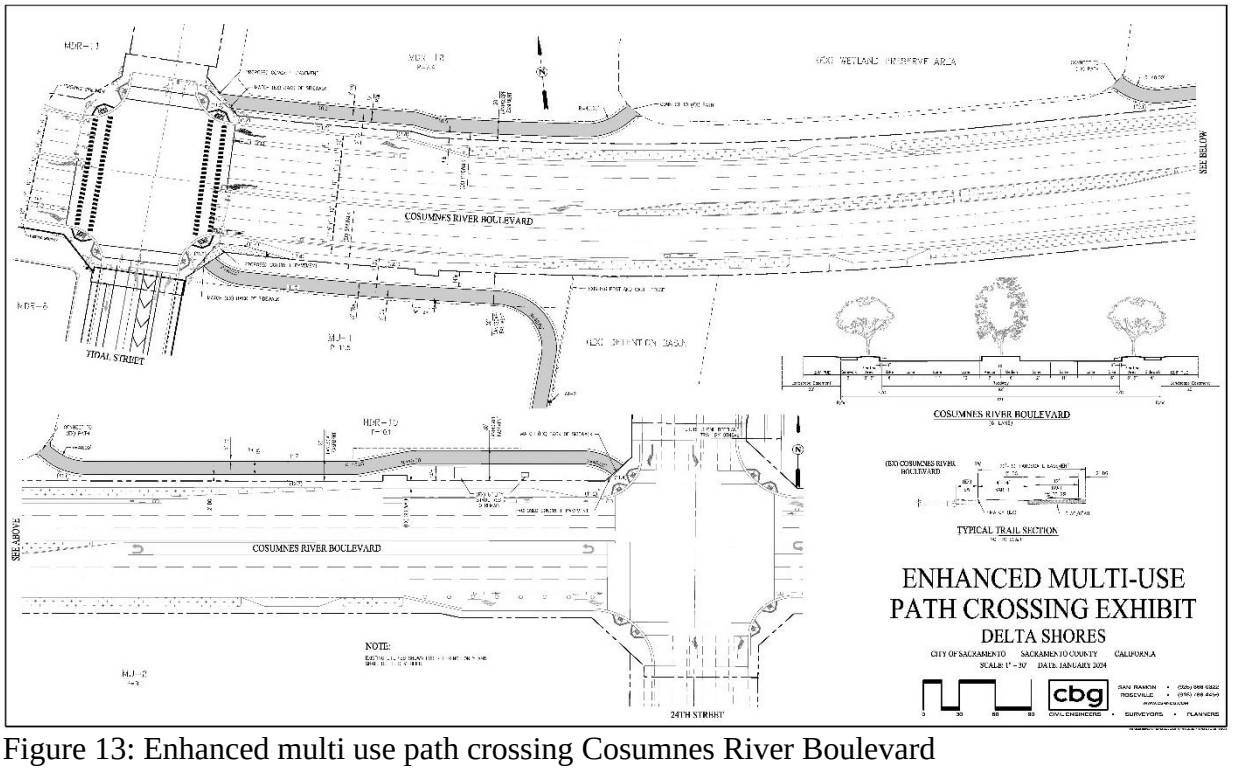

Figure 13: Enhanced multi use path crossing Cosumnes River Boulevard

M6. **Site design and building placement minimize barriers to pedestrian access and interconnectivity. Physical barriers such as walls, berms, landscaping, and slopes between residential and non-residential uses that impede bicycle or pedestrian circulation are eliminated.**

Points Possible = 1.0 Achieved = 0.50

As noted in Measure 5 above, the Delta Shores project has been specifically designed to reduce or eliminate barriers to pedestrian access and interconnectivity between the project residential and non-residential uses.

In addition to the dedicated pedestrian crossings connecting the residential portions of the project to the Village and Town Center retail and Mixed-Use areas, the project's overall trails plan has been designed to provide direct pedestrian access to schools, parks and other community-oriented facilities. In most circumstances this access is situated in an off-street trail to further eliminate barriers to pedestrian connectivity.

Taken together, the project's pedestrian circulation features and site design ensure that there will be minimal barriers to pedestrian connectivity between the project's residential and non-residential land uses.

M8. **Project provides essential transit stop improvements with safe and convenient bicycle/pedestrian access. Project provides essential transit stop improvements (i.e., shelters, route information, benches, and lighting) in anticipation of future transit service.**

Points Possible = 0.25 Achieved = 0.25

The property associated with this project is identified for future bus service within Sacramento Regional Transit's service area.

With up to 5,222 total residential units, almost 1.3 million square feet of new retail development and the City's completed extension of Cosumnes River Boulevard from Franklin to Freeport, it is anticipated that connecting bus service will be extended to the Delta Shores project by Regional Transit.

Moreover, given the size and magnitude of the development it anticipated that that service will reasonably be provided with 30-minute headways along both Cosumnes River Boulevard and Delta Shores Loop Road. This transit configuration will ensure ¼ mile transit access to the entire project site.

In conjunction with the ultimate and anticipated provision of bus service to the project, appropriate provision has been made for the inclusion of any necessary transit stops and transit amenities including bus stops, bus shelters, benches and all necessary lighting. Together, implementation of this measure will ensure that bus service will be provided to the project.

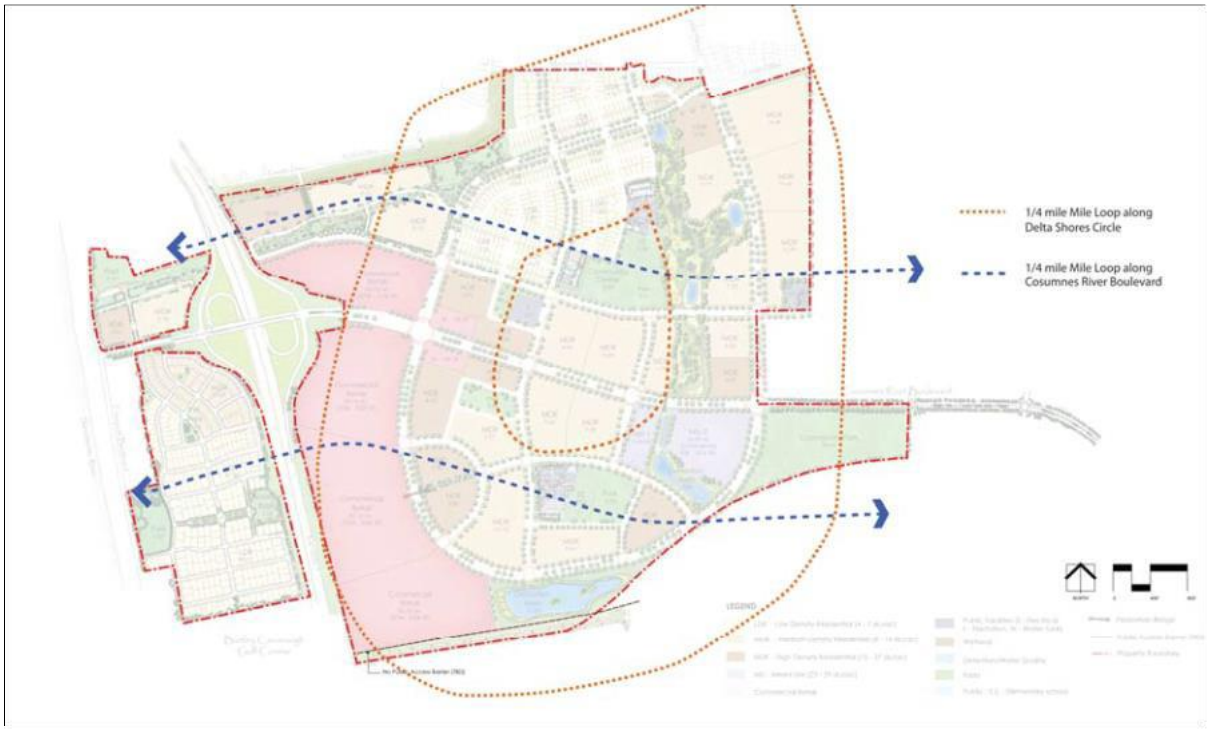

Figure 14: Transit Service

M9. Project design includes pedestrian/bicycle safety and traffic calming measures in excess of jurisdiction requirements. Roadways are designed to reduce motor vehicle speeds and encourage pedestrian and bicycle trips by featuring traffic calming features.

Points Possible = 0.25 – 1.0 Achieved = 0.75

As has been noted throughout the preceding measures, the Delta Shores project includes a wide array of pedestrian and bicycle safety measures that are beyond the scope of the City of Sacramento's Zoning Code.

In addition to providing roadway segments that are consistent with the City's Pedestrian Friendly Street Standards, the project is also enhancing sidewalk widths in key locations to provide enhanced pedestrian safety along major roadways. The project will also be incorporating enhanced intersection designs that include pedestrian refuges and enhanced paving treatments that are beyond the City's minimum standards.

From a bicycle safety perspective, the project is providing an off-street trails network that is significantly in excess of the City's 2010 Bikeway Master Plan. These additional trails were specifically included in the project to provide a greater level of bicycle safety and connectivity beyond that anticipated by the City's own regulatory requirements.

As individual neighborhoods are developed within the residential portions of Delta Shores, it is further anticipated that neighborhood traffic calming features will be incorporated into the projects overall design including, but not limited to traffic circles, speed

humps, and enhanced intersections and other features as solely determined by the City and in the context of the detailed development plans upon construction improvement plan permitting. As these portions of the plan develop, they shall be required to provide intersection and street improvements in any combination that meets the 0.75 standard noted in Table III-3 below.

Table III-3

		Percentage of Streets with Improvements			
		25%	50%	75%	100%
Percentage of Intersections With Improvements	25%	0.25	0.25	0.50	0.50
	50%	0.25	0.50	0.50	0.75
	75%	0.50	0.50	0.75	0.75
	100%	0.50	0.75	0.75	1.00

Therefore, as a whole, the Delta Shores project has been designed to not only meet, but to exceed the City's standards for minimum pedestrian and bicycle safety.

b. Parking Measures

M13. Provide a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances.

Points Possible = 0. 5 Achieved = 0.5

The Delta Shores project is strongly supportive of the use of alternative modes, including transit. As such, site specific project development of the commercial and retail components of the project will include parking lot designs that provide marked and shaded access between transit facilities and building entrances.

As identified in the conceptual retail land plan, both the Village and Town Center retail areas will have shaded pathways specifically marked with enhanced paving between the retail storefronts and the transit facilities located adjacent to these centers (Figure 15).

Figure 15: Conceptual Retail and Mixed-Use Town Center Plans

For the residential portions of the project, it is only anticipated that multi-family housing areas will include on-site parking fields. As these areas have been designed or developed at this time, the Delta Shores Planned Unit Development (PUD) Guidelines associated with the Delta Shores project include specific provisions requiring shaded and marked pedestrian pathways to transit facilities located adjacent to these future multi-family developments.

With implementation of the conceptual retail land plan and imposition of the multi-family development standards contained in the Delta Shores PUD Guidelines, the project will provide the necessary pedestrian pathways to satisfy this measure.

Figure 16: Pedestrian Connections

M14. Parking facilities are not adjacent to street frontage.

Points Possible = 0.1 – 1.5 Achieved = 0.5

As a master planned community, the Delta Shores project is anticipated to develop with a wide variety of land uses that range from low density residential to mixed use retail. As an overall goal, the project has been designed to reduce the potential for less desirable parking interfaces.

As identified on the conceptual retail land use plan, the Village and Town Center have been designed with building orientations that screen the parking areas from the adjacent roadway network. In addition, the retail portions of the project have been designed with enhanced landscaped setbacks to encourage viable pedestrian use of the pedestrian features of the adjacent street sections.

The Delta Shores PUD Guidelines have similar measures to address parking interfaces throughout the project's residential components. Consistent with smart growth principals, the PUD Guidelines require single-family garage orientations that deemphasize the garage as the dominant structural element of individual house design through a variety of alternatives including side-on, recessed, or detached garages.

Similar to the project's commercial areas, the Delta Shores PUD Guidelines also provide that multi-family residential developments within the project include building orientation that screen on-site parking areas from the adjacent roadway network.

Implementation of the conceptual retail land use plan and the Delta Shores PUD Guidelines will ensure that parking fields within the project are adequately screened.

Figure 17: Parking behind the building.

c. Site Design Measures

M17. Project is oriented towards planned transit, bicycle, or pedestrian corridor. Setback distance is minimized.

Points Possible = 0.25 Achieved = 0.25

The Delta Shores project has been designed with significant orientation towards planned transit, bicycle, and pedestrian corridors and, in many cases, exceeds the level of connectivity anticipated in those planned features. In addition, the Delta Shores project encourages appropriate setbacks and building orientations that are supportive of transit, bicycle, and pedestrian corridors. For example, the Delta Shores PUD Guidelines indicate that house design should place entries, windows, front porches, covered terraces, and primary living areas directly facing the street on all residential elevations, and that the percentage of building frontage allocated to living areas, dining rooms, entries, and other nongarage spaces should be maximized on all neighborhood streets.

The South Line Phase II Light Rail extension identified in the Regional Transit Master Plan has been constructed with a light rail station on the property immediately adjacent to the Delta Shores project. As such, the project's Town Center has been located within ½ mile of this future light rail station.

The project also meets the City of Sacramento's 2010 Bikeway Master Plan and, in fact, provides bicycle connectivity and orientation in excess of the Bikeway Master Plans requirements.

Finally, the project includes a comprehensive pedestrian network that incorporates multi-use trail corridors and integrated pedestrian crossings.

Against this substantial circulation network, the project's land plan has been developed to access and enhance the use of alternative modes throughout the project site. The highest density of development has been oriented towards adjacent transportation corridors and "destination" land uses have been located at important transportation nodes or at the terminus of planned transportation corridors. In addition, the PUD Guidelines also strongly encourage building orientations and entry designs that make maximum use of these important corridors.

Therefore, as outlined above, implementation of this measure will result in a project that is oriented toward planned transportation corridors with appropriate building orientations and setback to provide maximum use of these planned facilities.

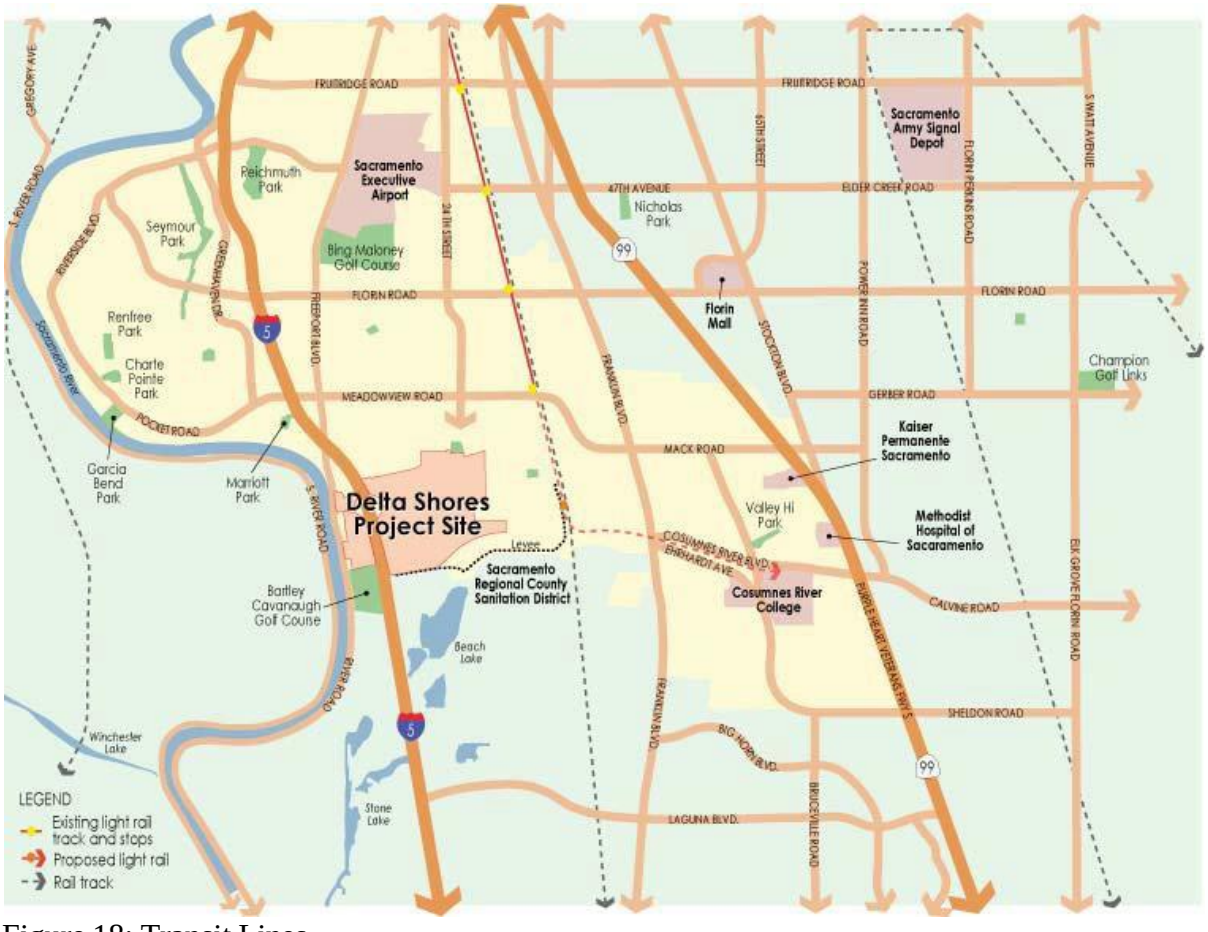

Figure 18: Transit Lines

M18. Project provides high-density residential development.

Points Possible = 1.0 – 12.0 Achieved = 2.52

A variety of residential densities are proposed for the Delta Shores project. However, consistent with good planning and smart growth principles, the project's highest residential densities have been identified along planned transit lines.

As noted on the conceptual land use plan (Figure 1), the project includes residential densities of within the 11-20 du/acre range within ¼ mile of the South Line Phase II Light Rail Station located within the adjacent Stone Beetland property.

With conservatively anticipated headways of one (1) hour, the project will achieve 2.52 points under this measure consistent with the SMAQMD *Recommended Guidance for Land Use Emission Reductions Version 2.4.*

d. Mixed Use Measures

M23. Have at least three of the following on site and/or offsite within ¼ mile: Residential Development, Retail Development, Park, Open Space, or Office.

Points Possible = 3.0 Achieved = 3.0

As referenced throughout this document, the Delta Shores project is a master planned community, which includes a variety of residential, retail, park, and open space components.

Moreover, as outlined on the Conceptual Land Use Plan provided above, these various uses have been integrated throughout the project site and are connected through a comprehensive circulation system that provides bicycle, pedestrian and vehicular access networks.

As such, the design and implementation of the project will result in compliance with this measure.

e. Building Component Measures

M25. Project does not feature fireplaces or wood burning stoves.

Points Possible = 1.0 Achieved = 0.74

The Delta Shores PUD Guidelines specifically prohibit the use of fireplaces or wood burning stoves within the residential portion of the project. However, consistent with SMAQMD guidance electric fireplaces will be allowed within the project.

M31. Provide shade (within 15 years) and/or use light-colored/high-albedo materials (reflectance of at least 0.3) and/or open grid pavement for at least 30% of the site's non-roof impervious surfaces, including parking lots, walkways, plazas, etc.; OR place a minimum of 50% of parking spaces underground or covered by structured parking; OR use an open-grid pavement system (less than 50% impervious) for a minimum of 50% of the parking lot area. Unshaded parking lot areas, driveways, fire lanes, and other paved areas have a minimum albedo of .3 or greater.

Points Possible = 1.0 Achieved = 1.0

In an effort to reduce the potential for creation of heat islands, the Delta Shores project has been designed to provide project design features that will limit unobstructed exposure of non-roof surfaces from direct sunlight.

Specifically, consistent with the City of Sacramento's Shade Tree Ordinance, 50% of the project's impervious surfaces will be placed under cover or will be shaded by large canopy shade trees that achieve 50% coverage within 15 years of project occupancy.

Implementation of this measure will ensure the project effectively reduces the potential for the creation of future heat islands within the project site.

Figure 19: Shade & Pavement Exhibits

f. Transportation Demand Management

M33. Include permanent TMA membership and funding requirement. Funding to be provided by Community Facilities District or County Service Area or other non-revocable funding mechanism.

Points Possible = 5.0 Achieved = 2.5

Given the size of the Delta Shores project and its mixed-use nature, the project will be required to create or join a Transportation Management Association (TMA) to monitor and implement long term operational measures to support and enhance the project's orientation to transit. In addition, funding for the TMA will be achieved by inclusion in an area-wide financing plan. To facilitate this objective, the project will be subject to the following mitigation measure:

Prior to the issuance of building permits for the commercial portion of the project, the project applicants shall either enter into an existing Transportation Management Association (TMA), or create a new TMA to serve the project area. Funding shall be provided by the project applicants through a Community Facilities District (CFD). Currently, the nearest existing TMA is the Sacramento TMA, the service area for which would cover the proposed project area.

Delta Shores has implemented this measure with its membership in the Sacramento

TMA and permanent funding from the Common Area Maintenance fees assessed to the commercial tenants in Delta Shores to ensure that long-term transit goals associated with the project are achieved and that future measures will be adopted where appropriate. Only the commercial development in Delta Shores is part of the TMA. As such, scaling for this mitigation credit is based on the trip generation for the commercial development as analyzed in the Delta Shores Traffic Impact Analysis. The commercial portion of the project that is part of the TMA generates 56.6% of the total trips for Delta Shores. Accordingly, Delta Shores has achieved 2.5 points out of a possible 5.0 points for membership in the TMA.

g. Other

M99. Limitation on residential use of natural gas.

Points Possible = 3.5 Achieved = 2.184

Mitigation credit potential can be given to the AQMP for a commitment to build future residences without natural gas infrastructure, as natural gas results in emissions of "criteria pollutants," or pollutants regulated by State and Federal clean air legislation, and the purpose of an AQMP is to reduce criteria pollutant emissions from project operations. Delta Shores will commit to building without natural gas infrastructure for residential development identified in Figure 20. Since this commitment cannot be made for all residential development in Delta Shores, mitigation credit points have been scaled on the acreage and unit specifications for the residential development that will not include natural gas. As such, Delta Shores has achieved 2.184 points out of a possible 3.5 points, as 62.4% of the residential land use area will have no natural gas usage.

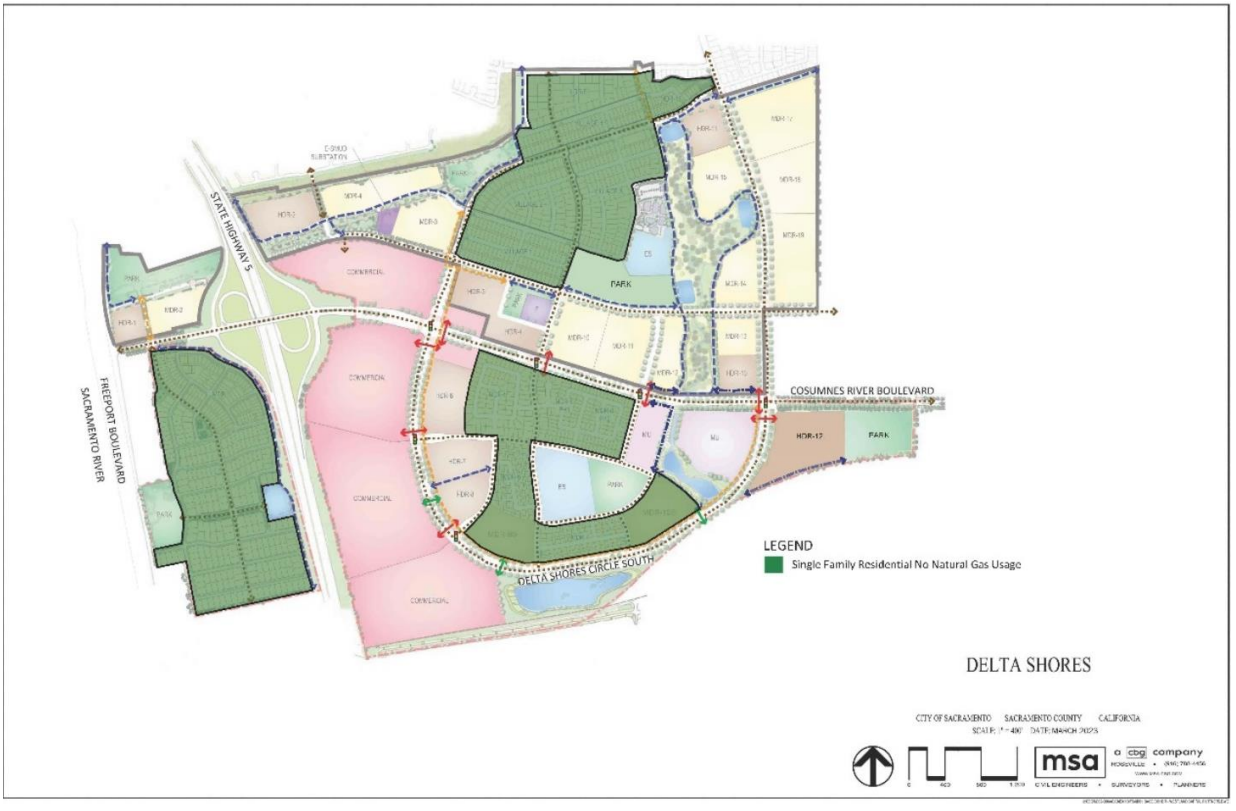

Figure 20: No Gas Usage Optimization Exhibit

IV. Implementation

The Delta Shores project is a multi-dimensional, master planned community that is made up of a variety of elements. Although the project has been designed as an integrated whole, given the project's overall size, it is nonetheless anticipated to develop in multiple phases over several years.

To remain viable, it is important that some components of the project be allowed to proceed at an early stage to facilitate development of the balance of the project as a whole. As such, it is also important that this AQMP be implemented in phases to allow the plan as a whole to be achieved at full project build-out.

To meet the overall air quality benefits of this project, implementation of this plan shall be achieved on a project-wide basis with commercial components of the project only being responsible for commercial related measures and the residential components of the project only being responsible for the residential measures.

Individual and discrete phases of this project shall not be measures for compliance with the SMAQMD's minimum point threshold and shall instead only be held accountable for the measures that are specifically applicable to that phase of development. Under no circumstances may an individual component of the project be precluded from developing (or from receiving the necessary permits to allow construction or occupancy) because unrelated measures (i.e., residential measures for commercial or commercial measures for residential) have not been implemented.

In this way, individual components of the project will proceed in a manner to protect the projects viability while ensuring that at full build-out all of the measures contained in this plan shall have been satisfied and the project will have achieved the emission's reductions anticipated by this plan.

V. Conclusion

The Delta Shores project represents a unique master planned community that will form the ultimate southern boundary of the City of Sacramento. The project's overall design nonetheless exceeds the minimum emission reduction standards anticipated for projects located within the Sacramento Metropolitan Air Quality Management District.

Allowing for phased implementation of the project and phases satisfaction of the individual emission reduction measures outlined above will ensure that this project also remains a viable project that will achieve the overall goals of this comprehensive air quality management plan.

Appendix C

Delta Shores Addendum Noise Memo

605 THIRD STREET
ENCINITAS, CALIFORNIA 92024
T 760.942.5147 F 760.632.0164

MEMORANDUM

To:	Barron Caronite, PE – Vice President, Merlone Geier Partners
From:	Cole Martin, INCE & Jim Cowan, INCE Bd. Cert.
Subject:	Noise Technical Memorandum for the Delta Shores EIR Project Addendum
Date:	August 13, 2024
Attachments:	Figure 1 - Project Location
	Figure 2 – Overall Site Plan
	Figure 3 – Conceptual Site Plan for HDR-12 Area
	Figure 4 – Noise Measurement Locations
	Figure 5 – Stationary Operations (HVAC) Noise Level Prediction Contours
	Attachment A - Noise Measurement Field Notes
	Attachment B - Project HVAC Noise Prediction Worksheets

1 Introduction

The purpose of this noise technical report addendum is to assess the potential noise impacts associated with construction and operation of the Delta Shores Master Plan project (project) East Phase 4; more specifically, the re-zoning of a portion of the P-10 Community Park area to HDR-12, a High-Density Residential lot. This analysis uses the significance thresholds in Appendix G of the California Environmental Quality Act (CEQA) Guidelines (14 CCR 15000 et seq.).

The new multi-use project site is approximately 15.53 acres, located in the City of Sacramento, California (City). The site is in the southern portion of the City. More specifically, the project site is located on the southeast corner of the Delta Shores South Circle and Cosumnes River Boulevard (Figure 1, Project Location).

The park dedication requirement at the time that the Delta Shores Master Plan project was approved was 5 acres per 1,000 residents. Subsequent to the approval of the project, the City of Sacramento park dedication requirement was reduced to 3.5 acres per 1,000 residents. As a result, the overall Delta Shores Master Plan currently includes significantly (30%) more park land for dedication than is required. Consequently, the project has been revised to facilitate the development of multifamily housing on a portion of the excess park dedication land in the Community Park parcel located at the southeast corner of Cosumnes River Boulevard and Delta Shores Circle. Additionally, the original project included pedestrian bridges at two locations that are being proposed for removal. Enhanced pedestrian crosswalks are being proposed in place of the pedestrian bridges.

The existing vacant single 30.52 acre park parcel from the previously approved large lot tentative map would be subdivided into three lots: HDR-12, P-10 and S-1. HDR-12 is a High Density Residential lot for multifamily housing, which will provide additional housing opportunity for home seekers. The park site (P-10) will enhance the neighboring development and community by creating an active community park. The sewer lift station site (S-1) is reserved for the forthcoming regional sewer lift station. An overall site plan displaying the existing and conceptual

High Density Residential proposed Project changes is shown in Figure 2, while Figure 3 contains a conceptual site plan for the High Density Residential (HDR-12) lot used in this analysis.

2 Environmental Setting

Due to the technical nature of noise and vibration impact assessment, a brief overview of basic noise principles and descriptors is provided below, as well as a summary of the existing noise environment.

2.1 Noise and Vibration Basics

2.1.1 Sound

Noise is defined as unwanted sound. Sound may be described in terms of level or amplitude (measured in decibels [dB]), frequency or pitch (measured in hertz or cycles per second), and duration (measured in seconds or minutes). The standard unit of measurement of the amplitude of sound is the decibel. Because the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale is used to relate noise to human sensitivity. The dBA scale performs this compensation by discriminating against low and very high frequencies in a manner approximating the sensitivity of the human ear. Several descriptors of noise (noise metrics) exist to help predict average community reactions to the adverse effects of environmental noise, including traffic-generated noise, on a community. These descriptors include the equivalent noise level over a given period (L_{eq}), the statistical sound level, the day–night average noise level (L_{dn}), and the Community Noise Equivalent Level (CNEL). Each of these descriptors uses units of dBA. Table 1 provides examples of A-weighted noise levels from common sounds. In general, human sound perception is such that a change in sound level of 3 dBA is barely noticeable, a change of 5 dBA is clearly noticeable, and a change of 10 dBA is perceived as doubling or halving the sound level.

Table 1. Typical Exterior and Interior Sound Levels in the Environment

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
—	110	Rock band
Jet flyover at 300 meters (1,000 feet)	100	—
Gas lawn mower at 1 meter (3 feet)	90	—
Diesel truck at 15 meters (50 feet), at 80 kilometers per hour (50 mph)	80	Food blender at 1 meter (3 feet) Garbage disposal at 1 meter (3 feet)
Noisy urban area, daytime gas lawn mower at 30 meters (100 feet)	70	Vacuum cleaner at 3 meters (10 feet)
Commercial area Heavy traffic at 90 meters (300 feet)	60	Normal speech at 1 meter (3 feet)
Quiet urban daytime	50	Large business office Dishwasher, next room
Quiet urban nighttime	40	Theater, large conference room (background)
Quiet suburban nighttime	30	Library
Quiet rural nighttime	20	Bedroom at night, concert hall (background)
—	10	Broadcast/recording studio
Lowest threshold of human hearing	0	Lowest threshold of human hearing

Source: Caltrans 2020.
Note: dBA = A-weighted decibel.

The L_{eq} value is a sound level energy-averaged over a specified period (typically no less than 15 minutes for environmental studies). It is a single numerical value that, if constant over time, represents the same amount of variable sound energy received by a receptor during a time interval. For example, a 1-hour L_{eq} measurement would represent the average amount of energy contained in all the noise that occurred in that hour. L_{eq} is an effective noise descriptor because of its ability to assess the total time-varying effects of noise on sensitive receptors.

Unlike the L_{eq} metric, L_{dn} and CNEL descriptors always represent 24-hour periods, often on an annualized basis. L_{dn} and CNEL also differ from L_{eq} because they apply a time-weighted dB adjustment designed to emphasize noise events that occur during the evening and nighttime hours (when speech and sleep disturbance is of more concern). "Time weighted" refers to the fact that L_{dn} and CNEL penalize noise that occurs during certain sensitive periods. In the case of CNEL, noise occurring during the daytime (7:00 a.m.–7:00 p.m.) receives no penalty. Noise during the evening (7:00 p.m.–10:00 p.m.) is penalized by adding 5 dB, while nighttime (10:00 p.m.–7:00 a.m.) noise is penalized by adding 10 dB. L_{dn} differs from CNEL in that the daytime period is defined as 7:00 a.m.–10:00 p.m., thus eliminating the evening period. L_{dn} and CNEL are the predominant criteria used to measure roadway noise affecting residential receptors. These two metrics generally differ from one another by no more than 0.5 dB to 1 dB and, as such, are often treated as equivalent to one another.

2.1.2 Vibration

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Vibration can be a serious concern, causing buildings to shake and rumbling sounds to be heard. In contrast to noise, vibration is not a common environmental problem. It is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. Some

common sources of vibration are trains, buses on rough roads, and construction activities, such as blasting, pile driving, and heavy earthmoving equipment.

Vibration levels rarely affect human health. Instead, most people consider vibration to be an annoyance that can affect concentration or disturb sleep. Sufficiently high levels of vibration can damage fragile buildings or interfere with equipment that is highly sensitive to vibration (e.g., electron microscopes). Most perceptible indoor vibration is caused by sources within buildings, such as operation of mechanical equipment, movement of people, or slamming of doors. Typical outdoor sources of perceptible vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway surface on which even heavy vehicles travel is smooth, the vibration from such traffic (that features inflated rubber tires contacting the roadway surface) is rarely perceptible.

Ground-borne vibration generated by construction projects is usually highest during pile driving, rock blasting, soil compacting, jack hammering, and demolition-related activities where sudden releases of subterranean energy or powerful impacts of tools on hard materials occur. Depending on their distances to a sensitive receptor, operation of large bulldozers, graders, loaded dump trucks, or other heavy construction equipment and vehicles on a construction site also have the potential to cause high vibration amplitudes.

Several different methods are used to quantify vibration. Peak particle velocity (PPV), expressed in inches per second (ips), is defined as the maximum instantaneous peak of the vibration signal and is most frequently used to describe vibration impacts to buildings. The root mean square (RMS) amplitude is most frequently used to describe the effect of vibration on the human body and is defined as the average of the squared amplitude of the signal. Decibel notation (VdB) is commonly used to describe this RMS magnitude with respect to a reference value, which acts to compress the range of numbers required to discuss vibration in the context of impact assessment.

The maximum vibration level standard used by Caltrans for the prevention of structural damage to typical residential buildings is 0.3 ips PPV (Caltrans 2020). For human annoyance, Caltrans guidance indicates that a more stringent threshold of 0.2 ips PPV due to continuous vibration (e.g., nearby roadway traffic) would be “annoying.” Vibration velocity limits for transient or single events tend to be less stringent than those for continuous or “steady-state” vibration sources.

The calculation to determine PPV at a given distance is as follows:

$$PPV_{distance} = PPV_{ref} * (25/D)^{1.5}$$

Where:

$PPV_{distance}$ = the peak particle velocity in inches per second of the equipment adjusted for distance

PPV_{ref} = the reference vibration level in inches per second at 25 feet

D = the distance from the equipment to the receptor

2.1.3 Sensitive Receptors

Noise- and vibration-sensitive land uses are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Residences, schools, hospitals, guest lodging, libraries, and some passive recreation areas would be considered noise and vibration sensitive and may warrant unique measures for protection from intruding noise. Sensitive receptors in the vicinity of the project site consist of residential uses to the northeast, residential land uses developed as part of the project located to the west, proposed multi-use areas

to the west, and the proposed community park (P-10) to the east. These sensitive receptors represent the nearest sensitive land uses with the potential to be impacted by construction and/or operation of the project.

2.2 Existing Noise Conditions

Sound pressure level measurements were conducted at four (4) representative positions in the vicinity of the project site on April 24, 2024 to characterize and quantify samples of the existing outdoor ambient noise environment. The noise measurement locations are shown in Figure 4. Table 2 provides a summary of the noise measurement results as well as the locations and times the noise level measurements were performed. As shown in Table 2, short-term (15 minutes duration) noise levels ranged from approximately 44 dBA L_{eq} (at location ST4) to 75 dBA L_{eq} (at location ST3). The measurements were conducted by an attending Dudek investigator with a SoftdB Piccolo II model sound level meter equipped with a windscreen-protected, 0.5-inch diameter pre-polarized condenser microphone with pre-amplifier. The sound level meter meets the current American National Standards Institute (ANSI) standard for a Type 2 (General Use) sound level meter. The accuracy of the sound level meter was verified using a field calibrator before and after the measurements, and the measurements were conducted with the microphone positioned approximately 5 feet above the ground.

Table 2. Measured Outdoor Ambient Noise Levels

Survey Location	Description (Noted Noise Sources)	Time	L_{eq} (dBA)	L_{max} (dBA)	L_{min} (dBA)
ST1	North of Consumnes River Blvd., east of the HDR-12 parcel	11:15 a.m. to 11:25 a.m.	71.8	82.1	44.7
ST2	Northwest corner of the intersection of Delta Shores Circle and Delta View Ave.	12:46 p.m. to 12:56 p.m.	66.5	77.0	47.4
ST3	Southeast corner of the intersection of Consumnes River Blvd. and Franklin Blvd.	11:46 a.m. to 11:56 a.m.	75.3	99.1	54.2
ST4	Adjacent to the single-family homes along McNamara Way, northwest of the project site	12:14 p.m. to 12:29 p.m.	43.5	54.4	37.4

Notes: L_{eq} = equivalent continuous sound level (time-averaged sound level); dBA = A-weighted decibels; L_{max} = maximum sound level during the measurement interval; L_{min} = minimum sound level during the measurement interval

Attachment A provides the noise measurement field notes taken by the Dudek investigator.

3 Regulatory Setting

The following subsections summarize relevant laws, ordinances, regulations, policies, standards, and guidance that establish noise and vibration impact significance assessment criteria for the proposed project.

3.1 Federal

There are no federal noise standards that would directly regulate environmental noise during construction and operation of the project.

3.2 State of California

3.2.1 California Code of Regulations, Title 24

Title 24 of the California Code of Regulations sets standards that new developments in California must meet. According to Title 24, interior noise levels are not to exceed 45 dBA CNEL in any habitable room (ICC 2019).

3.2.2 California Department of Health Services Guidelines

The California Department of Health Services has developed guidelines of community noise acceptability for use by local agencies (OPR 2017). Selected relevant levels are listed here:

- Below 60 dBA CNEL: normally acceptable for low-density residential use
- 50 to 70 dBA CNEL: conditionally acceptable for low-density residential use
- Below 65 dBA CNEL: normally acceptable for high-density residential use and transient lodging
- 60 to 70 dBA CNEL: conditionally acceptable for high-density residential, transient lodging, churches, educational, and medical facilities

The normally acceptable exterior noise level for high-density residential use is up to 65 dBA CNEL.

3.3 Local

With the proposed project sited within the City of Sacramento, its relevant municipal code represent the primary source of impact assessment standards.

3.3.1 Sacramento City Code

3.3.1.1 Noise

Operational noise impacts for projects are governed by the Sacramento City Code, Section 8.68.060 (Exterior Noise Standards), which states that the sound level at agricultural and residential properties shall be 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. Further, it is unlawful for any person at any location to create any noise which causes the noise levels when measured on agricultural or residential property to exceed for the duration of time set forth following, the specified exterior noise standards in any one hour by:

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

Section 8.68.060(D) further states that the allowable noise limit shall be increased in five dBA increments in each category to encompass the ambient noise level. If the ambient noise level exceeds the fifth noise level category, the maximum ambient noise level shall be the noise level limit for that category.

Section 8.68.070 (Interior Noise Standards) of the City Code establishes the interior noise level limits for residential land uses. The maximum allowable interior noise level is 45 dBA for a cumulative period of more than five minutes in an hour, 50 dBA for a cumulative period of more than one minute in an hour, and 55 dBA for any period of time. Similar to Subsection 8.68.060(D), if the ambient noise level exceeds that permitted by any of the noise level categories specified above, the allowable noise level limit shall be increased in five dBA increments in each category to encompass the ambient noise level.

Section 8.68.080 (Exemptions) establishes activities that are exempt from the noise level limits established in Section 8.68.060. Subsection 8.68.080D exempts noise sources due to the erection (including excavation), demolition, alteration or repair of any building or structure 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; provided, however, that the operation of an internal combustion engine shall not be exempt pursuant to the subsection if such engine is not equipped with suitable exhaust and intake silencers which are in good working order. The director of building inspections may permit work to be done during the hours not exempt by this subsection in the case of urgent necessity and in the interest of public health and welfare for a period not to exceed three days. Application for this exemption may be made in conjunction with the application for the work permit or during progress of the work.

3.3.2 Delta Shores FEIR

The Delta Shores FEIR document contains an evaluation of potential noise impacts associated with construction and operation of the project. The following mitigation measures from the FEIR are applicable to the specific project area (HDR-12):

5.6-1: The project contractor(s) shall ensure that the following measures are implemented during all phases of project construction:

> a) Whenever construction occurs on parcels adjacent to existing off-site residential neighborhoods or schools or, when it occurs during later project stages on parcels near residential and other noise-sensitive uses built on-site during earlier project stages, temporary barriers shall be constructed around the construction sites to shield the ground floor and lower stories of the noise-sensitive uses. These barriers

shall be of ¾-inch Medium Density Overlay (MDO) plywood sheeting, or other material of equivalent utility and appearance, and shall achieve a Sound Transmission Class of STC-30, or greater, based on certified sound transmission loss data taken according to ASTM Test Method E90. The barrier shall not contain any gaps at its base or face, except for site access and surveying openings. The barrier height shall be designed to break the line-of-sight and provide at least a 5 dBA insertion loss between the noise producing equipment and the upper-most story of the adjacent noise-sensitive uses. If, for practical reasons, which are subject to the review and approval of the City, a barrier cannot be built to provide noise relief to the upper stories of nearby noise-sensitive uses, then it must be built to the tallest feasible height.

b) Construction activities shall comply with the City of Sacramento Noise Ordinance, which limits such activity to the hours of 7:00 a.m. to 6:00 p.m. Monday through Saturday, the hours of 9:00 a.m. to 6:00 p.m. on Sunday, prohibits nighttime construction, and requires the use of exhaust and intake silencers for construction equipment engines.

c) Construction equipment staging areas shall be located as far as possible from residential areas while still serving the needs of construction contractor(s). Prior to the approval of all construction related permits, including grading permits, improvement plans, and building permits, a plan shall be submitted for approval to the City showing the proposed location of all staging areas. This plan may be included with grading permit, improvement plan, and building permit submittals (i.e., it may be included in improvement plans) and can be reviewed and approved concurrently with permits.

d) High noise activities, such as jackhammers, drills, impact wrenches and other generators of sporadic high noise peaks, shall be restricted to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday, unless it can be proved to the satisfaction of the City that the allowance of Saturday work on certain onsite parcels (i.e., those as far from noise-sensitive uses as possible) would not adversely affect nearby noise-sensitive receptors. Prior to any such work outside of the specified hours, the applicant shall obtain written approval from the City.

5.6-5:

a) Prior to the issuance of building permits, the applicant shall submit engineering and acoustical specification for project mechanical HVAC equipment to the Planning Director (or their designee) demonstrating that the equipment design (types, location, enclosure, specifications) would control noise from the equipment to at least 10 dBA below existing ambient noise levels at nearby residential and other noise-sensitive land uses.

b) Garbage storage containers and retail/commercial building loading docks shall be placed to allow adequate separation to shield adjacent residential or other noise-sensitive uses. If the placement of garbage storage containers or loading docks away from adjacent noise-sensitive uses is not feasible, these noise-generating areas shall be enclosed or acoustically shielded to reduce noise-related impacts to these noise-sensitive uses. The location of garbage storage containers and loading docks shall be shown on building plans reviewed by the City. If these noise-generating structures will be located near sensitive uses, a plan shall be submitted to the City for review and approval, demonstrating adequate acoustical shielding to reduce noise-related impacts to an appropriate level.

c) Noise generating stationary equipment associated with proposed commercial and/or office uses, including portable generators, compressors, and compactors shall be enclosed or acoustically shielded to

reduce noise-related impacts to noise-sensitive residential uses. Such shielding shall be detailed in all plans submitted to the City for approval which include these equipment types.

4 Noise and Vibration Assessment

The following project impact assessment considers each of the three CEQA "Appendix G" questions or study topics adopted as of January 2019.

a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Short-Term Construction Noise

Less-than-Significant Impact with mitigation. Airborne construction noise and ground-borne construction vibration are temporary phenomena, with emission levels varying from hour to hour and day to day, depending on the equipment in use, the operations performed, and the distance between the source and receiver. Equipment that would be in use during construction would include, in part, man-lifts, excavators, backhoes, graders, loaders, cranes, welders, pavers, rollers, and air compressors. The typical maximum noise levels at a distance of 50 feet from these various pieces of construction equipment and activities anticipated for use on the proposed project site are presented in Table 3. Note that the equipment noise levels presented in Table 3 are maximum noise levels. Usually, construction equipment operates in alternating cycles of full power and low power, producing average noise levels over time that are less than the maximum noise level. The average sound level of construction activity also depends on the amount of time that the equipment operates and the intensity of construction activities during that time.

Table 3. Typical Construction Equipment Maximum Noise Levels

Equipment Type(s)	Maximum Noise Level (L_{max}, dBA at 50 Feet)
Grader	85
Crane; Concrete Pump Truck; Excavator	81
Roller	80
Front End Loader	79
Backhoe; Compressor (air)	78
Paver	77
Man Lift	75
Flat Bed Truck	74
Welder / Torch	73

Source: DOT 2006.
Note: L_{max} = maximum sound level; dBA = A-weighted decibels.

Subsection 8.68.080D of the City Code exempts noise sources due to the erection (including excavation), demolition, alteration or repair of any building or structure 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; provided, however, that the operation of an internal combustion engine shall not be exempt pursuant to the subsection if such engine is not equipped with suitable exhaust and intake silencers which are in good working

order. The director of building inspections may permit work to be done during the hours not exempt by this subsection in the case of urgent necessity and in the interest of public health and welfare for a period not to exceed three days. Application for this exemption may be made in conjunction with the application for the work permit or during progress of the work.

Nevertheless, due to the proximity of the proposed High Density residential land use (HDR-12) to the adjusted Community Park land use (P-10), Mitigation Measure 5.6-1 from the Delta Shores FEIR would apply to the project, and is presented here as a Condition of Approval (COA) for the proposed project:

5.6-1: The project contractor(s) shall ensure that the following measures are implemented during all phases of project construction:

> a) Whenever construction occurs on parcels adjacent to existing off-site residential neighborhoods or schools or, when it occurs during later project stages on parcels near residential and other noise-sensitive uses built on-site during earlier project stages, temporary barriers shall be constructed around the construction sites to shield the ground floor and lower stories of the noise-sensitive uses. These barriers shall be of ¾-inch Medium Density Overlay (MDO) plywood sheeting, or other material of equivalent utility and appearance, and shall achieve a Sound Transmission Class of STC-30, or greater, based on certified sound transmission loss data taken according to ASTM Test Method E90. The barrier shall not contain any gaps at its base or face, except for site access and surveying openings. The barrier height shall be designed to break the line-of-sight and provide at least a 5 dBA insertion loss between the noise producing equipment and the upper-most story of the adjacent noise-sensitive uses. If, for practical reasons, which are subject to the review and approval of the City, a barrier cannot be built to provide noise relief to the upper stories of nearby noise-sensitive uses, then it must be built to the tallest feasible height.
>
> b) Construction activities shall comply with the City of Sacramento Noise Ordinance, which limits such activity to the hours of 7:00 a.m. to 6:00 p.m. Monday through Saturday, the hours of 9:00 a.m. to 6:00 p.m. on Sunday, prohibits nighttime construction, and requires the use of exhaust and intake silencers for construction equipment engines.
>
> c) Construction equipment staging areas shall be located as far as possible from residential areas while still serving the needs of construction contractor(s). Prior to the approval of all construction related permits, including grading permits, improvement plans, and building permits, a plan shall be submitted for approval to the City showing the proposed location of all staging areas. This plan may be included with grading permit, improvement plan, and building permit submittals (i.e., it may be included in improvement plans) and can be reviewed and approved concurrently with permits.
>
> d) High noise activities, such as jackhammers, drills, impact wrenches and other generators of sporadic high noise peaks, shall be restricted to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday, unless it can be proved to the satisfaction of the City that the allowance of Saturday work on certain onsite parcels (i.e., those as far from noise-sensitive uses as possible) would not adversely affect nearby noise-sensitive receptors. Prior to any such work outside of the specified hours, the applicant shall obtain written approval from the City.

Therefore, impacts due to construction noise would be considered **less than significant with mitigation**.

On-Site Operational Noise

Less-than-Significant Impact. Implementation of the project would result in changes to existing noise levels on and around the project site by developing new stationary sources of noise, including introduction of outdoor HVAC equipment. These sources may affect noise-sensitive vicinity land uses off the project site.

Sound Propagation Prediction

The aggregate noise emission from these outdoor-exposed sound sources has been predicted with the Datakustik CadnaA sound propagation program. CadnaA is a commercially available software program for the calculation, presentation, assessment, and prediction of environmental noise based on algorithms and reference data per International Organization of Standardization (ISO) Standard 9613-2, "Attenuation of Sound During Propagation Outdoors, Part 2: General Method of Calculation" (ISO 1996). The CadnaA computer software allows one to position sources of sound emission in a simulated three-dimensional (3-D) space having heights and footprints consistent with project architectural plans and elevations. In addition to the above-mentioned sound source inputs and building-block structures that define the three-dimensional sound propagation model space, the following assumptions and parameters are included in this CadnaA-supported stationary noise source assessment:

- Ground effect acoustical absorption coefficient equal to 0.7, which intends to represent an average or blending of ground covers that are characterized largely by hard reflective pavements and existing building surfaces across the project site and the surroundings;
- Reflection order of 1, which allows for a single reflection of sound paths on encountered structural surfaces such as the modeled building masses;
- Off-site residential structures and buildings have not been rendered in the model;
- Calm meteorological conditions (i.e., no wind) with 68 degrees Fahrenheit and 50% relative humidity; and
- All of the modeled noise sources are operating concurrently and continuously for a minimum period of 1 hour.

Based on the available plans and other design information, the proposed project building is assumed to be served by roof-mounted air-conditioning equipment that includes outdoor-exposed packaged air-handling units and air-cooled condensers (ACC) that provide the expected cooling demand (expressed as refrigeration "tonnage") for a building. The following are descriptions of modeled sound sources, with Table 4 exhibiting modeled sound power level (PWL) data at octave-band center frequency (OBCF) resolution for the studied building types. Detailed information supporting these summary descriptions and quantities appear in Attachment B.

Table 4. Modeled Sound Power Levels (PWL) for Stationary Sources (HVAC)

Building Type	Sound Source	Overall L_{eq} (dBA)	A-Weighted dB at Octave Band Center Frequency (OBCF, Hz)								
			32.5	63	125	250	500	1000	2000	4000	8000
Building A	Air Handling	83	64	64	76	77	78	75	68	62	57
	Air Conditioning	80	47	47	60	63	69	77	74	68	60
Building C	Air Handling	85	66	66	78	79	80	77	70	64	59
	Air Conditioning	80	51	51	64	66	73	77	69	68	60
	Air Handling	78	59	59	71	72	73	70	63	57	52

Table 4. Modeled Sound Power Levels (PWL) for Stationary Sources (HVAC)

Building Type	Sound Source	Overall L_{eq} (dBA)	A-Weighted dB at Octave Band Center Frequency (OBCF, Hz)								
			32.5	63	125	250	500	1000	2000	4000	8000
Recreational Center	Air Conditioning	79	47	47	60	62	68	76	73	67	60

Source: Attachment B

The HVAC reference sound levels were calculated from a combination of inputs that include square footage values for the project's proposed building types and manufacturer sound power level data.

Other Stationary Noise Sources

The proposed project buildings may feature other noise emitters, but their contributions would tend to be sporadic or otherwise occur infrequently and thus be expected to have no greater acoustic contribution to an hourly L_{eq} than the continuous-type HVAC noise studied herein.

Prediction Results

An operational scenario of the proposed project was modeled that assumes all the HVAC equipment is operating simultaneously for a minimum period of one hour. Figure 5, Stationary Operations (HVAC) Noise Level Prediction Contours, displays the predicted noise contours associated with aggregate sound propagation from operating HVAC sound sources. Figure 5 illustrates predicted aggregate SPL propagation solely from operation of the proposed project sound sources as described above. The color-coded annular bands of SPL are calculated across a field parallel with and five (5) feet above local grade.

Based on the noise level contours appearing in Figure 5, the proposed project is predicted to be up to 38 dBA L_{eq} at the nearby proposed Community Park (P-10) land use and is therefore expected to be lower than and thus comply with the City's 50 dBA L_{dn} threshold for multi-family residential land uses. Additionally, in order to comply with Mitigation Measure 5.6-5(a), noise levels from HVAC must be no greater than 10 dB over the ambient level for the area. While a short-term nighttime noise measurement was not conducted, the night-time level can be calculated using Table 4-17 from the FTA's Noise and Vibration Impact Assessment Manual. Table 4-17 indicates that the nighttime level can be estimated to be approximately 10 dB less than the daytime level. As shown in Table 2, the measured ambient noise level at ST1 (the measurement conducted nearest to the project and adjacent Community Park (P-10) land use) was 71.8 dBA L_{eq}. Therefore, the estimated nighttime L_{eq} would be approximately 61.8 dBA L_{eq}, which is higher than the predicted noise level due to HVAC operations.

Therefore, impacts due to stationary operations noise emitted by the project would be considered **less than significant**.

b) Would the project result in generation of excessive ground-borne vibration or ground-borne noise levels?

Less-than-Significant Impact. The main concern associated with ground-borne vibration is annoyance; however, in extreme cases, vibration can cause damage to buildings, particularly those that are old or otherwise fragile. Some common sources of ground-borne vibration are trains and construction activities such as blasting, pile-driving, and

heavy earth-moving equipment. The primary source of ground-borne vibration occurring as part of the project is construction activity.

According to Caltrans, D-8 and D-9 Caterpillars, earthmovers, and trucks have not exceeded 0.10 inches/second PPV at 10 feet (Caltrans 2020). Since the closest off-site residence is located farther than 10 feet from likely heavy construction equipment, vibration from construction activities at the closest sensitive receiver would not exceed the significance threshold of 0.20 inches/second PPV. Vibration-sensitive instruments and operations (such as laboratories, medical imaging (i.e., MRI) facilities, and microelectronics manufacturing) may require special consideration during construction. Vibration criteria for sensitive equipment and operations are not defined and are often case-specific. As a guide, major construction activity within 200 feet and pile driving within 600 feet may be potentially disruptive to vibration-sensitive operations (Caltrans 2020). No vibration-sensitive facilities exist within 200 feet of the project, and pile driving would not be employed in project construction. Therefore, project construction would not result in a significant impact associated with ground-borne vibration.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Less-than-Significant Impact. Sacramento Executive Airport is located approximately 3 miles north of the project site. Therefore, the project would not expose people residing or working in the project area to excessive noise levels due to aircraft noise.

6 References Cited

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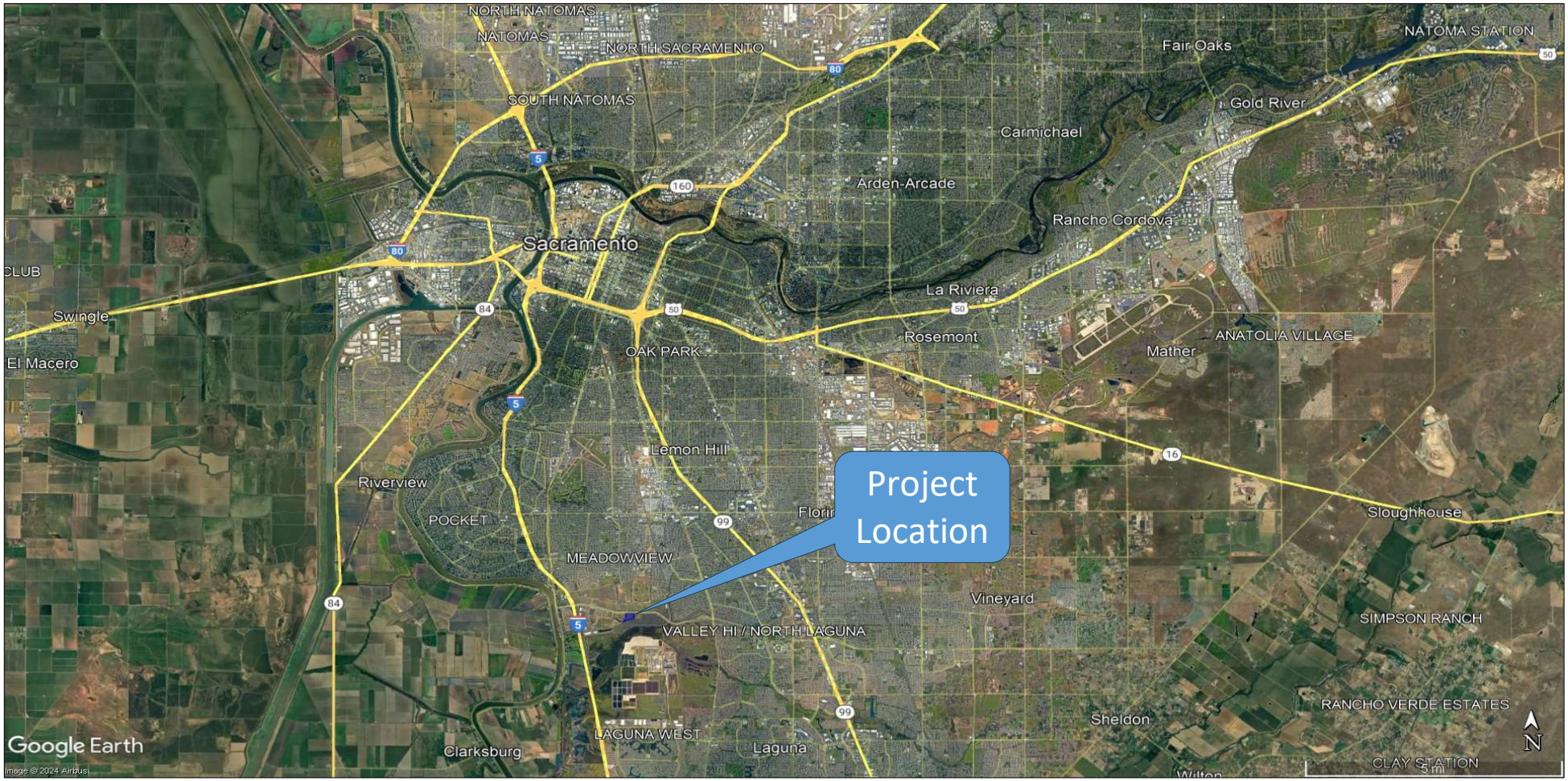


SOURCE: Google 2024; Dudek 2024

DUDEK

FIGURE 1

Project Location

Delta Shores Project

EXISTING PUD SCHEMATIC PLAN

PUD Summary Table				
PUD Designation	Land Use	Existing AC	Proposed AC	Difference AC
MDR	Medium Density Residenital (8-14 du/ac)	47.2	63.9	16.6
HDR	High Density Residential (15-27 du/ac)*	38.1	36.9	-1.2
MU	Mixed Use (23-29 du/ac)	19.9	19.9	0.0
PARK	Parks	32.9	17.1	-15.8
ES	School Reservation Site	10.0	10.0	0.0
DET	Stormwater Detention Pond	7.2	7.2	0.0
RW**	Right of Way	12.8	12.8	0.0
TOTAL		168.0	167.7	-0.3

**Excludes unchanged Delta Shores Circle South Right of Way Area
* HDR-12 Land Use is High Density Residential (18-36 du/ac)

PROPOSED PUD SCHEMATIC PLAN

PUD SCHEMATIC CHANGES
DELTA SHORES
CITY OF SACRAMENTO SACRAMENTO COUNTY CALIFORNIA
SCALE: 1" = 250' DATE: JANUARY 2024

SOURCE: Google 2024; Dudek 2024

DUDEK

FIGURE 2

Overall Site Plan

Delta Shores Project

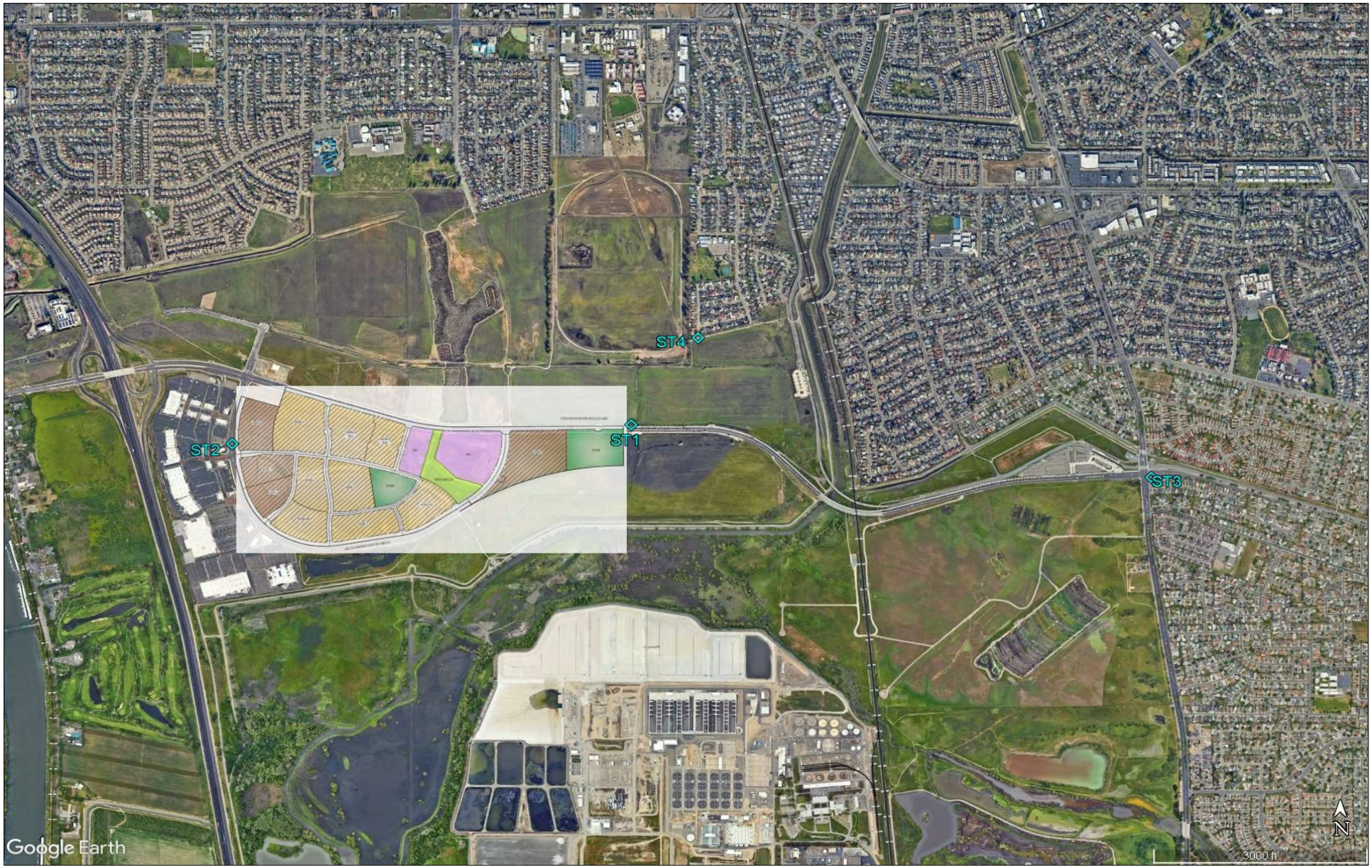
SOURCE: Google 2024; Dudek 2024

DUDEK

FIGURE 3

Conceptual Site Plan for HDR-12 Area

Delta Shores Project



SOURCE: Google 2024; Dudek 2024

DUDEK

FIGURE 4

Noise Measurement Locations

Delta Shores Project

SOURCE: Google 2024; Dudek 2024

DUDEK

FIGURE 5

Stationary Operations (HVAC) Noise Level Prediction Contours

Delta Shores Project

Attachment A

Noise Measurement Field Notes

DUDEK

FIELD NOISE MEASUREMENT DATA

PROJECT: DELTA SHORES — PROJECT #: 15720
SITE ID: ST1
SITE ADDRESS: COSUMNES RIVER BLVD. — OBSERVER(S): JVL
START DATE: 4/24/24 — END DATE: 4/24/24
START TIME: 11:15 — END TIME:

METEOROLOGICAL CONDITIONS

TEMP: 74 F — HUMIDITY: 42.5 % R.H. — WIND: CALM (LIGHT) MODERATE
WINDSPD: 2 MPH — DIR. (N) NE S SE S SW W NW — (VARIABLE) STEADY GUSTY
SKY: SUNNY CLEAR OVRCAST (PRTLY CLDY) FOG — RAIN

ACOUSTIC MEASUREMENTS

MEAS. INSTRUMENT: SOFT dB PICCOLO II — TYPE 1 (2) — SERIAL #: 3104
CALIBRATOR: REED R8090 — SERIAL #: 6321
CALIBRATION CHECK — PRE-TEST: 94.0 dBA SPL — POST-TEST: 94.0 dBA SPL — WINDSCRN: X

SETTINGS: (A-WTD) (SLOW) FAST (FRONTAL) RANDOM ANSI OTHER:

REC. #	BEGIN	END	Leq	Lmax	Lmin	L90	L50	L10	OTHER (SPECIFY METRIC
1	11:15								
↓									
11		11:25							

COMMENTS

SOURCE INFO AND TRAFFIC COUNTS

PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL OTHER:
ROADWAY TYPE: 4 LANE ARTERIAL — DIST. TO RDWY C/L OR (EOP): 15 FT

TRAFFIC COUNT DURATION: ___ MIN — SPEED ___ MIN

COUNT 1 (OR RDWY 1) DIRECTION	NB/EB	SB/WB	NB/EB SPEED	SB/WB SPEED
AUTOS	197			
MED TRKS	2			
HVY TRKS	1			
BUSES	0			
MOTRCLS	0			

IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE: ✓

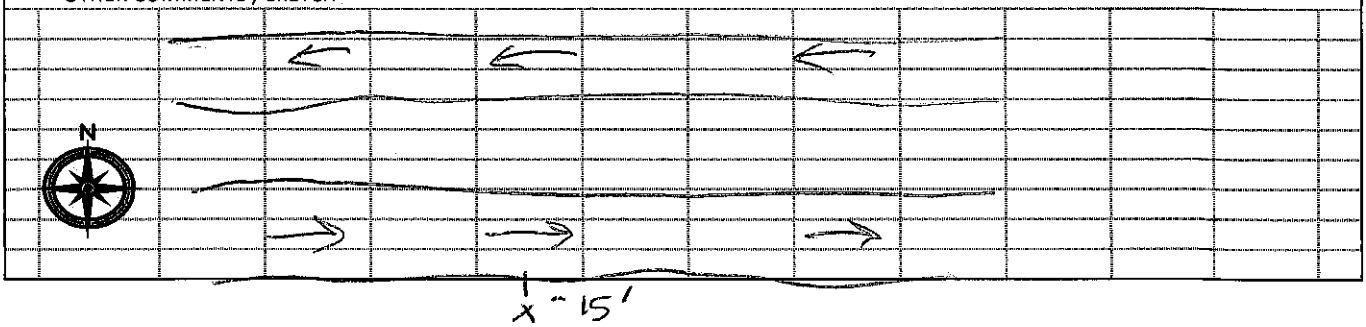
COUNT 2 (OR RDWY 2)	NB/EB	SB/WB	NB/EB SPEED	SB/WB SPEED

SPEEDS ESTIMATED BY: RADAR / (DRIVING THE PACE)
POSTED SPEED LIMIT SIGNS SAY: 45

OTHER NOISE SOURCES (BACKGROUND): DIST. AIRCRAFT RUSTLING LEAVES DIST. BARKING DOGS BIRDS DIST. INDUSTRIAL
DIST. KIDS PLAYING DIST. CONVRSTNS / YELLING DIST. TRAFFIC (LIST RDWYS BELOW) DISTD GARDENERS/LANDSCAPING NOISE
OTHER:

DESCRIPTION / SKETCH

TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS: ST1.1 ST1.3
OTHER COMMENTS / SKETCH



DUDEK

FIELD NOISE MEASUREMENT DATA

PROJECT	DELTA SHORES	PROJECT #	15720
SITE ID	ST2		
SITE ADDRESS	DELTA SHORES CIRCLE	OBSERVER(S)	JVL
START DATE	4/24/24	END DATE	4/24/24
START TIME	12:47	END TIME	12:57

METEOROLOGICAL CONDITIONS

TEMP 74 F | HUMIDITY 43 % R.H. | WIND (CALM) (LIGHT) MODERATE

WINDSPD 2 MPH | DIR. (N) NE S SE S SW W NW | (VARIABLE) STEADY GUSTY

SKY SUNNY CLEAR OVRCAST (PRTLY CLDY) FOG RAIN

ACOUSTIC MEASUREMENTS

MEAS. INSTRUMENT SOFTdB PICCOLO II | TYPE 1 (2) | SERIAL # 3104

CALIBRATOR REED R9090 | SERIAL # 6321

CALIBRATION CHECK | PRE-TEST 94.0 dBA SPL | POST-TEST 94.0 dBA SPL | WINDSCRN X

SETTINGS (A-WTD) (SLOW) FAST (FRONTAL) RANDOM ANSI OTHER:

REC. #	BEGIN	END	Leq	Lmax	Lmin	L90	L50	L10	OTHER (SPECIFY METRIC
40	12:47								
↓									
50	12:57								

COMMENTS

SOURCE INFO AND TRAFFIC COUNTS

PRIMARY NOISE SOURCE (TRAFFIC) AIRCRAFT RAIL INDUSTRIAL OTHER:

ROADWAY TYPE: 4-LANE ARTERIAL | DIST. TO RDWY C/L OR EOP:

TRAFFIC COUNT DURATION: ___ MIN

COUNT 1 (OR RDWY 1)	DIRECTION	NB/EB	SB/WB	NB/EB SPEED	SB/WB SPEED
	AUTOS	225			
	MED TRKS	0			
	HVY TRKS	1			
	BUSES	0			
	MOTRCLS	0			

IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE X

COUNT 2 (OR RDWY 2)	NB/EB	SB/WB	NB/EB SPEED	SB/WB SPEED

SPEEDS ESTIMATED BY: RADAR / DRIVING THE PACE

POSTED SPEED LIMIT SIGNS SAY: 35

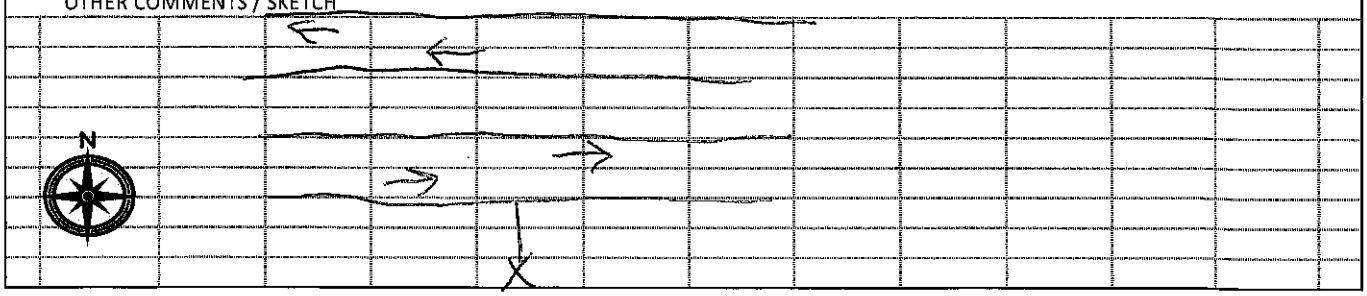
OTHER NOISE SOURCES (BACKGROUND): DIST. AIRCRAFT RUSTLING LEAVES DIST. BARKING DOGS BIRDS DIST. INDUSTRIAL
DIST. KIDS PLAYING DIST. CONVRSTNS / YELLING DIST. TRAFFIC (LIST RDWYS BELOW) DISTD GARDENERS/LANDSCAPING NOISE
OTHER:

DESCRIPTION / SKETCH

TERRAIN (HARD) SOFT MIXED FLAT OTHER:

PHOTOS ST2.1 – ST2.3

OTHER COMMENTS / SKETCH



DUDEK

FIELD NOISE MEASUREMENT DATA

PROJECT: DELTA SHORES | PROJECT #: 15720
SITE ID: ST 3
SITE ADDRESS: COSUMNES RIVER BLVD @ FRANKLIN | OBSERVER(S): JVL
START DATE: 4/24/24 | END DATE: 4/24/24
START TIME: 11:47 | END TIME: 11:57

METEOROLOGICAL CONDITIONS

TEMP: 74 F | HUMIDITY: 43 % R.H. | WIND: CALM (LIGHT) MODERATE
WINDSPD: 2 MPH | DIR. (N) NE S SE S SW W NW | (VARIABLE) STEADY GUSTY
SKY: SUNNY CLEAR OVRCAST (PRTLY CLDY) FOG RAIN

ACOUSTIC MEASUREMENTS

MEAS. INSTRUMENT: SOFTdB PICCOLO II | TYPE 1 (2) | SERIAL #: 3104
CALIBRATOR: REED R9090 | SERIAL #: 16321
CALIBRATION CHECK: PRE-TEST 94.0 dBA SPL | POST-TEST 94.0 dBA SPL | WINDSCRN: X

SETTINGS: (A-WTD) (SLOW) FAST (FRONTAL) RANDOM ANSI OTHER:

REC. #	BEGIN	END	Leq	Lmax	Lmin	L90	L50	L10	OTHER (SPECIFY METRIC
12	11:47								
↓									
22		11:57							

COMMENTS

SOURCE INFO AND TRAFFIC COUNTS

PRIMARY NOISE SOURCE: (TRAFFIC) AIRCRAFT RAIL INDUSTRIAL OTHER:
ROADWAY TYPE: 4-LANE ARTERIAL | DIST. TO RDWY C/L OR (EOP): 15 FT.
TRAFFIC COUNT DURATION: 10 MIN | SPEED 50

COUNT 1 (OR RDWY 1)	DIRECTION	NB/EB	SB/WB	NB/EB SPEED	SB/WB SPEED
	AUTOS	193			
	MED TRKS	1			
	HVY TRKS	5			
	BUSES	2			
	MOTRCLS	3			

IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE ____

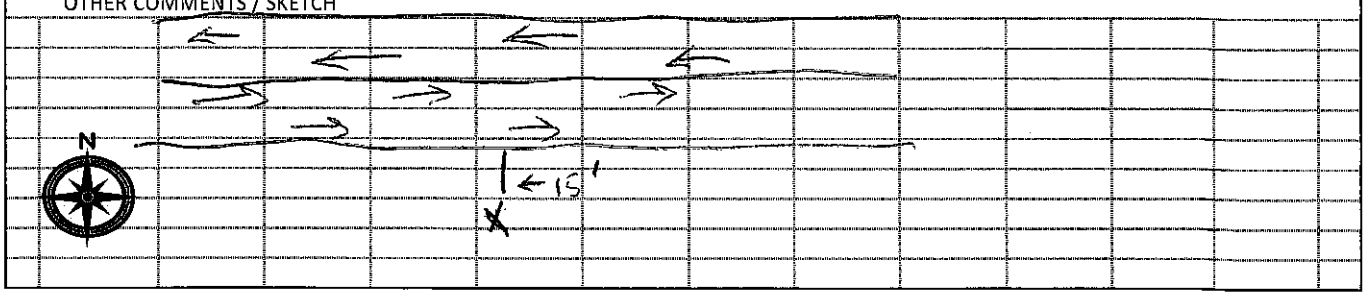
COUNT 2 (OR RDWY 2)	NB/EB	SB/WB	NB/EB SPEED	SB/WB SPEED

SPEEDS ESTIMATED BY: RADAR (DRIVING THE PACE)
POSTED SPEED LIMIT SIGNS SAY: 50

OTHER NOISE SOURCES (BACKGROUND): DIST. AIRCRAFT RUSTLING LEAVES DIST. BARKING DOGS BIRDS DIST. INDUSTRIAL
DIST. KIDS PLAYING DIST. CONVRSTNS / YELLING DIST. TRAFFIC (LIST RDWYS BELOW) DISTD GARDENERS/LANDSCAPING NOISE
OTHER:

DESCRIPTION / SKETCH

TERRAIN (HARD) SOFT MIXED FLAT OTHER:
PHOTOS ST3.1 → ST3.3
OTHER COMMENTS / SKETCH



DUDEK

FIELD NOISE MEASUREMENT DATA

PROJECT	DELTA SHORES	PROJECT #	15720
SITE ID	ST4		
SITE ADDRESS	DEER HAVEN LANE	OBSERVER(S)	JVL
START DATE	4/24/24	END DATE	4/24/24
START TIME	12:15	END TIME	12:30

METEOROLOGICAL CONDITIONS

TEMP	74 F	HUMIDITY	43 % R.H.	WIND	CALM	(LIGHT)	MODERATE
WINDSPD	2 MPH	DIR.	(N) NE S SE S SW W NW		VARIABLE	STEADY	GUSTY
SKY	SUNNY CLEAR	OVRCAST	(PRTLY CLDY) FOG	RAIN			

ACOUSTIC MEASUREMENTS

MEAS. INSTRUMENT	SOFTdB PICCOLO	TYPE 1 (2)		SERIAL #	3104
CALIBRATOR	REED R9090			SERIAL #	6321
CALIBRATION CHECK	PRE-TEST 94.0 dBA SPL	POST-TEST 94.0 dBA SPL		WINDSCRN	X

SETTINGS (A-WTD) (SLOW) FAST (FRONTAL) RANDOM ANSI OTHER: ____

REC. #	BEGIN	END	Leq	Lmax	Lmin	L90	L50	L10	OTHER (SPECIFY METRIC
23	12:15								
~~34~~		12:30							

COMMENTS

BEHIND (SOUTH) OF RESIDENCES ALONG DEER HAVEN LANE. THESE ARE CLOSEST EXISTING RESIDENCES TO MDR SITE.

SOURCE INFO AND TRAFFIC COUNTS

PRIMARY NOISE SOURCE TRAFFIC AIRCRAFT RAIL INDUSTRIAL OTHER: ____

ROADWAY TYPE: ____ DIST. TO RDWY C/L OR EOP: ____

TRAFFIC COUNT DURATION: ___ MIN

COUNT 1 (OR RDWY 1)	NB/EB	SB/WB	SPEED NB/EB	SPEED SB/WB
AUTOS				
MED TRKS				
HVY TRKS				
BUSES				
MOTRCLS				

IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE ___

___ MIN

COUNT 2 (OR RDWY 2)	NB/EB	SB/WB	SPEED NB/EB	SPEED SB/WB

SPEEDS ESTIMATED BY: RADAR / DRIVING THE PACE

POSTED SPEED LIMIT SIGNS SAY:

OTHER NOISE SOURCES (BACKGROUND): DIST. AIRCRAFT RUSTLING LEAVES DIST. BARKING DOGS BIRDS DIST. INDUSTRIAL

DIST. KIDS PLAYING DIST. CONVRSTNS / YELLING DIST. TRAFFIC (LIST RDWYS BELOW) DISTD GARDENERS/LANDSCAPING NOISE

OTHER: VERY DISTANT TRAFFIC (CONSUMNES RIVER BLVD).

DESCRIPTION / SKETCH

TERRAIN HARD SOFT MIXED FLAT OTHER: ____

PHOTOS ST4.1 → ST4.3

OTHER COMMENTS / SKETCH

Attachment B

Project HVAC Noise Prediction Worksheets

AHUs (plenum-type return fan only, no condenser units [see separate worksheet]):

Building Minimum Ventilation

percent GSF actually occupied (and need ventilation): 95

														A-weighted PWL (for CadnaA inputs)								
Tag	Building	GSF	Avail. SF	Height (ft)	Avg. minutes to change air*	Volume (ft3)	CFM	m^2	comparable facility function	Pressure (iwg)	Pressure (Pa)	Q (m^3/s)	fantype = plug, tube, or prop	63	125	250	500	1000	2000	4000	8000	OA dB
return air fans in building rooftop AHUs:																						
Bldg A	Building A - MFR	9000	8550	35	5	299250	59850	795	Residences	2.5	625	28	plug	64	76	77	78	75	68	62	57	**83**
Bldg C	Building C - MFR	14000	13300	35	5	465500	93100	1236	Residences	2.5	625	44	plug	66	78	79	80	77	70	64	59	**85**
Rec Center	Recreational Center	6700	6365	20	8	127300	15912.5	592	Recreation Room	2.5	625	8	plug	59	71	72	73	70	63	57	52	**78**

A-weighting adjustments	26	13	9	3	0	-1	-1	1
average of values for the two fan diameter ranges, per Guyer (Table 12) plug	40	40	38	34	29	23	19	16
average of values for the two fan diameter ranges, per Guyer (Table 12) tube	47	44	46	47	44	45	38	35
per Guyer (Table 12, presumed based on Bies & Hansen ENC) prop	46	48	55	53	52	48	43	38
fan or AHU cabinet liner/interior attenuation (excludes inlet/outlet PWL split, already in calcs above:	2	3	4	5	6	8	10	10

*from Loren Cook's "Engineering Cookbook", 1999 edition, p. 42

ACCs (air-cooled chillers on rooftops):

Building Interior Comfort

with or without sound insulation? (enter Y/N): y

unweighted PWL (dB) per OCBF (Hz) at full load (100%)

	tons	LWA	63	125	250	500	1000	2000	4000	8000
Bryant BH16-018 (no sound blanket)	1.5	67	66.2	66.2	63.9	63.8	62.3	58.4	56.4	50.3
Bryant BH16-024 (no sound blanket)	2	71	65	65	63.7	63.4	68.5	64.7	58.7	52.8
Bryant BH16-036 (no sound blanket)	3	71	68.2	68.2	66.4	67.5	68.4	59.6	58.2	52.4
Bryant BH16-048 (no sound blanket)	4	71	68.4	68.4	67.7	69.7	67.6	59.4	56.4	50
Bryant BH16-060 (no sound blanket)	5	69	63.7	63.7	65.4	67.3	64.9	58.3	56.2	51.9
Daikin AGZ-E 30 (w/out sound insulation)	30	85	84	84	83	84	77	75	74	70
Daikin AGZ-E 40 (w/out sound insulation)	40	85	84	84	83	84	77	75	74	70
Daikin AGZ-E 50 (w/out sound insulation)	50	87	85	85	85	86	80	77	75	70
Daikin AGZ-E 60 (w/out sound insulation)	60	87	85	85	85	86	80	77	75	70
Daikin AGZ-E 70 (w/out sound insulation)	70	87	85	85	85	86	80	77	75	70
Daikin AGZ-E 80 (w/out sound insulation)	80	88	88	85	87	86	81	81	77	71
Daikin AGZ-E 90 (w/out sound insulation)	90	88	88	87	87	86	83	80	77	71
Daikin AGZ-E 120 (w/out sound insulation)	120	89	91	85	88	86	82	81	79	72
Daikin AGZ-E 240 (w/out sound insulation)	241	94	94	88	91	90	91	84	82	75

data for models "without sound insulation" or no "sound blankets"

LWA	63	125	250	500	1000	2000	4000	8000
68	66.2	66.2	63.8	64.1	64.6	59.9	57.7	53.6
72	63.4	63.4	63.3	63.3	70.4	64.5	59.3	55.5
72	67.7	67.7	66.8	68.1	69.9	62.8	60.3	55.2
73	67.5	67.5	67.8	70.1	70.6	63.1	58.5	53.3
70	61.7	61.7	65.6	68.1	65.8	59.8	58.4	56.1
88	92	91	88	87	83	78	73	68
89	92	91	90	88	84	79	74	69
90	93	93	91	89	85	79	74	69
91	94	93	94	89	86	81	76	71
92	95	95	94	89	87	81	76	71
92	95	95	95	89	87	81	76	71
93	94	95	92	91	89	83	81	81
95	93	96	92	92	90	84	84	82
100	98	98	98	95	96	90	90	86

data for models "with sound insulation" or "sound blankets"

LWA	63	125	250	500	1000	2000	4000	8000
67	66.2	66.2	63.9	63.8	62.3	58.4	56.4	50.3
71	*65*	65	63.7	63.4	68.5	64.7	58.7	52.8
71	68.2	68.2	66.4	67.5	68.4	59.6	58.2	52.4
71	68.4	68.4	67.7	69.7	67.6	59.4	56.4	50
69	63.7	63.7	65.4	67.3	64.9	58.3	56.2	51.9
85	84	84	83	84	77	75	74	70
85	84	84	83	84	77	75	74	70
87	85	85	85	86	80	77	75	70
87	85	85	85	86	80	77	75	70
87	85	85	85	86	80	77	75	70
88	88	85	87	86	81	81	77	71
88	88	87	87	86	83	80	77	71
89	91	85	88	86	82	81	79	72
94	94	88	91	90	91	84	82	75

actual percent of GSF occupied: 95

Phase	Building Tag	GSF	Avail. SF	comparable facility function	Avg. GSF per ton*	tons of refrig.	Approx. Qty. of ACCs	tons per ACC	Approx. Total PWL (dBA)
Bldg A	Building A - MFR	9000	8550	Residences	490	17.4	7	2	**79**
Bldg C	Building C - MFR	14000	13300	Residences	490	27.1	7	4	**79**
Rec Center	Recreational Center	6700	6365	Recreation Room	490	13.0	6	2	**79**

*based upon "to" value per Loren Cook's "Engineering Cookbook", 1999 edition, pp. 59-60

unweighted PWL (dB) per OCBF (Hz) at full load (100%)

63	125	250	500	1000	2000	4000	8000	
73	73	72	72	77	73	67	61	**82**
77	77	75	76	77	68	67	61	**83**
73	73	71	71	76	72	66	61	**81**

a weighting adj