City of
SACRAMENTO

COMMUNITY DEVELOPMENT
DEPARTMENT

ENVIRONMENTAL PLANNING
SERVICES

300 Richards Boulevard
Third Floor
Sacramento, CA 95811

MITIGATED NEGATIVE DECLARATION

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

Raley Boulevard Truck Service and Parking Facility Project (DR23-215) The proposed project consists of a request for Site Plan and Design Review for the construction of a truck service/ repair facility, including a 6,090 square foot warehouse building and 150 truck parking stalls on a vacant parcel of approximately 6.266-acre parcel in the Light Industrial (M-1S-R) Zone.

The Lead Agency is the City of Sacramento. The City of Sacramento, Community Development Department, has reviewed the proposed project and, on the basis of the whole record before it, has determined that there is no substantial evidence that the project, as identified in the attached Initial Study, will have a significant effect on the environment. This Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. An Environmental Impact Report is not required pursuant to the Environmental Quality Act of 1970 (Sections 21000, et seq., Public Resources Code of the State of California).

This Mitigated Negative Declaration has been prepared pursuant to the California Environmental Quality Act (Public Resources Code Sections 21000 et seq.), CEQA Guidelines (Title 14, Sections 15000 et seq. of the California Code of Regulations), the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento, and the Sacramento City Code.

A copy of this document and all supportive is available on the City's EIR Webpage at:

https://www.cityofsacramento.gov/community-development/planning/environmental

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

By: Scott Johnson

Date: August 15, 2024

City of
SACRAMENTO

RALEY BOULEVARD TRUCK SERVICE AND PARKING FACILITY (DR23-215)

INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION FOR SUBSEQUENT PROJECTS UNDER THE 2040 GENERAL PLAN MASTER EIR

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

ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into the following sections:

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

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

SECTION III - ENVIRONMENTAL CHECKLIST AND DISCUSSION: Reviews proposed project and states whether the project would have additional significant environmental effects (project-specific effects) that were not evaluated in the Master EIR for the 2040 General Plan.

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

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

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

SECTION I - BACKGROUND

Project Name and File Number: Raley Boulevard Truck Service and Parking Facility (DR23-215)

Project Location: 5221 Raley Boulevard, Sacramento CA 95838 (APN 215-0250-061)

Project Applicant: Mr. Vic Singh
SHK Group, LLC
5276 Penning Place
Fairfield, CA 94533

Project Planner: Deja Harris, Associate Planner
City of Sacramento
Community Development Department
300 Richards Blvd. 3rd Floor
Sacramento, CA 95811

Environmental Planner: Ron Bess, Associate Planner
City of Sacramento
Community Development Department
Environmental Planning Services
300 Richards Blvd. 3rd Floor
Sacramento, CA 95811

Date Initial Study Completed: August 2024

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

The City of Sacramento, Community Development Department, has reviewed the proposed project and, on the basis of the whole record before it, has determined that the proposed project is a subsequent project identified in the 2040 General Plan Master EIR and is consistent with the land use designation and the permissible densities and intensities of use for the project site as set forth in the 2040 General Plan. See CEQA Guidelines Section 15178(b). .

The City has prepared the attached Initial Study to review the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the 2040 General Plan Master EIR to determine their adequacy for the project (see CEQA Guidelines Section 15178(b),(c)) and identify any potential new or additional project-specific significant environmental effects that were not analyzed in the Master EIR and any mitigation measures or alternatives that may avoid or mitigate the identified effects to a level of insignificance, if any.

As part of the Master EIR process, the City is required to incorporate all feasible mitigation measures or feasible alternatives appropriate to the project as set forth in the Master EIR (CEQA Guidelines Section 15177(d)) Policies included in the 2040 General Plan that reduce significant impacts identified in the Master EIR are identified and discussed. See also the Master EIR for the

2040 General Plan. The mitigation monitoring plan for the 2040 General Plan, which provides references to applicable general plan policies that reduce the environmental effects of development that may occur consistent with the general plan, is included in the adopting resolution for the Master EIR. See City Council Resolution No. 2024-0067.

This analysis incorporates by reference the general discussion portions of the 2040 General Plan Master EIR. (CEQA Guidelines Section 15150(a)). The Master EIR is available for public review at the City of Sacramento's web site at:

http://www.cityofsacramento.gov/Community-Development/Planning/Environmental/Impact-Reports
https://www.cityofsacramento.gov/community-development/planning/environmental/impact-reports

https://www.cityofsacramento.gov/community-development/planning/environmental/impact-reports

The City is soliciting views of interested persons and agencies on the content of the environmental information presented in this document. Written comments should be sent at the earliest possible date, but no later than the 30-day review period ending September 20, 2024.

Please send written responses to:

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

PROJECT LOCATION

The project proposes development on an estimated 6.42-acre site located at 5221 Raley Boulevard in North Sacramento in the City of Sacramento (City). The project consists of Assessor's Parcel Number (APN): 215-0250-061. Refer to Figures 1 and 2 in Appendix A for a project site vicinity map and aerial image of the project site, respectively. Note: referenced figures are located in Appendix A.

PROJECT SETTING AND SURROUNDING LAND USE

The project site is bounded by existing light-industrial buildings to the north; vacant light-industrial zoned land to the west; vacant light-industrial zoned land to the south, and Raley Boulevard to the east. The project site is primarily surrounded by light-industrial use vacant land.

The proposed project is located in close proximity to Kratos Aircraft Supply Store to the north. The ingress/egress point for the proposed project would be located on the northeast side off of Raley Boulevard.

The project site consists of graded, vacant land. Terrain in the immediate vicinity and within the project site is largely flat. There are no trees located within the project site. A utility pole is located about 7.5 feet off of the project site that would not need to be relocated. However, one of the guy wires that stabilizes the pole is located on the project site. The guy wire may need to be relocated or protected during construction.

SITE PLANNING AND ZONING DESIGNATION

The project site is located within the City's North Sacramento Community Plan Area. The plan area is bounded by the City limits to the north, the American River to the south, Natomas East Main Drainage Canal on the west, and Auburn Boulevard, Union Pacific Rail Line, and McClellan Business Park on the east. The North Sacramento Community Plan designates the project site as Employment Center (Low Rise). The City uses community plans to provide policy direction for various areas of the City based on conditions or issues unique to each community plan area. The community plan areas allow for more focused policy and direction within the City.

The project site is on one parcel with APN 215-0250-061. Based on the City's Zoning Map Book, the project parcel is zoned Light Industrial (M-1S-R) and has a general plan designation of Employment Mixed Use. Truck and trailer repair, service, and parking are compatible uses in the M-1S zone.

PROJECT COMPONENTS

The proposed project is the development of a two-story truck repair facility with a mechanics shop building and truck and trailer parking area. Additionally, the project is proposing a concrete sidewalk surrounding the building, an employee/visitor vehicle parking area, and landscaping around and within the project site. The truck and trailer parking area would consist of 150 11-foot by 75-foot parking stalls. The building would be set back approximately 152 feet from the nearest front (east) property line, 191 feet from the nearest side (north), and 269 feet from the rear (west) property line. A more detailed description of individual project components is provided below.

Future Mechanics Shop Building – Truck Service Facility

The future mechanics shop building would consist of one administrative and office building with three truck servicing bays. The total facility would be approximately 260,530-square feet (sf) in size. The facility would be publicly accessed from an ingress/egress point leading from Raley Boulevard on the northeastern side of the project site. The mechanics shop building would be approximately 6,090-sf in size.

The three truck servicing bays would be on the first floor of the mechanics shop building and would each comprise approximately 499.2 sf (19.5 ft x 25.6 ft). Each truck servicing bay would have 12-foot-high roll-up doors with a 12-foot clearance on the east and west ends. The first floor of the mechanics shop building would also have 2,396 sf of office area, consisting of a reception area, storage, two restrooms, and an office. Total size of the 2,396-sf office area and the 3,654-sf warehouse/truck servicing bay area would be 6,090 sf.

The second story of the mechanics shop building would include an approximately 691-sf storage area and an approximately 320-sf breakroom to be located above the office area.

Truck Parking Facility and Circulation

The project site would include one main ingress/egress point on the northeast side of the project site, off of Raley Boulevard, that would be a maximum of 45-feet in width.

The development would include a truck and trailer parking area and all vehicle parking area. The truck and trailer parking area would include 150 parking stalls, each with dimensions of 11 feet by 75 feet. All turning radii for fire access would be 35 feet inside and 55 feet outside. The parking spaces would be placed along the north, south, west, and east sides of the project site as well as in the central portion on either side of the mechanics shop building. All truck parking spaces would be placed so the opening is situated at least 50 ft from another truck parking space to allow for rotation and circulation, and there would be no truck parking stalls within 75 feet of the back of the sidewalk.

The truck and trailer parking area would be surrounded by an 8-ft wrought iron fence. An Americans with Disabilities Act (ADA) accessible pedestrian walkway would span from the east side of the mechanics shop building to the proposed sidewalk leading into the project side. An 8-ft-tall wrought iron sliding gate would allow for entrance and exit to the truck and trailer parking and repair facility on the northeast side. The all-vehicle parking in the project site would include 9 spaces, with two being ADA compliant. The truck parking stalls would be constructed of asphalt concrete.

A concrete sidewalk would be located adjacent to the main vehicle access driveway. This sidewalk would wrap around the two-story repair facility, with access to all public entrances of the facility. The project site would be paved to allow for on-site facilities and vehicles, with a concrete apron leading from the ingress/egress point and wrapping around the mechanics shop building and truck and trailer parking stalls. The right-of-way along the western portion of Raley Boulevard would be widened by approximately 20 feet to accommodate a 6-foot in width bike lane, 7,83-feet in width of landscaping, and 6 feet of sidewalk. All total paving, including the frontage and half street improvements, would include 129,430 sf of asphalt, 78,020 sf of heavy-duty concrete, and 2,900 sf of light duty concrete.

Fencing and Security

An 8-ft-high wrought iron fence would be constructed along all sides of the truck parking facility. The sliding gate that allows for entrance/exit of the project site would remain open during operational hours. There would be buffer plantings including hedge, accent, and groundcover, at the entrance of the facility, and shrubs would line the perimeter of the project site.

The proposed project would be equipped with and maintain a video surveillance system providing coverage of the sales area, repair areas, parking lot and entrance, and all four adjacent public right of ways.

Trash/ Recycling Enclosure

One covered trash enclosure would be provided on site, located west of the mechanics building. All debris would be put into designated bins, labeled trash, or recycle. The local purveyor will keep a record of all debris to determine the percentage of recycled debris that is hauled from the product. In total, approximately 65 percent should be attainable. All dumpsters would be kept locked.

Approximately 2,970 cubic yards of soil are anticipated to be exported for this project as part of grading. All soil would be hauled to the appropriate facility.

Grading and Landscaping

Grading required for construction of the proposed project would include approximately 6,990 cubic yards of cut and 4,020 cubic yards of fill, requiring 2,970 cubic yards of soil to be exported. The total disturbed area would include the entirety of the project site.

The proposed landscaping would cover the estimated setback areas as well as areas within the project site. 20 white ash, 14 eastern redbud, six holly oak, and approximately 100 Italian cypress trees are proposed to be planted on-site. The total surfaced area would be approximately 3,007 sf (employee and visitor parking area), of which 50 percent is required by the City to be shaded. The landscaping plan would provide approximately 1,841-sf of shade, which would total 61.2 percent of shade coverage on-site. Various ornamental and native shrubs, groundcover plants, and trees would be planted throughout the setback lining the project site; and hedge, accent, and groundcover buffer plantings would be planted at the entrance of the facility. The three proposed retention basins on-site would be planted with basin plantings including sedge and deer grass and would be bordered by shrubs. There would be a total of approximately 57,015 sf of landscaped area at full buildout of the project.

Utilities

The project would include a concrete sidewalk surrounding the mechanics shop building. There is a utility pole is located about 7.5 feet off of the project site that would not need to be relocated. However, one of the guy wires that stabilizes the pole is located on the project site. The guy wire may need to be relocated or protected during construction.

Retention Basins

Three retention basins are proposed to be constructed in the northwest, southwest, and southeast corners of the project site. The northwest retention basin would be approximately 70 ft x 84 ft and 5,880 sf. The southwest retention basin would be approximately 74 ft x 77 ft and 5,630 sf. The southeast retention basin would be approximately 72 ft by 85 ft and 6,000 sf.

Appendices

Appendix A – Figures
Appendix B – Air Quality and Greenhouse Gas Emissions Assessment
Appendix C – Biological Resources Evaluation Report
Appendix D – Aquatic Resources Delineation
Appendix E – Cultural Resource Assessment
Appendix F – Vehicles Miles Traveled Technical Memorandum
Appendix G – Noise and Vibration Assessment Letter Report
Appendix H – Mitigation Monitoring and Reporting Program (MMRP)

Entitlements

The project would require the following entitlements:

- Site Plan and Design Review

LAND USE, POPULATION AND HOUSING, AGRICULTURAL RESOURCES, WILDFIRE

Introduction

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

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

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

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

Discussion

Land Use

The project site has been designated as **Employment Mixed-Use** in the 2040 General Plan, and is zoned **Light Industrial (M-1(S)-R)**.

The project site is located in an urbanized portion of the community and is surrounded by light industrial uses. Development of the site as proposed would alter the existing landscape, but the project site has been designated for urban development in the 2040 General Plan and the Planning and Development Code, and the proposed development is consistent with these planning designations.

Agricultural Resources

The Master EIR discussed the potential impact of development under the 2040 General Plan on agricultural resources. See Master EIR, Chapter 4.2. In addition to evaluating the effect of the general plan on sites within the City, the Master EIR noted that to the extent the 2040 General Plan accommodates future growth within the City limits, the conversion of farmland outside the City limits is minimized. The Master EIR concluded that the impact of the 2040 General Plan on agricultural resources within the City was less than significant.

The project site does not contain soils designated as Important Farmland (i.e., Prime Farmland, Unique Farmland or Farmland of Statewide Importance) (NRCS 2010). The site is not zoned for agricultural uses, and there are no Williamson Act contracts that affect the project site. No existing agricultural or timber-harvest uses are located on or in the vicinity of the project site. Development of the site would result in no impacts on agricultural resources.

Wildfire

Pursuant to the CAL Fire and Resources Assessment Program (FRAP), the City of Sacramento is located within a Local Responsibility Area (LRA). The project site is not located within or adjacent to a designated Very High Fire Hazard Severity Zone (VHFHSZ) (CDFFP 2022). Furthermore, the project site is located within a developed area where substantial wildland-urban interface does not exist. Thus, the risk of wildfire at the project site is minimal. The Master EIR does not identify any significant impacts related to wildfire risk. Based on the above, the proposed project would not create a substantial fire risk for existing development in the project vicinity. Therefore, the project would not have a significant impact related to Wildfire.

1. AESTHETICS

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

ENVIRONMENTAL SETTING

The project site is located on APN: 250-0250-061, is zoned light industrial (M-1S-R), and has a land use designation of Employment Mixed-Use. The project site is surrounded by similar light-industrial use developments to the north and south and undeveloped land to the east and west. The closest single-family residence to the project site is located approximately 0.38 miles to the west, and is considered a potentially sensitive receptor.

The project site is bounded by existing light-industrial buildings to the north, Raley Boulevard to the east, a paved miscellaneous private road to the west, and undeveloped land with a light-industrial building beyond to the south. Magpie Creek is present just south of the project site and flows into a constructed canal that runs north along the western boundary of the project site. The proposed project is located in close proximity to Kratos Aircraft Supply Store to the north and Kelly-Moore Paints paint store to the south. Additionally, Robam Appliances 101 Building Supply is located to the northeast. The terrain in the project site is generally flat, with elevations ranging from approximately 45 to 56 feet above mean sea level (amsl). The southern portion of the project site is sloped, with the lower portion of the slope occurring within a low terrace area. The project site is currently vacant graded land with no trees on-site. Streetlights are located off Raley Boulevard.

Public views of the project site include views from motorists, bicyclists, and pedestrians traveling on Raley Boulevard along the eastern side of the project. Private views of the site would include those from motorists, bicyclists, and pedestrians traveling on the miscellaneous private road along the western side of the project and those associated with the light-industrial developments to the north of the project site. Given that the project site is currently vacant, sources of light and glare do not exist on the site.

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

The City of Sacramento is generally built out; however, new development associated with the 2040 General Plan could result in changes to important scenic resources as seen from visually sensitive locations. Important scenic resources in the City of Sacramento include major natural open space features such as the American River and Sacramento River, including associated parkways. Another important scenic resource is the State Capitol (as defined by the Capitol View Protection Ordinance). Other potential important scenic resources include important historic structures listed on the Sacramento Register of Historic and Cultural Resources, California and/or National Registers.

Visually sensitive public locations include viewpoints where a change to the visibility of an important scenic resource, or a visual change to the resource itself, would affect the general public. Visually sensitive public locations include public plazas, trails, parks, parkways, or designated publicly available and important scenic corridors (e.g., Capitol View Protection Corridor). The project site does not contain scenic resources and is not located in an area designated as a scenic resource or vista.

STANDARDS OF SIGNIFICANCE

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

- substantially interfere with an important scenic resource or substantially degrade the view of an existing scenic resource; or

- create a new source of substantial light or glare that is substantially greater than typical urban sources and could cause sustained annoyance or hazard for nearby sensitive receptors.

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR described the existing visual conditions in the general plan City of Sacramento, and the potential changes to those conditions that could result from development consistent with the 2040 General Plan. See Master EIR, Chapter 4.1, Aesthetics.

The Master EIR identified potential impacts for light and glare (Impact 4.1-1) and scenic resources (Impact 4.1-2) and concluded that impacts would be less than significant for both.

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

According to the Master EIR, the City of Sacramento is mostly built out and a large amount of widespread, ambient light from urban uses already exists. New development permitted under the 2040 General Plan could add lighting similar to the existing urban light sources from any of the following: exterior building lighting, new street lighting, parking lot lights, and headlights of vehicular traffic. Security lighting would comply with City of Sacramento standards and be designed to avoid spill-over illumination to adjacent streets and properties. Sensitive land uses would generally be residential uses, especially single- and multi-family residential uses. As such, the single-family developments located approximately 0.38 miles to the west of the project site would be considered sensitive receptors to project-generated light and glare. Potential new

sources of light associated with the development and operation of the proposed project would be similar to the existing light industrial uses to the north and south of the project site.

The proposed project site would develop a two-story repair facility and a truck and trailer parking area on vacant, graded land, adding new sources of light and glare that could affect the surrounding areas. However, the proposed project would be required to adhere to the City's lighting standards and Policy LUP-4.6 (Compatibility with Adjoining Uses) that ensure that the introduction of higher-intensity mixed-use development along major arterial corridors is compatible with adjacent land uses by requiring specific design features. This policy also requires outdoor lighting to be shielded and cast downward to reduce light spillover on adjacent properties and glare from the area. The two-story repair facility would not use building materials that may cause glare impacts; including reflective glass that exceeds 50 percent of any building surface (and on the ground three floors), mirrored glass, black glass that exceeds 25 percent of any surface of a building, or metal building materials that exceed 50 percent of any street-facing surface of a primarily residential building. The project site does not borders a single-family residential neighborhood, or other potentially sensitive land use, and the existing light-industrial developments in the vicinity are similar and consistent to the proposed project.

Based on the above, while the proposed project has the potential to introduce new sources of light from security lighting, exterior building lighting, parking lot lights, and the headlights of trucks entering or exiting the project site, the type and intensity of light and glare would be similar to that of the surrounding industrial developments and would be consistent with what has been anticipated for the site for the 2040 General Plan and analyzed in the Master EIR. Therefore, the proposed project would have ***no additional project-specific environmental effects*** to related to sources or light and glare.

Question C

The proposed project is not located in the vicinity of any significant visual resources such as the American River, Sacramento River, State Capitol, or any public trails. Thus, the proposed project would not result in any impacts related to changing the visual character of such resources.

The project is located in an area partially developed primarily with light-industrial to the north, east, and west, and a single-family residential neighborhood approximately 0.38 miles to the west. State Route 80 is located approximately 1.3 miles south of the project site. The project site is completely vacant and graded and the proposed building would be at a similar elevation to the existing light industrial in the project vicinity. The light industrial use building to the north (Kratos Aircraft Supply Store) of the project is approximately 26.13 feet tall, while the building to the northwest of the project site (Wholesale Trailer Supply) is approximately 54.38 feet tall; the proposed project would have a maximum building height of approximately 26.42 feet. The 2040 General Plan identifies land use of the project site and the parcels bordering it to the north, east, south, and west as Employment Mixed-Use. The proposed project would be compatible with the existing light-industrial land uses surrounding the site. Therefore, the proposed project would not contribute to the degradation of the visual character of the site and the surrounding areas.

The proposed development would change the appearance of the site as viewed from nearby areas but would have similar bulk and scale to the light industrial uses to the north, east, and west. The two-story repair center would be 27 feet at its highest point and consist of grey, brown, white, beige, and light stone exterior walls. No contrasting architectural features or visual elements are proposed, and the project would be visually compatible with surrounding development. As part of the project review and presentation to the decision makers, site plan and design review was conducted by staff of the proposed project for presentation of a recommendation to Planning and Design Commission and ultimately City Council. As noted in

Chapter 17.808 of the Sacramento City Code, the purpose of Site Plan and Design Review is to ensure that the physical aspects of development projects are consistent with the General Plan and any other applicable specific plans or design guidelines, that projects are high quality and compatible with surrounding development, among other considerations. Accordingly, Site Plan and Design Review for the proposed project would ensure that the proposed development would not result in substantial degradation in the existing visual character of the project site.

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

MITIGATION MEASURES

None required.

FINDINGS

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

2. AIR QUALITY

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
Would the proposal: A) Conflict with or obstruct implementation of an applicable air quality plan?			X
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?		X	
C) Expose sensitive receptors to substantial pollutant concentrations?			X
D) Result in other emissions (such as those leading to odors) adversely affecting substantial number of people?			X

This section evaluates potential air quality impacts resulting from implementation of the proposed project. This analysis is based on the Air Quality and Greenhouse Gas Emissions Assessment letter (HELIX 2024) prepared for the project, which is included as Appendix B to this Initial Study. Greenhouse gas emissions impacts are discussed in Section 3.7 of this Initial Study.

The project would develop a truck service facility and a truck and trailer parking facility. The project would be accessed from a driveway connecting to Raley Boulevard on the northeastern side of the project site. The project would include right-of-way improvements along the project's frontage with Raley Boulevard including widening Raley Boulevard by approximately 20 feet to accommodate a bicycle lane, landscaping, and new sidewalk. Total paving in the right-of-way would include approximately 129,430 SF of asphalt and 80,920 SF of concrete.

Additional project improvements would include: an employee/visitor vehicle parking area with nine parking spaces; an 8-foot-high wrought iron fence surrounding the truck repair facility and truck parking facility; a sidewalk connecting Raley Boulevard; the employee/customer parking area and the mechanics shop building; landscaping at the project entrance and along the project perimeter; a covered trash enclosure; and three stormwater retention basins in the northwest, southwest, and southeast corners of the project site.

Truck Service Facility

The truck service facility would consist of a mechanics shop building with administrative/office space and three truck service bays. The building would be located within the truck and trailer parking

facility (described below) and set back approximately 152 feet from the nearest front (east) property line, 191 feet from the nearest side (north), and 269 feet from the rear (west) property line. The mechanics shop building would total approximately 6,090 sf including: three approximately 499.2 SF (19.5 feet x 25.6 feet) truck servicing bays on the first floor; approximately 2,396 SF of office area (including a reception area, storage, two restrooms, and an office) on the first floor; and approximately 691 SF of storage area and a 320 SF breakroom located on a second floor above the office area. Each truck servicing bay would have 12-foot-high roll-up doors on the east and west ends. The project mechanics shop building would be all-electric and would not include any natural gas appliance or natural gas infrastructure.

Truck and Trailer Parking Facility

The truck and trailer parking facility would include 150 parking stalls, each with dimensions of 11 feet by 75 feet. The parking spaces would be placed along the north, south, west, and east sides of the project site as well as in the central portion on either side of the mechanics shop building. Truck parking spaces would be paved with asphalt. A 50-foot-wide truck drive aisle would circle the mechanics shop building providing access to the truck/trial parking stalls. The project truck parking facility would not be used for storage of cargo which would require the operation of transport refrigeration units (TRU) on the project site.

ENVIRONMENTAL SETTING

Climate and Meteorology

The climate of the Sacramento Valley Air Basin (SVAB) is characterized by hot dry summers and mild rainy winters. During the year, the temperature may range from 20 to 115 degrees Fahrenheit with summer highs usually in the 90s and winter lows occasionally below freezing. Average annual rainfall is about 20 inches. The prevailing winds are moderate in strength and vary from moist breezes from the south to dry land flows from the north. The mountains surrounding the Sacramento Valley create a barrier to airflow, which can trap air pollutants in the valley when certain meteorological conditions are right, and a temperature inversion (areas of warm air overlying areas of cooler air) exists. Air stagnation in the autumn and early winter occurs when large high-pressure cells lie over the valley. The lack of surface wind during these periods and the reduced vertical flow caused by less surface heating reduces the influx of outside air and allows pollutants to become concentrated in the air.

The surface concentrations of pollutants are highest when these conditions are combined with increased levels of smoke or when temperature inversions trap cool air, fog, and pollutants near the ground. The ozone season (May through October) in the SVAB is characterized by stagnant morning air or light winds with the breeze arriving in the afternoon out of the southwest from the San Francisco Bay. Usually, the evening breeze transports the airborne pollutants to the north out of the SVAB. During about half of the days from July to September, however, a phenomenon called the “Schultz Eddy” prevents this from occurring. Instead of allowing for the prevailing wind patterns to move north carrying the pollutants out of the valley, the Schultz Eddy causes the wind pattern and pollutants to circle back southward. This phenomenon’s effect exacerbates the pollution levels in the area and increases the likelihood of violating the federal and State air quality standards (SMAQMD 2020a).

Sensitive Receptors

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved and are referred to as sensitive receptors locations. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. The California Air Resources Board (CARB) and the Office of Environmental Health Hazard Assessment

(OEHHA) have identified the following groups of individuals (sensitive receptors) as the most likely to be affected by air pollution: the elderly over 65, children under 14, infants (including in utero in the third trimester of pregnancy), and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis (CARB 2005; OEHHA 2015).

Residential areas are considered sensitive receptors locations to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Children and infants are considered more susceptible to health effects of air pollution due to their immature immune systems, developing organs, and higher breathing rates. As such, schools are also considered sensitive receptor locations, as children are present for extended durations and engage in regular outdoor activities. The closest existing sensitive receptor location to the project site is a single-family residence approximately 870 feet west of the project site. Additional single-family residences are located approximately 1,160 and 1,260 feet southwest of the project site. The closest school to the project site is the Main Avenue Elementary School approximately 2,890 feet (0.55 mile) south of the project site. There are no hospitals or daycare centers in the project vicinity.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, air quality impacts may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain significant after implementation of 2040 General Plan policies:

- Conflict with or obstruct implementation of an applicable air quality plan;
- 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;
- Expose sensitive receptors to substantial pollutant concentrations;
- Result in other emissions (such as those leading to odors) adversely affecting substantial number of people.

Appendix G of the CEQA Guidelines states that the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the above determinations. The Sacramento Metropolitan Air Quality Management District (SMAQMD) has established significance thresholds to assess the regional and localized impacts of project-related air pollutant emissions. The significance thresholds are updated, as needed, to appropriately represent the most current technical information and attainment status in Sacramento County.

Table 1, *SMAQMD Thresholds of Significance*, presents the most current significance thresholds, including regional daily thresholds for short-term construction and long-term operational emissions; maximum incremental cancer risk and hazard indices for toxic air contaminants (TAC); and maximum ambient concentrations for exposure of sensitive receptors to localized pollutants. A project with daily emission rates, risk values, or concentrations below these thresholds is generally considered to have a less than significant effect on air quality (SMAQMD 2020b).

Table 1
SMAQMD THRESHOLDS OF SIGNIFICANCE

Pollutant	Construction	Operation
Mass Daily Thresholds (pounds per day)		
ROG	None	65
NO_X	85	65
PM_{10}	80[1]	80[1]
$PM_{2.5}$	82	82[1]
Toxic Air Contaminants		
TACs	Maximum Incremental Cancer Risk ≥ 10 in 1 million Chronic & Acute Hazard Index ≥ 1.0 (project increment)	
Ambient Air Quality for Criteria Pollutants		
NO_2	1-hour average ≥ 0.18 ppm Annual average ≥ 0.03 ppm	
CO	1-hour average ≥ 20.0 ppm (state) 8-hour average ≥ 9.0 ppm (state/federal)	
SO_2	1-hour average ≥ 0.075 ppm 24-hour average ≥ 0.04 ppm	
Lead	1.5 µg/m^3 30-day average	

Source: SMAQMD 2020b

[1] PM thresholds are zero (0) unless all feasible Best Available Control Practices/Best Management Practices are applied. lbs./day = pounds per day; VOC = volatile organic compound; NO_X = nitrogen oxides; CO = carbon monoxide; PM_{10} = respirable particulate matter with a diameter of 10 microns or less; $PM_{2.5}$ = fine particulate matter with a diameter of 2.5 microns or less; SO_X = sulfur oxides; TACs = toxic air contaminants; GHG = greenhouse gas emissions; MT/yr = metric tons per year; CO_2e = carbon dioxide equivalent; NO_2 = nitrogen dioxide; ppm = parts per million; µg/m^3 = micrograms per cubic meter

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR addressed the potential effects of the 2040 General Plan on ambient air quality and the potential for exposure of people, especially sensitive receptors such as children or the elderly, to unhealthful pollutant concentrations. See Master EIR, Chapter 4.3.

The Master EIR analyzed whether implementation of the 2040 General Plan could conflict with or obstruct implementation of an applicable air quality plan in Impact 4.3-1. The Master EIR concluded that the growth projections used for the 2040 General Plan assume that growth in population, vehicle use, and other source categories would occur at rates that are consistent with the rates used to develop the SMAQMD's attainment plans. The 2040 General Plan would increase the City's sustainability efforts that reduce motor vehicle use and energy consumption through the implementation of various policies.

The goals and policies of the 2040 General Plan would be consistent with the applicable transportation control measures (TCM) included in the SMAQMD attainment plan, which would reduce vehicle trips and vehicle miles traveled (VMT), and provide transportation alternatives. The 2040 General Plan would be consistent with the air quality attainment plans and with the

required 2040 General Plan policies along with the implementing action aimed at reduction of construction and operational criteria air pollutant emissions. Future development under the 2040 General Plan would also be required to comply with local regulations and general policies to ensure odors would not affect a substantial number of people, and thus would result in a less than significant impact on air quality. No mitigation measures were included in the General Plan EIR for Air Quality.

Sacramento Climate Action and Adaptation Plan

A proposed Climate Action and Adaptation Plan (CAAP) synthesizes other existing City sustainability plans and programs, including the previous Sacramento Climate Action Plan (CAP) adopted in 2015. The proposed CAAP establishes new actions the City would take to reduce GHG emissions within the City's municipal and community-built environment, transportation, waste, water, and wastewater sectors. The actions developed as part of the CAAP would be evaluated across multiple evaluation criteria, including equity, cost effectiveness, feasibility of implementation, and GHG emission reduction potential. A copy of the proposed 2040 CAAP is available online at: www.sac2040gpu.org and was analyzed alongside the General Plan in the 2040 Master EIR.

The 2040 General Plan incorporates the GHG reduction strategy of the 2023 CAAP, which demonstrates compliance mechanism for achieving the City's adopted GHG reduction target of 62 percent below 1990 emissions by 2030. Policy ERC-9.2 commits the City to assess and monitor performance of GHG emission reduction efforts and progress toward meeting long-term GHG emission reduction goals, ERC-9.2 also commits the City to evaluate the feasibility and effectiveness of new GHG emissions reduction measures in view of the City's longer-term GHG emission reductions goal. The discussion of greenhouse gas emissions and climate change in the 2040 General Plan Master EIR are incorporated by reference in Section 3.7 of this Initial Study (CEQA Guidelines Section 15150).

The Master EIR identified numerous policies included in the 2040 General Plan that addressed greenhouse gas emissions and climate change. See Draft Master EIR, Chapter 4.8, and pages 4.8-1 et seq. The Master EIR is available for review online at:

https://www.cityofsacramento.gov/community-development/planning/environmental/impact-reports.

ANSWERS TO CHECKLIST QUESTIONS

Question A

The proposed project includes the construction of a mechanics shop building and truck and trailer parking facility on a graded, vacant site. No permanent on-site generators or other on-site sources of air quality emissions are required for operation. As a parking and repair facility, sources of emissions would generally be from small hand tools or other small to moderately sized equipment used for regular maintenance, on-site energy use, and vehicles traveling to and from the project, but the associated emissions would be only for the duration of use and would be intermittent.

During construction, various grading and earth-moving activities would take place. Disturbance associated with the proposed project would include road paving, limited digging to build fences, trails, site furnishing pads for the sheltered picnic areas and relocated restroom, construction of the shared mechanics shop building, construction of the retention basins, and construction of the parking area. Dust emissions from soil disturbance would take place; however, the project would comply with SMAQMD's Basic Construction Emissions Control Practices (BCECP) and Best Management Practices (BMP). To ensure dust that generates particulate matter is minimized

during construction, the proposed project would comply with the SMAQMD's Rule 403 - Fugitive Dust which requires, where possible, use of water or chemicals to control dust in the demolition of existing buildings or structures, construction operations, and the construction of roadways or the clearing of land; and the application of asphalt, oil, water, or suitable chemicals on dirt roads, materials stockpiles, and other surfaces which can give rise to airborne dusts.

The project site has a General Plan Designation of Employment Mixed Use and the project's proposed truck service, and truck and trailer parking would be compatible with the land use designation. Therefore, employment growth in the City as a result of project implementation would be accounted for in the City's 2040 General Plan and SMAQMD's air quality plan growth projections. In addition, per the SMAQMD's CEQA Guide, construction-generated NO_X, PM_{10}, and $PM_{2.5}$, and operation-generated ROG and NO_X are used to determine consistency with the Regional Ozone Plan. The Guide states (SMAQMD 2020c p. 4-6):

> *By exceeding the District's mass emission thresholds for operational emissions of ROG, NO_X, PM_{10}, or $PM_{2.5}$, the project would be considered to conflict with or obstruct implementation of the District's air quality planning efforts.*

As shown in the discussion for Issue 2 below, the project's construction and operational emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$ would not exceed SMAQMD thresholds. Therefore, the project would not conflict with or obstruct implementation of the applicable air quality plan. The impact would be less than significant, no mitigation would be required, and the project would not result in a new or more severe impact than identified in the Master EIR. There would be ***no additional project-specific impacts***.

Question B

The Sacramento region is in non-attainment for ozone (ozone precursors NO_X and ROG) and particulate matter ($PM_{2.5}$ and PM_{10}). The project's emissions of these criteria pollutants and precursors during construction and operation are evaluated below.

As a local mechanics shop building and truck parking facility, sources of emissions would generally be from landscape maintenance equipment, small hand tools, or other small to moderately-sized equipment used for regular maintenance, on-site energy use, and vehicles traveling to and from the project site. CalEEMod 2022.1 was used to quantify emissions of ozone precursors (ROG and NOx) and coarse particulate matter (PM10) emissions from construction and operation of the project. Construction of the project would also generate carbon monoxide (CO), sulfur dioxide (SOx) and fine particulate matter (PM2.5) emissions.

<u>Construction Emissions</u>
The project's construction period emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$ are compared to the SMAQMD construction thresholds in Table 2, *Construction Criteria Pollutant and Precursor Emissions*. The SMAQMD does not have a recommended threshold for construction-generated ROG. However, quantification and disclosure of ROG emissions is recommended. The model output and calculation sheets are included as Appendix B.

Table 2
Construction Criteria Pollutant and PRECURSOR Emissions

Construction Activity	Pollutant Emissions (pounds per day)			
	ROG	**NO_X**	**PM_{10}**	**$PM_{2.5}$**
Site Preparation	3.9	40.3	12.9	5.9
Grading	2.2	22.3	6.9	2.6
Building Construction	1.2	11.3	0.5	0.5
Paving	1.1	10.5	1.0	0.5
Architectural Coating	5.2	10.7	<0.1	<0.1
Maximum Daily Emissions	**5.2**	**40.3**	**12.9**	**5.9**
SMAQMD Thresholds	*None*	*85*	*80*	*82*
Exceed Thresholds?	***No***	***No***	***No***	***No***

Source: CalEEMod (output data is provided Appendix B)
ROG = reactive organic gases; NO_X = nitrogen oxides; PM_{10} = particulate matter 10 microns or less in diameter;
$PM_{2.5}$ = particulate matter 2.5 microns or less in diameter; SMAQMD= Sacramento Metropolitan Air Quality Management District

As shown in Table 2, project construction emissions of criteria pollutants and precursors would not exceed the SMAQMD significant thresholds. Regardless of emission levels, SMAQMD considers construction period PM_{10} and $PM_{2.5}$ emissions to be significant unless a set of Basic Construction Emissions Control Practices (BCECP) is implemented, considered by the SMAQMD to be feasible for controlling fugitive dust from a construction site (SMAQMD 2019). Implementation of the BCEPs allows the use of the non-zero particulate matter significance thresholds and can be included as conditions of approval or mitigation measures.. General Plan Policy ERC-4.5, Construction Emissions, requires implementation of the SMAQMD's BECPs, which are included as Mitigation Measure AQ-1.

Operational Emissions

CalEEMod version 2022.1 was also used to quantify project-generated operational emissions. The results of the modeling for project operational activities are shown in Table 3, *Maximum Daily Operational Emissions*. Because the project would be all-electric, energy source emissions would be limited to GHG emissions. As shown in Table 3, the proposed project operation period emissions of the ozone precursors NO_X and ROG, PM_{10}, and $PM_{2.5}$ would not exceed the SMAQMD thresholds. Impacts related to project operational emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$ would be less than significant.

Table 3
MAXIMUM DAILY OPERATIONAL EMISSIONS

Source	Pollutant Emissions (pounds per day)			
	ROG	**NO_X**	**PM_{10}**	**$PM_{2.5}$**
Mobile	1.1	21.6	4.1	1.2
Area	0.2	<0.1	<0.1	<0.1
Maximum Daily Emissions	**1.3**	**21.6**	**4.1**	**1.2**
SMAQMD Thresholds	*65*	*65*	*80*	*82*
Exceed Thresholds?	***No***	***No***	***No***	***No***

Source: CalEEMod (output data is provided in Attachment A)
ROG = reactive organic gases; NO_X = nitrogen oxides; PM_{10} = particulate matter 10 microns or less in diameter; $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter; SMAQMD= Sacramento Metropolitan Air Quality Management District

According to CalEEMod calculations, emissions of ROG, NOx, PM_{10}, and $PM_{2.5}$ associated with construction or operation activities would not exceed the SMAQMD significance thresholds. To ensure dust that generates particulate matter is minimized during construction, the proposed project would comply with the SMAQMD's Rule 403 - Fugitive Dust which requires, where possible, use of water or chemicals to control dust in the demolition of existing buildings or structures, construction operations, and the construction of roadways or the clearing of land; and the application of asphalt, oil, water, or suitable chemicals on dirt roads, materials stockpiles, and other surfaces which can give rise to airborne dusts. Standard Conditions of Approval imposed by the City on the project would address impacts related to emissions during construction, and the cumulative increase of criteria pollutants would be minor. There would be ***no additional project-specific impact***.

Question C

The project site is bounded by existing light-industrial buildings to the north; vacant light-industrial zoned land to the west; vacant light-industrial zoned land to the south, and Raley Boulevard to the east. The project site is primarily surrounded by light-industrial use vacant land. The closest existing sensitive receptor location is a single-family residence approximately 870 feet west of the project site, and two additional single-family residences are located approximately 1,160 and 1,260 feet southwest of the project site.

Construction would result in the use of heavy-duty construction equipment, haul trucks, and construction worker vehicles that could generate diesel particulate matter (DPM). Generation of DPM from construction projects typically occurs in a localized area (e.g., at the project site) for a short period of time. Because construction activities and subsequent emissions vary depending on the phase of construction (e.g., grading, building construction), the construction-related emissions to which nearby receptors are exposed to would also vary throughout the construction period. During some equipment-intensive phases such as grading, construction-related emissions would be higher than other less equipment-intensive phases such as building construction. Additionally, concentrations of mobile-source DPM emissions are typically reduced by 70 percent at approximately 500 feet (CARB 2005). Considering this information, the distance to the nearest sensitive receptors, the highly dispersive nature of DPM, and the fact that construction activities would occur at various locations throughout the project site for short periods, construction of the project would not expose sensitive receptors to substantial DPM concentrations. Therefore, impacts related to construction period TAC emissions would be less than significant.

Operational TAC emissions would be generated from project-related truck trips. The project would not be used for short-term truck parking for mandated driver rest (the project would not be a truck stop) or be used for storage of cargo which would require the operation of TRUs on the project site, and truck activity on the project site would be limited to circulation on project driveways to a parking stall, reversing into the parking stall, and limited idling. A wind rose for the Sacramento McClellan Airport (approximately one mile east of the project site) shows that the prevailing wind in the area is from the southeast at six miles per hour (Iowa Mesonet 2024), and thus would disperse any project DPM emissions away from sensitive receptor locations. Therefore, due to the limited operation time of truck and other diesel engines on the project site, the distance to the closest sensitive receptor locations, and the prevailing wind direction away from sensitive receptor locations, operation of the project would not expose sensitive receptors to substantial DPM concentrations. Impacts related to operational period TAC emissions would be less than significant.

Construction and operation of the project would not expose sensitive receptors to substantial concentrations of DPM or substantial localized concentrations of criteria pollutants, including from CO hotspots. The impact would be less than significant, no mitigation would be required, and the project would not result in a new or more severe impact than identified in the Master EIR. There would be ***no additional project-specific impact.***

Question D

Less than Significant Impact. Odors associated with diesel exhaust and ROG from application of asphalt and architectural coatings would be emitted during project construction. The odor of these emissions is objectionable to some; however, emissions would disperse rapidly from the project site and therefore should not be at a level that would affect a substantial number of people. Further, construction activities would be temporary. As a result, impacts associated with temporary odors during construction are not considered significant.

Per the SMAQMD CEQA Guide, typical land uses which could generate significant odor impacts include wastewater treatment plants, sanitary landfills, composting/green waste facilities, recycling facilities, petroleum refineries, chemical manufacturing plants, painting/coating operations, rendering plants, and food packaging plants (SMAQMD 2016). The project would not include any of these land uses. Therefore, the project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people, the impact would be less than significant, and the project would not result in a new or more severe impact than identified in the Master EIR. There would be ***no additional project-specific impact.***

FINDINGS

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

MITIGATION MEASURES

AQ-1 Standard Conditions of Approval (below) and are from the SMAQMD BECP's and would apply to the proposed project.

- Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.

- Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.

- Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.

- Limit vehicle speeds on unpaved roads to 15 mph.

- All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.

- Minimize idling time by either shutting equipment off when not in use or reducing time of idling to 5 minutes. Provide clear signage that posts this requirement for workers at the entrances to the site; and

- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition before it is operated.

3. BIOLOGICAL RESOURCES

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

ENVIRONMENTAL SETTING

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

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

A Biological Resources Assessment (BRA) and Aquatic Delineation Report (ARD) were prepared for the project by HELIX in May 2024 and are included as Appendix C and D to this report (HELIX 2024b). The BRA included a review of The California Natural Diversity Data Base (CNDDB), historic aerial images, California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants, and U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) databases, as well as a field survey conducted on January 15, 2024. Based on this assessment, the project site is comprised of non-native annual grassland, low terrace, seasonal wetland, and low terrace seasonal wetland, described in further detail in the ARD (HELIX 2024c;

Appendix C). Evidence of previous disturbance was observed in the Study Area in the form of compacted soil, imported gravel, and disking/mowing. Aerial imagery indicates the site has been disked/mowed consistently since at least 2002 and the vast majority of the site was disked at the time of the field survey. A total of 27 species of plants, including 4 native and 23 non-native plant species were recorded during field survey, and no special-status plants or special-status wildlife species were observed within the project site during the field survey.

STANDARDS OF SIGNIFICANCE

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

- Creation of a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected;

- Substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal; or

- Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands).

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

- Listed as endangered or threatened under the federal Endangered Species Act (or formally proposed for, or candidates for, listing);

- Listed as endangered or threatened under the California Endangered Species Act (or proposed for listing);

- Designated as endangered or rare, pursuant to California Fish and Game Code (Section 1901);

- Designated as fully protected, pursuant to California Fish and Game Code (Section 3511, 4700, or 5050);

- Designated as species of concern by U.S. Fish and Wildlife Service (USFWS), or as species of special concern to California Department of Fish and Game (CDFG);

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

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

Chapter 4.4 of the Master EIR evaluated the effects of the 2040 General Plan on biological resources within the City. The Master EIR identified potential impacts in terms of degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status birds, through the loss of both nesting and foraging habitat.

Policies in the 2040 General Plan were identified as mitigating the effects of development that could occur under the provisions of the 2040 General Plan. Policy ERC-2.1 calls for the City to preserve the ecological integrity of creek corridors and other riparian resources; and Policy ERC-2.2 requires the City to consider the potential impact on sensitive plants for each project and to require pre-construction surveys when appropriate.

The Master EIR discussed biological resources in Chapter 4.4. The Master EIR concluded that policies in the general plan, combined with compliance with the California Endangered Species Act, Migratory Bird Treaty Act, Natomas Basin HCP (when applicable) and CEQA would minimize the impacts on special-status species to a less-than-significant level (see Impact 4.4-1), and that the general plan policies, along with similar compliance with local, state and federal regulation would reduce impacts to a less-than-significant level for habitat for special-status invertebrates, birds, amphibians and reptiles, mammals and fish (Impacts 4.4-3-6).

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

The general plan calls for the City to preserve and conserve the ecological integrity of creek corridors, canals and drainage ditches that support riparian resources (Policy ERC-2.1), biological resources, and wetlands (Policy ERC-2.2).

Given the extent of urban development designated in the general plan, the preservation and/or restoration of riparian habitat would likely occur outside of the City limits. The Master EIR concluded that, with project specific analysis with the City as the lead agencies, there would be a less than significant impact.

No feasible mitigation measures to address the 2040 General Plan's impacts on biological resources, and the implementation of the 2040 General Plan would lead to a significant and unavoidable cumulative impact on biological resources.

ANSWERS TO CHECKLIST QUESTIONS

Questions A, B

As noted in the Biological Resources Assessment (BRA; Appendix C), results of the database searches revealed special status plant species that have potential to occur in the BRA search area. Of the 13 special-status plant species, four have potential to occur within the project site, including dwarf downingia (*Downingia pusilla*), stinkbells (*Fritillaria agrestis*), Boggs Lake hedge-hyssop (*Gratiola heterosepala*), and legenere (*Legenere limosa*). No special-status plants or special-status wildlife species were observed within the Study Area during the field survey on January 15, 2024. However, as concluded in the BRA, suitable habitat is present for several special-status species and there is potential these species may occur within the Study Area.

Implementation of Mitigation Measure BIO-1, Special Status Plants, would reduce impacts to special-status plant species to a less-than-significant level.

Results of the database searches also revealed 30 listed or special-status wildlife species, or species proposed for listing as rare, threatened, or endangered by either the CDFW or the USFWS that have potential to occur in the BRA search area. Of these, nine have the potential to occur onsite within the project site based on field observations, published information, and literature review: vernal pool fairy shrimp (*Branchinecta lynchi*), vernal pool tadpole shrimp (*Lepidurus packardi*), northwestern pond turtle (*Emys marmorata*), giant garter snake (*Thamnophis gigas*), tricolored blackbird (*Agelaius tricolor*), grasshopper sparrow (*Ammodramus savannarum*), Swainson's hawk (*Buteo swainsoni*), white-tailed kite (*Elanus leucurus*), and song sparrow "Modesto population" (*Melospiza melodia*).

The project study area provides potential habitat for birds of prey and migratory birds, including the tricolored blackbird and grasshopper sparrow, California Species of Special Concern (SSC); the state-threatened Swainson's hawk; and the fully protected white-tailed kite. Additionally, the project study area provides potential foraging habitat for the state-threatened and SSC song sparrow, although nesting/roosting habitat is absent.

Vernal pools do not occur in the Study Area where this species is generally found, but the seasonal wetlands onsite may provide suitable habitat for vernal pool fairy shrimp and vernal pool tadpole shrimp. However, the features are fairly shallow and have been subject to disturbance which may reduce their suitability for this species.

Suitable aquatic habitat is present for northwestern pond turtle and giant garter snake directly adjacent to the project site in Magpie Creek and the unnamed canal. While suitable aquatic habitat is not directly present in the project site, northwestern pond turtle could utilize the project site for nesting, wintering, or basking, and could disperse through the project site. Suitable burrow/refuge habitat was not observed for giant garter snake in the project site which appears to be subjected to routine soil disturbance; however, this species could bask in uplands in the project site and disperse along the banks of the aquatic habitats adjacent to the project site. Based on potentially suitable upland habitat in the project site and suitable adjacent aquatic habitat, northwestern pond turtle and giant garter snake may occur in the project site.

None of these species were detected during the field survey, however suitable habitat is present for several special-status species and there is potential these species may occur within the project site. All native birds in California are protected by the federal MBTA and Section 3503.5 of the California Fish and Game Code, which specifically protects raptors. Destruction or other adverse impacts to active nests with eggs or chicks during construction could be considered a violation of these regulations and be considered potentially significant impacts under CEQA.

Implementation of Mitigation Measures BIO-2, Vernal Pool Branchiopods, BIO-3, Special-Status Reptiles, BIO-4, Swainson's Hawk, and BIO-5, Tricolored Blackbird, Grasshopper Sparrow, White-Tailed Kite, Song Sparrow "Modesto Population" and Other Special-Status Birds and Nesting Migratory Birds and Raptors would ensure that no impacts would occur to nesting bird species, vernal pool branchiopods, or special-status reptiles if present during construction. Therefore, impacts to special-status wildlife and plant species would be less-than-significant with mitigation.

The proposed project includes a mechanics shop building and truck and trailer parking, which would not create a potential health hazard to plant and wildlife resources on the project site. In addition, construction and operation of the project would be required to comply with all federal,

state and local requirements. Therefore, the project ***would not result in an additional environmental effect***.

Question C

As described in the ARD included in Appendix D, A total of 0.19 acre of aquatic resources have been delineated in the Study Area (HELIX 2024c). Wetlands in the project site consist of two seasonal wetlands (0.13 acre total) and one low terrace seasonal wetland (0.06 acre). The seasonal wetlands may be isolated features and do not have an apparent continuous surface connection to Magpie Creek. The low terrace seasonal wetland appears to be hydrologically connected to Magpie Creek; however, the area appears to only occasionally flood and may not have an apparent continuous surface connection to Magpie Creek. Aquatic resources within the project site may also be considered waters of the U.S. and/or State subject to USACE and/or RWQCB jurisdiction under Sections 404 and 401 of the CWA. Therefore, the project has the potential to affect jurisdictional wetlands.

To address this potential impact, the project would implement Mitigation Measures BIO-6, Aquatic Resources. This mitigation measure requires that prior to initiation of any construction activities which could result in impacts to potentially regulated aquatic features, the extent of the features within the project site should be verified by the USACE and applicable permits should be prepared and submitted to the appropriate regulatory agencies for any project-related impacts to these features. Any conditions included in the final permits, including prescribed mitigation measures, would be required to be implemented prior to filling or impacting these features. Through the implementation of these mitigation measures, ***potential impact to regulatory wetlands would be reduced to a less-than-significant level.***

MITIGATION MEASURES

BIO-1: Special Status Plants

The Study Area contains suitable habitat for dwarf downingia, stinkbells, Boggs Lake hedge-hyssop, and legenere within the seasonal wetlands. To avoid potential impacts to these species, the following measures are recommended:

- A qualified botanist should conduct a special-status plant survey within the appropriate identification (blooming) period prior to the initiation of any ground-disturbing activities. A survey conducted in May will satisfy the blooming period for all potential species. If no special-status plants are observed, then a letter report documenting the survey results should be prepared and submitted to the project proponent and no further measures are recommended.

- If special-status plants are observed within the Study Area, the location of the special-status plants should be marked with pin flags or other highly visible markers and may also be marked by GPS. The project proponent should determine if the special-status plant(s) onsite can be avoided by project design or utilize construction techniques to avoid impacts to the special-status plant species. All special-status plants to be avoided should have exclusion fencing or other highly visible material marking the avoidance area and the avoidance area should remain in place throughout the entire construction period.

- If special-status plants are found within the Study Area and cannot be avoided, the project proponent should consult with the CDFW and/or the USFWS as appropriate

and depending on the status of the plant species in question and determine appropriate measures to mitigate for the loss of special-status plant populations. These measures may include gathering seed from impacted populations for planting within nearby appropriate habitat, preserving or enhancing existing offsite populations of the plant species affected by the project, or restoring suitable habitat for special-status plant species habitat as directed by the regulatory agencies.

BIO-2: Vernal Pool Branchiopods

The Study Area contains potentially suitable habitat for vernal pool fairy shrimp and vernal pool tadpole shrimp within the seasonal wetlands. Listed invertebrate species are assumed to be present in suitable habitat within their range unless a complete protocol-level survey, consisting of one wet-season survey and one dry-season survey, results in no evidence of the listed species. If protocol surveys are conducted, surveys should follow the (2017) USFWS Survey Guidelines for the Listed Large Branchiopods and be conducted by a USFWS-approved biologist.

- If the species are found to be absent with survey results and the USFWS accepts the survey findings, then no mitigation for listed vernal pool invertebrates is likely required. If the species are present, or if the project proponent decides to assume presence without conducting the surveys, then mitigation for listed vernal pool invertebrates would be required for project-related impacts to suitable habitat. Assumed presence may be decided by the project proponent prior to construction and mitigation for assumed presence would be determined by the USFWS and CDFW.

- If mitigation for vernal pool invertebrates is required and the project has a federal nexus (e.g., is pursuant to a USACE permit, is federally funded, or occurs on federal land), impacts can be addressed through Section 7 consultation with the USFWS. If the project does not have a federal nexus, the project proponent, through coordination with the USFWS, can prepare a Habitat Conservation Plan under Section 10 of FESA. Possible mitigation opportunities include offsite preservation of occupied offsite habitat or purchase of habitat credits at a qualified mitigation bank.

BIO-3: Special Status Reptiles

Suitable aquatic habitat for northwestern pond turtle and giant garter snake is present in Magpie Creek and the unnamed canal immediately adjacent to the Study Area. These species may occur in the features and may utilize the Study Area as upland habitat. To avoid potential impacts to these species, the following measures are recommended:

- Ground-disturbing work should take place during the active season of these species, if feasible, while northwestern pond turtle and giant garter snake are more likely to avoid potential disturbances. The general active season window for both species is May 1 – October 1 but seasonal weather patterns should be considered during construction to provide flexibility.

- A qualified biologist should conduct a pre-construction survey within 24 hours prior to the start of grading or land disturbing activities. If the survey shows that there is no evidence of these species, then a letter report should be prepared to

document the survey and be provided to the project proponent and no additional measures are recommended. If development does not commence within 24 hours of the survey, or halts for more than seven days, then an additional survey is required prior to starting or resuming work.

If any of these species are observed during the survey, no work shall occur until the appropriate agency has been consulted to determine appropriate mitigation and avoidance measures.

- Wildlife exclusion fencing should be installed around the project area prior to construction, especially along Magpie Creek and the unnamed canal. General silt fencing or other solid fencing is recommended. Fencing should be trenched into the soil at least six inches and the soil must be carefully compacted against both sides of the fence for its entire length to prevent animals from entering the construction area. Exclusion fencing should be inspected daily for the duration of construction to ensure it remains intact and any holes, tears, or gaps should be repaired immediately. Fencing should be removed upon construction completion.

- If any of these species are observed within the project area during work, specifically within the construction zone, all work shall immediately halt in the vicinity of the animal and the animal will be allowed to leave the area of its own will. If the animal is in immediate danger, an agency approved biologist will relocate the animal outside of the construction zone, at a safe distance from all construction-related activities, and within suitable habitat. No one other than an approved biologist shall handle, take, or otherwise harass the animal. No work shall resume until the animal has moved or been removed from areas of potential disturbance.

- A qualified biologist should conduct an environmental awareness training for all project-related personnel prior to the initiation of work. The training should include identification of these species, required practices before the start of construction, general measures that are being implemented to protect the species as they relate to the project, penalties for non-compliance, and boundaries of the permitted disturbance zones. Upon completion of the training, all construction personnel should sign a form stating that they have attended the training and understand all the measures. Proof of this instruction should be kept on file on site and a copy kept with the project proponent.

BIO-4: Swainson's Hawk

The Study Area provides potential foraging habitat for this species and suitable nest trees are present in the vicinity of the Study Area. To avoid potential impacts to Swainson's hawk, the following measures are recommended:

- If construction activities will begin during the Swainson's hawk nesting season (March 20 to September 15), a qualified biologist should conduct at least the minimum number of surveys called for within at least two survey periods prior to the initiation of construction in accordance with the *Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley* (Swainson's Hawk Technical Advisory Committee 2000) or the current CDFW-approved protocol. Current survey periods specified by the Guidelines are March

20 to April 5, April 5 to April 20, April 21 to June 10, and June 10 to July 30. All potential nest trees within 0.25-mile of the proposed Project footprint should be visually examined for potential Swainson's hawk nests, as accessible.

- If no active Swainson's hawk nests are identified on or within 0.25-mile of the proposed project, a letter report documenting the survey methodology and findings should be submitted to the project proponent and no additional mitigation measures are recommended.

- If active Swainson's hawk nests (a nest becomes active once the first egg is laid and remains active until the fledged young are no longer dependent on the nest [USFWS 2018]) are found within 0.25-mile of the Project footprint, a survey report should be submitted to CDFW, and an avoidance and minimization plan should be developed for approval by CDFW prior to the start of construction. The avoidance plan should identify measures to minimize impacts to the active Swainson's hawk nest depending on the location of the nest relative to the project footprint. These measures may include:

    - Conduct a worker awareness training program prior to the start of construction;

    - Establish a buffer zone and work schedule to avoid impacting the nest during critical periods. If possible, no work will occur within 200 yards of the nest while it is in active use. If work will occur within 200 yards of the nest, then construction will be monitored by a qualified biologist to ensure that no work occurs within 50 yards of the nest during incubation or within 10 days after hatching (Swainson's Hawk Technical Advisory Committee 2000);

    - Have a biological monitor conduct regular monitoring of the nest during construction activities; and

    - Should the project biologist determine that the construction activities are disturbing the nest; the biologist should halt construction activities until the CDFW is consulted.

- The Study Area contains grassland habitat which provides suitable foraging habitat for Swainson's hawks although the Study Area's relatively small size and surrounding development reduce the potential for this species to utilize the Study Area. CDFW has provided guidelines for mitigating impacts to Swainson's hawk foraging habitat as summarized below (CDFW 1994). The City of Sacramento would make a final determination if mitigation were required for Swainson's hawk foraging habitat.

    - Projects within 1 mile of an active nest tree shall provide:

        - One acre of foraging habitat for each acre of development at a ratio of 1:1. Mitigated lands shall consist of 10 percent of the land requirements met by fee title acquisition or a conservation easement allowing for the active management of the habitat, and the remaining 90 percent of the land protected by a conservation easement on agricultural lands or other suitable habitats which provide foraging habitat for Swainson's hawk

(grasslands, rangeland, etc.) and no requirements for active management of the habitat; or

- One-half acre of foraging habitat for each acre of development authorized at a ratio of 0.5:1. All the land requirements shall be met by fee title acquisition or a conservation easement, which allows for the active management of the habitat for prey production on the land. Prey abundance and availability is determined by land and farming patterns including crop types, agricultural practices, and harvesting regimes. Actively managed land for prey production may result in the land becoming less valuable for crop production due to management limitations but increases the value for Swainson's hawk through functional lift.

- Projects within 5 miles of an active nest tree but greater than 1 mile from the nest tree shall provide 0.75 acre of foraging habitat for each acre of urban development at a ratio of 0.75:1. All foraging habitat may be protected through fee title acquisition or conservation easement on agricultural lands or other suitable habitats.

- Projects within 10 miles of an active nest tree but greater than 5 miles from an active nest tree shall provide 0.5 acre of Habitat Management land for each acre of urban development at a ratio of 0.5:1. All foraging habitat may be protected through fee title acquisition or a conservation easement on agricultural lands or other suitable habitat.

The CEQA lead agency (in this case the City of Sacramento) will make the final determination as to the extent of the proposed project's impacts to Swainson's hawk foraging habitat and any appropriate mitigation that might be necessary associated with project development. Mitigation bank credits could also be used to satisfy Swainson's hawk mitigation requirements as approved by the lead agency, as necessary.

BIO-5: Tricolored Blackbird, Grasshopper Sparrow, White-Tailed Kite, Song Sparrow "Modesto Population" and Other Special-Status Birds and Nesting Migratory Birds and Raptors

Special-status birds and migratory birds and raptors protected under federal, State, and/or local laws and policies have potential to nest and forage within the Study Area including tricolored blackbird, grasshopper sparrow, white-tailed kite, and song sparrow "Modesto Population." Although no active nests were observed during the field survey, the Study Area and adjacent land contain suitable habitat to support a variety of nesting birds within trees, shrubs, structures, and on bare ground.

Active nests and nesting birds are protected by the California Fish and Game Code Sections 3503 and 3503.5, 3513 and the MBTA. Ground-disturbing and other development activities including grading, vegetation clearing, tree removal/trim, and construction could impact nesting birds if these activities occur during the nesting season (generally February 1 to August 31). To avoid impacts to nesting birds, all ground disturbing activity should be completed between September 1 and January 31, if feasible. If construction cannot occur outside of the nesting season, the following measures are recommended:

- If construction activities occur during the nesting season, a qualified biologist should conduct a nesting bird survey to determine the presence of any active nests within the Study Area. Additionally, the surrounding 500 feet of the Study Area should be surveyed for active raptor nests, and up to 0.25 mile for Swainson's hawk nests where accessible. The nesting bird survey should be conducted within 14 days prior to commencement of ground-disturbing or other development activities. If the nesting bird survey shows that there is no evidence of active nests, then a letter report should be prepared to document the survey and be provided to the project proponent and no additional measures are recommended. If development does not commence within 14 days of the nesting bird survey, or halts for more than 14 days, then an additional survey is required prior to starting or resuming work within the nesting season.

- If active nests are found, then the qualified biologist should establish a species-specific buffer to prohibit development activities near the nest to and minimize nest disturbance until the young have successfully fledged or the biologist determines that the nest is no longer active. Buffer distances may range from 30 feet for some songbirds up to 0.25 mile for Swainson's hawk. Nest monitoring may also be warranted during certain phases of construction to ensure nesting birds are not adversely impacted. If active nests are found within any trees slated for removal, then an appropriate buffer should be established around the tree and all trees within the buffer should not be removed until a qualified biologist determines that the nest has successfully fledged and/or is no longer active.

- A qualified biologist should conduct environmental awareness training that is given to all onsite personnel prior to the initiation of work.

- If construction occurs outside of the nesting bird season (September 1 to January 31) a nesting bird survey and environmental training for nesting birds would not be required.

BIO-6: Aquatic Resources

A total of 0.19 acre of aquatic features were mapped within the Study Area. Prior to initiation of any construction activities which could result in impacts to potentially regulated aquatic features, the extent of the features within the Study Area should be verified by the USACE and applicable permits should be prepared and submitted to the appropriate regulatory agencies for any project-related impacts to these features. Any conditions included in the final permits, including prescribed mitigation measures, would be required to be implemented prior to filling or impacting these features.

Section 404 authorization from the USACE and a Section 401 Water Quality Certification from the RWQCB may be required prior to the start of construction that will impact any waters of the U.S. Any waters of the U.S. or jurisdictional wetlands that would be lost or disturbed should be replaced or rehabilitated on a "no-net-loss" basis in accordance with the USACE mitigation guidelines and City of Sacramento requirements. Habitat restoration, rehabilitation, and/or replacement should be at a location and by methods agreeable to the agencies.

If a 404 permit is required for the proposed project, then water quality concerns during construction would be addressed in the Section 401 water quality certification

from the Regional Water Quality Control Board. A Storm Water Pollution Prevention Plan (SWPPP) would also be required during construction activities. SWPPPs are required in issuance of a National Pollutant Discharge Elimination System (NPDES) construction discharge permit by the U.S. Environmental Protection Agency. Implementation of Best Management Practices (BMPs) during construction is standard in most SWPPPs and water quality certifications. Examples of BMPs include stockpiling of debris away from regulated wetlands and waterways; immediate removal of debris piles from the site during the rainy season; use of silt fencing and construction fencing around regulated waterways; and use of drip pans under work vehicles and containment of fuel waste throughout the site during construction.

If the aquatic features are determined to not be subject to federal jurisdiction, then these features may still be subject to waste discharge requirements under the Porter-Cologne Water Quality Control Act. Section 13260(a) of the Porter-Cologne Water Quality Control Act (contained in the California Water Code) requires any person discharging waste or proposing to discharge waste, other than to a community sewer system, within any region that could affect the quality of the waters of the State (all surface and subsurface waters) to file a report of waste discharge. The discharge of dredged or fill material into the ditches may constitute a discharge of waste that could affect the quality of waters of the State. A report of waste discharge will be filed for impacts to non-federal waters, if required.

FINDINGS

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

4. CULTURAL AND HISTORIC RESOURCES

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
Would the project: A) Cause a substantial adverse change in the significance of a historical or archaeological resource as defined in CEQA Guidelines Section 15064.5?		X	
B) Directly or indirectly destroy or remove an archaeological resource?		X	

The City of Sacramento and the surrounding area are known to have been occupied by Native American groups for thousands of years prior to settlement by non-Native peoples. Archaeological materials, including human burials, have been found throughout the City, some in deeply buried contexts.

Human burials outside of formal cemeteries often occur in prehistoric contexts. Areas of high sensitivity for archaeological resources, as identified in the 20 General Plan Background Report (which provides information on the existing environmental setting), are located within close proximity to the Sacramento and American Rivers and other watercourses (City of Sacramento 2015).

The 2040 General Plan land use diagram designates a wide swath of land along the American River as Parks, which limits development and impacts on sensitive prehistoric resources. High sensitivity areas may be found in other areas related to the ancient flows of the rivers, with differing meanders than found today. Recent discoveries during infill construction in downtown Sacramento have shown that the downtown area is highly sensitive for both historic- and prehistoric-period archaeological resources. Native American burials and artifacts were found in 2005 during construction of the New City Hall and historic period archaeological resources are abundant downtown due to the evolving development of the area and, in part, to the raising of the surface street level in the 1860s and 1870s, which created basements out of the first floors of many buildings

The discussion below is based on the Raley Boulevard Truck Service and Parking Facility Project Cultural Resources Assessment (CRA) prepared by HELIX Environmental Planning, Inc. (HELIX 2024d); a partially redacted version is included as Appendix E to this report. Portions of the CRA have been determined confidential and kept solely on file with the City.

RECORDS SEARCHES

HELIX Archaeologists conducted a records search at the North Central Information Center (NCIC) on February 20, 2024, which revealed that seven cultural resource surveys have been conducted within a 0.25-mile radius of the project's area of potential effect (APE), and that none of these studies included the APE as part of their survey area. No cultural resources have been previously recorded within the proposed project's APE. While one cultural resource, a historic levee, has

been previously recorded within a 0.25-mile radius of the APE, it is not anticipated to be affected by the currently proposed undertaking.

On March 4, 2024, HELIX requested that the Native American Heritage Commission (NAHC) conduct a search of their Sacred Lands File (SLF) for the presence of Native American sacred sites or human remains in the vicinity of the proposed project area. A written response received from the NAHC on March 7, 2024, stated that the results of the SLF search were positive.

PEDESTRIAN SURVEY

HELIX Archaeologist Michael Hoke conducted an intensive pedestrian survey of the project area on April 4, 2024. The survey involved the systematic investigation of the APE's ground surface by walking in parallel 5-meter (m) transects. During the survey, the ground surface was examined for artifacts (e.g., flaked stone tools, tool-making debris, stone milling tools, fire-affected rock, prehistoric ceramics), soil discoloration that might indicate the presence of a prehistoric cultural midden, soil depressions, and features indicative of the former presence of structures or buildings (e.g., standing exterior walls, postholes, foundations, wells) or historic debris (e.g., metal, glass, ceramics). Ground disturbances such as gopher holes, burrows, cut banks, and drainage banks were also visually inspected. The field survey identified four historic era structures whose original use has been discontinued. These structures include two concrete cisterns, one concrete drain with a rusted pipe, and a concrete tank cradle with an associated filling pipe. None of these features is operational and used for their original function, and no other artifacts were found in association with these concrete features. HELIX concluded that, based on the background research and field survey results, the concrete features identified during the pedestrian survey do not warrant any additional documentation or investigation.

ENVIRONMENTAL SETTING

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

The 2040 General Plan land use diagram designates a wide swath of land along the American River as Parks, which limits development and impacts on sensitive prehistoric resources. High sensitivity areas may be found in other areas related to the ancient flows of the rivers, with differing meanders than found today. Recent discoveries during infill construction in downtown Sacramento have shown that the downtown area is highly sensitive for both historic- and prehistoric-period archaeological resources. Native American burials and artifacts were found in 2005 during construction of the New City Hall and historic period archaeological resources are abundant downtown due to the evolving development of the area and, in part, to the raising of the surface street level in the 1860s and 1870s, which created basements out of the first floors of many buildings.

STANDARDS OF SIGNIFICANCE

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

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

- Cause a substantial change in the significance of an archaeological resource as defined in CEQA Guidelines Section 15064.5; or

- Directly or indirectly destroy or remove an archaeological resource.

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR evaluated the potential effects of development under the 2040 General Plan on prehistoric and historic resources. See Chapter 4.5.

General plan policies identified as reducing such effects call for identification of resources on project sites (Policy HCR-1.1, HCR-1.17), conditions for resource discovery (HCR-A-8), early consultation with owners and land developers to minimize effects (Policy HCR-1.6) and encouragement of adaptive reuse of historic resources (Policy HCR-1.12). Demolition of historic resources is deemed a last resort. (Policy HCR-1.10)

The Master EIR concluded that implementation of the 2040 General Plan would have a significant and unavoidable effect on historic resources and archaeological resources. (Impacts 4.5-1, 2, 3)

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

The records search conducted by HELIX on February 20, 2024 determined that one previously recorded cultural resources is located within 0.25-mile of the current APE, but outside of the APE itself. No other archaeological resources within the APE or in the project vicinity have been previously documented and listed within the CHRIS records system.

On March 4, 2024, HELIX requested that the NAHC conduct a search of their Sacred Lands File for the presence of Native American sacred sites or human remains in the vicinity of the proposed project site. A written response received from the NAHC on March 7, 2024, stated that the results of the Sacred Lands File search were positive.

The results of records searches conducted by HELIX and the negative findings of the pedestrian survey led HELIX to recommend that there would be no effect on currently known historical resources or historic properties, including archaeological and built-environment resources, as a result of project implementation. Based on the presence of the four historic-era structures identified during the archaeological survey, as well as the documented land use history of the project site, there is the potential for ground-disturbing construction to encounter subsurface archaeological features. Such features could contain materials that possess archaeological value due to their ability to answer questions important in history or prehistory, which would confer significance and qualify them as historical or unique archaeological resources under PRC Section 21084.1 and 21083.2, respectively. Should that be the case, their disturbance or destruction would constitute a significant impact under CCR Section 15064.5(b)(1) due to the material impairment of their ability to justify and convey their significance. Therefore, HELIX recommends that a focused archaeological monitoring review, Worker Awareness Training Program, and Accidental Discovery Protocols be implemented to address potential unanticipated discoveries of archaeological deposits and/or human remains during the project. Without mitigation, the impact is potentially significant. Implementation of CUL-1, Worker Awareness Training, CUL-2, Focused Archaeological Monitoring Review, and CUL-3,

Unanticipated Discovery Procedures would reduce the impact to less than significant. Therefore, the impact on historical and archaeological resources pursuant to PRC Section 15064.5 ***can be mitigated to less than significant*** for questions a) and b).

Question C

Surveys conducted for preparation of the Cultural Resources Assessment for the project (HELIX 2024) did not find indications of precontact cultural resources. However, the possibility exists that ground-disturbing activities during construction may inadvertently uncover previously unknown buried human remains or cultural resources. Although it is highly unlikely that there would be an impact to cultural resources from project development and no additional studies are recommended, there is always the possibility that ground-disturbing activities during construction may uncover previously unknown buried human remains or cultural resources. Therefore, implementation of Mitigation Measure CUL-2, Focused Archaeological Monitoring Review; and Mitigation Measure CUL-4, Accidental Discovery of Human Remains, would ensure that impacts related to the inadvertent discovery of human remains remain less than significant. Impacts ***can be mitigated to less than significant.***

MITIGATION MEASURES

CUL-1: Cultural Resources Sensitivity and Awareness Training Program

The City shall require the applicant/contractor to provide a cultural resources and tribal cultural resources sensitivity and awareness training program (Worker Environmental Awareness Program [WEAP]) for all personnel involved in project construction, including field consultants and construction workers. The WEAP will be developed in coordination with an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for Archeology. The WEAP shall be conducted before any project-related construction activities begin at the project site. The WEAP will include relevant information regarding sensitive cultural resources, including applicable regulations, protocols for avoidance, and consequences of violating State laws and regulations.

The WEAP will also describe appropriate avoidance and impact minimization measures for cultural resources that could be located at the project site and will outline what to do and who to contact if any potential cultural resources are encountered. The WEAP will emphasize the requirement for confidentiality and culturally appropriate treatment of any discovery of significance.

CUL-2: Focused Archaeological Monitoring Review

A focused archaeological monitoring review shall be conducted after initial grading has occurred within a 100-foot buffer around a polygon that encompasses all four of the historic-era archaeological features. The reviewing archaeologist shall review the exposed subsurface soils for any indication of hollow/fill features or any other such features or deposits that may constitute intact archaeological phenomena. The reviewing archaeologist shall meet the Secretary of the Interior's *Professional Qualifications Standards* for Archeology (36 CFR Part 61) and shall document their observations (if the review is negative) in a brief memorandum for the City's administrative records. If archaeological cultural resources are encountered during the focused monitoring review:

1. The on-site archaeologist is authorized to stop work in the vicinity of the find immediately.

2. The on-site archaeologist will notify the Resident Engineer and establish a 60-foot buffer area to prevent further impacts to the resource.

3. SHK Group, LLC will have a qualified archaeologist assess the findings.

Further ground disturbances in the immediate area of the find will remain stopped while the qualified archaeologist assesses the findings and coordinates recommendations for treatment of the discovery in consultation with the appropriate Native American tribal representatives, historical societies, and/or the City.

CUL-3: In the Event that Cultural Resources are Discovered During Construction, Implement Procedures to Evaluate Cultural Resources and Implement Avoidance and Minimization Measures to Avoid Significant Impact

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

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

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

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

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

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

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

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

CUL-4: Implement Procedures in the Event of the Inadvertent Discovery of Human Remains

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

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

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

FINDINGS

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

5. ENERGY

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

Energy

Structures built would be subject to Titles 20 and 24 of the California Code of Regulations, which reduce demand for electrical energy by implementing energy-efficient standards for residential and non-residential buildings. The 2040 General Plan includes goals and related policies to encourage energy-efficient technology by offering rebates and other incentives to commercial and residential developers, coordination with local utility providers and recruitment of businesses that research and promote energy conservation and efficiency.

The Master EIR discussed energy conservation and relevant general plan policies in Section 4.6 (page 4.6-1). The discussion concluded that with implementation of the general plan policies and energy regulation (e.g., Title 24) development allowed in the general plan would not result in the inefficient, wasteful or unnecessary consumption of energy.

The Master EIR concluded that implementation of state regulation, coordination with energy providers and implementation of general plan policies would reduce the potential impacts from construction of new energy production or transmission facilities to a less-than-significant level.

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

ENVIRONMENTAL SETTING

Please reference the Energy Chapter of the 2040 General Plan Master EIR for a description of energy regulations and existing energy sources in the City of Sacramento.

STANDARDS OF SIGNIFICANCE

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

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

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

Structures built would be subject to Titles 20 and 24 of the California Code of Regulations, which reduce demand for electrical energy by implementing energy-efficient standards for residential and non-residential buildings. The 2040 General Plan includes goals and related policies to encourage energy-efficient technology by offering rebates and other incentives to commercial and residential developers, coordination with local utility providers and recruitment of businesses that research and promote energy conservation and efficiency.

The Master EIR discussed energy conservation and relevant General Plan policies in section 4.3 (page 4.3-1). The discussion concluded that with implementation of the General Plan policies and energy regulation (e.g., Title 24) development allowed in the General Plan would not result in the inefficient, wasteful or unnecessary consumption of energy.

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

Sacramento Climate Action Plan

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

A proposed Climate Action and Adaptation Plan (CAAP) synthesizes other existing City sustainability plans and programs, including the previous CAP adopted in 2015. The proposed CAAP establishes new actions the City would take reduce GHG emissions within the City's municipal and community-built environment, transportation, waste, water, and wastewater sectors. The actions developed as part of the CAAP would be evaluated across multiple evaluation criteria, including equity, cost effectiveness, feasibility of implementation, and GHG emission reduction potential. A copy of the proposed 2040 CAAP is available online at: www.sac2040gpu.orgwww.sac2040gpu.org and was analyzed alongside the General Plan in the 2040 Master EIR.

ANSWERS TO CHECKLIST QUESTIONS

Question A

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

Construction

Construction of the project would require gasoline, diesel, and potentially other fuel sources to operate routine equipment for a short duration. Additionally, energy would be consumed by construction workers traveling to and from the project site. In accordance with the construction BMPs required by SMAQMD, the following practices would be implemented during project construction to reduce waste and energy consumption (SMAQMD 2021):

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

Operational

Operation of the project would include the routine use and transport of equipment typical of this land use, such as concrete, oils, gasoline, diesel fuel, lubricants, and solvents. Energy would be consumed by the workers of the facility, and those traveling to and from the facility for truck and trailer repair. Sourcing landscape irrigation water would also consume a small amount of energy. While vehicle trips associated with the project (primarily truck and employer trips) would be new to the roads in the immediate project vicinity, the project would not result in new truck trips or VMT in the state and the project is not anticipated to increase the use of transportation fuels in the state. Therefore, the project would not result in wasteful, inefficient, or unnecessary consumption of energy and the project would have ***no additional significant environmental effects*** beyond what has been previously identified in the Master EIR.

Question B

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

MITIGATION MEASURES

None required.

FINDINGS

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

6. GEOLOGY, SOILS, MINERAL RESOURCES, AND PALEONTOLOGY

Issues:		Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
Would the project:				
A)	Allow development that could result in substantial soil erosion?			X
B)	Introduce either geologic or seismic hazards by allowing the construction of the project on a site without protection against those hazards?			X
C)	Result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state?			X
D)	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or land use plan?			X
E)	Directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature?			X

ENVIRONMENTAL SETTING

Seismicity

As described in the MEIR, the City is not located within an Alquist-Priolo Earthquake Fault Zone, and there are no known faults within the area. Fault rupture within the City is highly unlikely and, consequently, people or structures within the City would not be exposed to fault rupture. However, the MEIR identifies the entire City as being subject to potential damage from earthquake ground shaking at a maximum intensity of VII on the Modified Mercalli scale. The closest potentially active faults to the project site include the Foothills Fault System, located approximately 23 miles from Sacramento; the Great Valley fault, located 26 miles from Sacramento; and the Hunting Creek-Berryessa Fault, located 38 miles from Sacramento. The Foothills Fault System is considered capable of generating an earthquake with a Richter-Scale magnitude of 6.8; the Great Valley Fault is capable of generating an earthquake with a magnitude of 6.9; the Concord-Green Valley Fault is capable of generating an earthquake with a magnitude of 6.9, and the Hunting Creek-Berryessa Fault could generate a 6.9 magnitude earthquake. A major earthquake on any of these faults could cause strong ground shaking in vicinity of the project site.

Topography and Soils

The project site consists of relatively flat terrain, with elevation ranging from 45 to 56-feet above mean sea level (amsl). Soils in the project site consist of Hicksville loam, 0 to 2 percent slopes, occasionally flooded and San Joaquin fine sandy loam, 0 to 3 percent slopes (HELIX 2024). The general characteristics and properties associated with these soils are described below:

- **Hicksville loam, 0 to 2 percent slopes, occasionally flooded:** This soil unit has a parent material of alluvium and is typical of terraces and hills. A general soil profile is loam (0-13 inches), clay loam (13-43 inches), and sandy clay loam (43-64 inches). This soil unit is moderately well-drained, has a medium runoff class, occasional flooding frequency, and no frequency of ponding. Minor components of this soil unit are considered hydric.

- **San Joaquin fine sandy loam, 0 to 3 percent slopes:** This soil unit has a parent material of alluvium derived from granite and is typical of terraces. A general soil profile is fine sandy loam (0-13 inches), sandy clay loam (13-30 inches), clay loam (30-35 inches), indurated (35-60 inches), and stratified sandy loam to loam (60-67 inches). This soil unit is moderately well drained, has a high runoff class, and no frequency of flooding or ponding.

Regional Geology

The project site is located within the Sacramento Valley portion of the Great Valley Geomorphic Province of California. The Great Valley is bordered to the north by the Cascade and Klamath Ranges, to the west by the Coast Ranges, to the east by the Sierra Nevada, and to the south by the Transverse Ranges. The valley was formed by tilting of the Sierra Block with the western side dropping to form the valley and eastern side uplifting to form the Sierra Nevada. The valley is characterized by a thick sequence of sediments derived from erosion of the adjacent Sierra Nevada to the east and the Coast Ranges to the west. These sedimentary rocks are mainly Cretaceous in age. These deposits typically consist of silt, sand and clay deposited by drainages similar to present-day stream and river systems.

Existing mineral extraction activities in and around Sacramento include fine (sand) and coarse (gravel) construction aggregates, synthetic graphite, as well as clay. With one exception, there are no permitted mining operations or oil production areas within the Planning Area. Paleontological resources include fossil remains, as well as fossil localities and rock or soil formations that have produced fossil material. The Quaternary sediments of the Great Valley are gravels laid down by large river systems. These deposits contain well-preserved vertebrate and plant fossils similar to the flora and fauna we see today.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact is considered significant if it would do aby of the following:

- Allow development that could result in substantial soil erosion;

- Introduce either geologic or seismic hazards by allowing the construction of the project on a site without protection against those hazards;

- Result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state;

- Result in the loss of availability of a locally imported mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan; or

- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

Chapter 4.7 of the Master EIR evaluated the potential effects related to seismic hazards, underlying soil characteristics, slope stability, erosion, existing mineral resources and paleontological resources in the City. Implementation of identified policies in the 2040 General Plan reduced all effects to a less-than-significant level. Policy ERC-7.2 requires regular review of the City's seismic and geologic safety standards, and Policy ERC-7.1 requires geotechnical investigations for project sites located in areas of expansive soils and high liquefaction risk to identify and respond to geologic hazards, when present.

ANSWERS TO CHECKLIST QUESTIONS

Questions A, B

Soil Hazards

The project site had previously been graded completely. The proposed project would cut approximately 6,990 cubic yards of soil and balance 4,020 cubic yards on-site, while exporting 2,970 cubic yards. The proposed project would have already complied with the City's standards set forth in the "Administrative and Technical Procedures Manual for Grading and Erosion and Sediment Control." The project would have already complied with the City's grading ordinance (Chapter 15.88 of Sacramento City Code) which specifies construction standards to minimize erosion and runoff. As discussed above, liquefiable soils are not anticipated to pose a risk to the proposed project. The proposed project is not located in a State-designated seismic hazard zone for liquefaction. Thus, the proposed project would not pose a hazard due to the presence of expansive soils and would not result in substantial soil erosion.

Geologic or Seismic Hazards

The project site is not located on or in the vicinity of an Alquist-Priolo Fault Zone; therefore, the potential for fault rupture on the proposed project site is considered low. However, ground shaking may occur periodically in Sacramento as a result of distant earthquakes. The project site is in the area of the City that is topographically flat. Seismically induced landslides or landslides induced by soil failure typically occur on slopes with gradients of 30 percent or higher (City of Sacramento 2015b). According to the BRA, the existing on-site soil range from 0 to 3 percent slopes (HELIX 2024a). Considering that the project site is topographically flat, the potential for seismically induced or soil failure landslides does not exist.

The State of California provides minimum standards for building design through the California Building Standards Code (CBSC) (Title 24 of the California Code of Regulations). The state earth protection law (California Health and Safety Code Section 191000 et seq.) requires that buildings be designed to resist stresses produced by lateral forces caused by earthquakes. Earthquake resistant design and materials are required to meet or exceed the current seismic engineering standards of the CBSC Seismic Risk Zone 3 improvements. The proposed project would be required to comply with CBSC requirements and the City's 2040 General Plan and MEIR, which require project applicants to prepare site-specific geotechnical evaluations and conformance with Title 24 of the California Code of Regulations.

Soil liquefaction is the loss of strength of low- to no-cohesion soils (usually sands) that occurs when pore water pressure exceeds the confining stress (weight) of the soils (CDC 2021a). Liquefaction normally occurs only under saturated conditions and in soils with a low relative density. Liquefaction can occur during earthquakes as vibrations induce soils to readjust to a more

compact state. Experience has shown that earthquake induced liquefaction normally occurs only within the upper 50 to 60-feet of the soil profile. According to the BRA, soils at the project site include 0 to 3 percent slopes. The proposed project site is not located within a State-Designated Seismic Hazard Zone for liquefaction (CDC 2024). Thus, the potential for the project site to experience geologic or seismic hazards related to liquefaction or fault rupture is low.

Conclusion

The proposed project is consistent with the City's 2040 General Plan and, as discussed in the Master EIR, the policies included in the City's 2040 General Plan as well as the requirements of the CBSC and the City's Code would ensure that development in compliance with the City's 2040 General Plan would not result in significant impacts related to geologic, seismic, or soil hazards. Therefore, implementation of the proposed project would have ***no additional significant environmental effects*** beyond what has been previously identified in the Master EIR.

Questions C and D

Based on the CDC Mineral Lands Classification Map (CDC 2024b), the project site is classified as Portland cement, concrete-grade aggregate and clay resources. Also, the site is not under an Important Mineral Resource Area. Therefore, the proposed project would have ***no additional project-specific environmental effects*** on the availability of known mineral resources for Questions C and D.

Question E

The proposed project site has been previously disced and graded, and the project area is not known to contain unique geologic features or be sensitive for paleontological resources. Paleontological resources or unique geologic features are not anticipated on site and there would be ***no additional project-specific impacts***.

MITIGATION MEASURES

None required.

FINDINGS

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

7. GREENHOUSE GAS EMISSIONS

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

An Air Quality and Greenhouse Gas Emissions Assessment was prepared by HELIX and is included as Appendix B to this report.

ENVIRONMENTAL SETTING

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

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

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

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

Greenhouse Gases

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

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

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

A proposed Climate Action and Adaptation Plan (CAAP) synthesizes other existing City sustainability plans and programs, including the previous CAP adopted in 2015. The proposed CAAP establishes new actions the City would take reduce GHG emissions within the City's municipal and community-built environment, transportation, waste, water, and wastewater sectors. The actions developed as part of the CAAP would be evaluated across multiple evaluation criteria, including equity, cost effectiveness, feasibility of implementation, and GHG emission reduction potential. A copy of the CAAP is available online at: www.sac2040gpu.orgwww.sac2040gpu.orgwww.sac2040gpu.org.

REGULATORY SETTING

Please see Chapter 4.8 of the Master EIR for a description of state and federal regulations related to GHG emissions in the City of Sacramento.

Local GHG Plans and Policies

Sacramento Area Council of Governments MTP/SCS: As required by the Sustainable Communities and Climate Protection Act of 2008 (SB 375), SACOG has developed the 2020 Metropolitan Transportation Plan and Sustainable Communities Strategy (MTP/SCS). This plan seeks to reduce GHG and other mobile source emissions through coordinated transportation and land use planning to reduce vehicle miles travels (VMT) (SACOG 2019).

City of Sacramento Climate Action and Adaptation Plan: The City adopted the Climate Action and Adaptation Plan (CAAP) on February 27, 2024. The CAAP sets new GHG emission target for the City and community and establishes strategies and actions to achieve the City's goal of carbon neutrality by 2045. the CAAP was developed to exceed the requirements of SB 32, which calls for

a reduction in statewide GHG emissions 40 percent below 1990 levels by 2030. The CAAP also demonstrates the City's plan for substantial progress towards consistency with the State's goals for GHG emission reductions, as enacted by AB 1279 and the CARB's 2022 Scoping Plan which sets a path to achieve carbon neutrality by 2045. The CAAP is a qualified GHG reduction plan per CEQA Guidelines § 15183.5(b) which allows streamlined GHG impact analysis for development project in the City (City 2024).

STANDARDS OF SIGNIFICANCE

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.

- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of GHGs.

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR found that greenhouse gas emissions that would be generated by development consistent with the 2040 General Plan would contribute to climate change on a cumulative basis. Policies of the General Plan identified in the Master EIR that would reduce construction related GHG emissions include: LUP-11.7, Building Materials, and LUP-11.8, Construction Processes. The 2040 General Plan incorporates the GHG reduction strategy of the 2016 Climate Action Plan (CAP). The discussion of greenhouse gas emissions and climate change in the 2040 General Plan Master EIR are incorporated by reference in this Initial Study. (CEQA Guidelines Section 15150).

The Master EIR identified numerous policies included in the 2040 General Plan that addressed greenhouse gas emissions and climate change. See Draft Master EIR, Chapter 4.8, and pages 4.8-1 et seq. The Master EIR is available for review online at https://www.cityofsacramento.gov/community-development/planning/environmental.

ANSWERS TO CHECKLIST QUESTIONS

Question A

The Master EIR analyzed this issue under impact 4.8-1 and concluded that projects developed under the 2040 General Plan would comply with all regulations adopted in furtherance of CARB's 2022 Scoping Plan to the extent applicable and required by law. Other relevant GHG emissions reduction targets for the 2040 General Plan include those established by SB 32 and AB 1279, which require GHG emissions be reduced to 40 percent below 1990 levels by 2030, and 85 percent below 1990 levels by 2045, respectively. The 2040 General Plan and CAAP measures will enable the City to meet the 2030 GHG emission requirements included in SB 32, even with a voluntary approach to New Building Electrification.

In addition, AB 1279 requires that the state achieve net zero GHG emissions by no later than 2045 and achieve and maintain net negative GHG emissions thereafter. However, since the specific path to compliance for the state in regard to the long-term goals will likely require development of technology or other changes that are not currently known or available, specific additional reduction measures in addition to the policies presented within the 2040 General Plan would be speculative and cannot be identified at this time. The 2040 General Plan would assist in meeting the city's contribution to GHG emission reduction targets in California. The Sacramento 2040 Project would not conflict with an applicable plan, policy, or regulation adopted for the

purpose of reducing GHG emissions, and implementation of the General Plan was deemed to have a less than significant impact for this issue.

As discussed above, the City's CAAP is a qualified plan for the reduction of greenhouse gases pursuant to CEQA Guidelines Section 15183.5. Development projects under the City's jurisdiction would have less than significant GHG emission impacts if the project would be consistent with applicable GHG reduction measures in the CAAP.

Project GHG emissions were quantified using CalEEMod 2022.1, as described above. The project's calculated construction period and operational GHG emission are disclosed for information purposes below**.** GHG emissions would be generated by the project during construction (vehicle engine exhaust from construction equipment, on-road hauling trucks, vendor trips, and worker commuting trips) and during long-term operation (vehicle engine exhaust; landscape equipment exhaust; electricity use; electricity resulting from water consumption and wastewater treatment; solid waste disposal; and refrigerant leaks). The project's temporary construction GHG emissions are shown in Table 4, *Construction GHG Emissions*, and the project's operational GHG emissions for the anticipated first full year of operation (2026) are shown in Table 5, *Operational GHG Emissions*.

Table 4
CONSTRUCTION GHG EMISSIONS

Year of Emissions	Emissions (MT CO_2e)
2024	121.0
2025	282.3

Source: CalEEMod (output data is provided in Attachment A)
GHG = greenhouse gas; MT = metric tons; CO_2e = carbon dioxide equivalent

Table 5
OPERATIONAL GHG EMISSIONS

Emission Sources	2026 Emissions (MT CO_2e)
Mobile	2,030.3
Area	0.1
Energy	42.0
Water and Wastewater	0.9
Solid Waste	5.1
Refrigerants	<0.1
Total[1]	**2,078.4**

Source: CalEEMod (output data is provided in Attachment A)
[1] Totals may not sum due to rounding.
GHG = greenhouse gas; MT = metric tons; CO_2e = carbon dioxide equivalent

At the time of this analysis, the City had not developed guidelines or a checklist for determining a project's consistency with the CAAP. For GHG reduction plans, a project would be consistent if population and employment growth resulting from the project would be accounted for the growth projections used to develop the plan, and if the project would be consistent with applicable plan GHG reduction measures. The project would not result in population growth in the city. The project site has General Plan Designation of Employment Mixed Use and the project's proposed truck

service, and truck and trailer parking would be compatible with the land use designation. Therefore, employment growth in the city as a result of project implementation would be accounted for in the City's 2040 General Plan and CAAP growth projections. Consistency with the CAAP's GHG reduction measures is discussed in Table 6, *City of Sacramento CAAP Consistency*.

Table 6
CITY OF SACRAMENTO CAAP CONSISTENCY

GHG Reduction Measure		Project Consistency
Built Environment		
E1	Support the Sacramento Municipal Utility District (SMUD) as it implements the 2030 Zero Carbon Plan.	**Not Applicable**. This measure is implemented by SMUD and by the City.
E2	Eliminate natural gas in new construction.	**Consistent**. The project would be all electric and would not utilize natural gas.
E-3	Transition natural gas in existing buildings to carbon-free electricity by 2045.	**Not Applicable**. The project does not include any existing buildings.
E-4	Increase the amount of electricity produced from local resources and work with SMUD to install additional local storage by 2030.	**Consistent**. This measure is primarily implemented by SMUD. The project would support this measure by installing photovoltaic electricity generation (solar panels) in accordance with the current Title 24 building energy efficiency regulations, section 140.10.
E-5	Support infill growth with the goal that 90 percent of growth is in the established and center/corridor communities and 90 percent small-lot and attached homes by 2040, consistent with the regional Sustainable Communities Strategy.	**Consistent**. The project would result in minimal employment growth and would not result in population growth in the city. The project would be considered infill and would develop a vacant lot within an existing commercial/industrial land use area. The City's Public Works Transportation Division has determined that the project's VMT would be less than the less than the threshold of 100 percent of regional VMT average for industrial uses, due to the project's location.
Mobility		
TR-1	Improve active transportation infrastructure to achieve 6 percent active transportation mode share by 2030 and 12 percent by 2045	**Consistent**. This measure is primarily implemented at the City level. The project would support this measure by widening Raley Boulevard along the project frontage and installing a bicycle lane and sidewalk.
TR-2	Support public transit improvements to achieve 11 percent public transit mode share by 2030 and maintain through 2045.	**Not Applicable**. This measure is implemented by the Sacramento Regional Transit District and the City

GHG Reduction Measure		Project Consistency
TR-3	Achieve zero-emission vehicle (ZEV) adoption rates of 28 percent for passenger vehicles and 22 percent for commercial vehicles by 2030 and 100 percent for all vehicles by 2045.	**Consistent**. This measure is primarily implemented at the State and City level. The project would support this measure by complying with all applicable City codes and CALGreen requirements for private development electric vehicle charging infrastructure.
Waste		
W-1	Work to reduce organic waste disposal 75 percent below 2014 levels by 2025	**Consistent**. This measure is primarily implemented at the State and City level. The project would support this measure by complying with all applicable City and State regulations to divert organic waste, including landscape maintenance vegetation waste.
Water and Wastewater		
WW-1	Reduce water utility emissions (in MT of CO2e per MG) by 100 percent by 2030 and maintain that through 2045.	**Consistent**. This measure is primarily implemented at the utility provider and City level. The project would support this measure by complying with all applicable City and CALGreen requirements for low-flow plumbing fixtures and water efficient landscaping.
WW-2	Reduce wastewater emissions by 22 percent by 2030 and 40 percent by 2045.	**Consistent**. This measure is primarily implemented by the Sacramento Regional Sanitation District. The project would support this measure by complying with City and CALGreen indoor water use efficiency requirements, and by installing bioretention basins on the project site to reduce stormwater runoff.
Carbon Sequestration		
CS-1	Increase urban tree canopy cover to 25 percent by 2030 and 35 percent by 2045.	**Consistent**. The project site does not contain any existing trees. The project's proposed landscaping includes 20 white ash, 14 eastern redbud, six holly oak, and approximately 100 Italian cypress trees.

Source: City 2024

The project would be consistent with all of the applicable CAAP GHG reduction measures. Therefore, the project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. The impact would be less than significant, no mitigation would be required, and the project would not result in a new or more severe impact than identified in the Master EIR. There would be ***no additional project-specific impact.***

Question B

There are numerous State plans, policies, and regulations adopted for the purpose of reducing GHG emissions. Statewide plans and regulations such as GHG emissions standards for vehicles, and regulations requiring an increasing fraction of electricity to be generated from renewable sources are being implemented at the Statewide level; as such, compliance at the project level is not addressed. Therefore, the project would not conflict with those plans and regulations.

As discussed in GHG Impact Issue 1, above, the project would be consistent with the City's CAAP, and the City's CAAP was developed with the same local growth projections used in development of CARB's 2022 Scoping Plan and SACOG's 2020 MTP/SCS. As discussed in CARB's 2022 Scoping Plan Appendix D, Local Actions, local jurisdictions should focus on three priority areas for regional plan or project-level GHG reduction: transportation electrification, VMT reduction, and building decarbonization (CARB 2022c).

The project would be required to comply with all applicable City codes and CALGreen requirements for private development electric vehicle charging infrastructure; the City's Public Works Transportation Division has determined that the project's VMT would be less than the less than the threshold of 100 percent of regional VMT average for industrial uses (City 2023b); and the project would be all electric and would not install any natural gas infrastructure or appliances. Therefore, the project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, including the City's CAAP, CARB's 2022 Scoping Plan, and the SACOG 202 MTP/SCS. The impact would be less than significant, no mitigation would be required, and the project would not result in a new or more severe impact than identified in the Master EIR. The proposed project would have ***no additional project-specific environmental effects.***

MITIGATION MEASURES

FINDINGS

The project would have no additional project-specific environmental effects relating to Greenhouse Gas Emissions.

8. HAZARDS AND PUBLIC SAFETY

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

ENVIRONMENTAL AND REGULATORY SETTING

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

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

SMAQMD Rule 902 and Commercial Structures

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

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

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

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

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

STANDARDS OF SIGNIFICANCE

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

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

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR evaluated effects of development on hazardous materials, emergency response and aircraft crash hazards. See Chapter 4.9. Implementation of the General Plan may result in the exposure of people to hazards and hazardous materials during construction activities, and exposure of people to hazards and hazardous materials during the life of the general plan. Impacts identified related to construction activities and operations were found to be less than significant. Policies included in the 2035 General Plan, including EJ-1.5 (Compatibility with Hazardous Materials Facilities), EJ-1.7 (Transportation Routes), and EJ-1.8 (Investigation of Sites for Contamination) were effective in reducing the identified impacts.

ANSWERS TO CHECKLIST QUESTIONS

Question A

The project appears to have been vacant, undeveloped land since at least 1998. No permanent structures are currently or have recently been part of the project site. According to records searches of the State Water Resources Control Board’s GeoTracker database, Department of Toxic Substances Control’s EnviroStor database, and United States Environmental Protection Agency’s Superfund National Priorities List, there are no reported hazardous materials present on the project site and the site is not documented as having contaminated soils (SWRCB 2024; DTSC 2024; USEPA 2024).

The project would construct a two-story repair facility and truck and trailer parking lot that would include paved areas, fencing, and landscaping on site. Construction activities associated with the proposed project would disturb the 5.96-acre site. Furthermore, construction and operation of the proposed project would involve the use of routine equipment typical of this land use, such as concrete and other potentially hazardous materials such as oils, gasoline, diesel fuel, lubricants, and solvents. The routine transport, use, and disposal of hazardous materials are subject to local, state, and federal regulations to minimize risk and exposure. Use of such materials would be required to comply will all applicable local, state, and federal standards associated with the handling and storage of hazardous material. Although the project would include disturbance of a significant portion of the project site, since no known contaminated soils are present on the site, construction would not have the potential to result in impacts related to the disturbance or upset of hazardous materials.

Based on the above, the construction activities associated with the proposed project would not result in the exposure of construction workers or other sensitive receptors to contaminated soils and ***no additional significant environmental effects*** beyond what was previously analyzed in the Master EIR would occur.

Question B

The Master EIR determined that buildout of the 2040 General Plan could necessitate demolition of existing structures which could potentially result in the exposure of construction workers or other sensitive receptors to hazardous substances such as asbestos or lead-based paints. The project site is currently vacant and has been vacant since at least 1998. Thus, demolition of existing structures would not be necessary during implementation of the proposed project. As discussed above, there are no known hazardous materials present on the site. Because the proposed project would not include demolition of an existing on-site structure and no hazardous materials are present on site, the potential to expose construction workers and nearby sensitive receptors to asbestos-containing materials is low. Therefore, the proposed project would result in ***no additional significant environmental effects*** beyond what was previously analyzed in the Master EIR.

Question C

Sacramento County groundwater maps indicate that groundwater in the area is most often at depths between 25 and 40-feet below the ground surface. The proposed project would not be expected to require any on-site dewatering activities. The proposed project would include construction activities in a 5.96-acre project area, including the paving of the project site, potential relocation or undergrounding of utilities, and development of a two-story mechanics shop building and truck and trailer parking lot. Groundwater would not be anticipated to be encountered during construction of the site, as the site was already graded and vacant. Thus, the proposed project would have a less than significant impact related to the potential to expose construction workers and pedestrians to contaminated groundwater and implementation of the proposed project would result in ***no additional significant environmental effects*** beyond what has been previously analyzed in the Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

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

9. HYDROLOGY, WATER QUALITY, AND FLOODING

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

ENVIRONMENTAL SETTING

The project site is located in a developed area of Sacramento, approximately 5.6 miles north of the American River. The site is currently vacant and graded, and development of the project would include the construction of retention measures/devices as required by the Department of Utilities prior to approval of improvement plans. As a result, stormwater runoff would be handled by existing City stormwater infrastructure as well as the proposed retention measures.

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

The Federal Emergency Management Agency (FEMA) publishes Flood Insurance Rate Maps (FIRM) that delineate flood hazard zones for communities. The project site is designated by FIRM Community Panel Number 06067C0066H as being located within an area designated as Zone AE, AE Floodway, and X (FEMA 2024). This zone is applied to areas of 1 percent annual chance flood. FEMA does not have building regulations for development in areas designated Zone X and would not require mandatory flood insurance for structures.

Section 13.08.145 of the Sacramento City Code (Mitigation of drainage impacts; design and procedures manual for water, sanitary sewer, storm drainage, and water quality facilities) requires that when a property would contribute drainage to the storm drain system or combined sewer

system, all stormwater and surface runoff drainage impacts resulting from the improvement or development must be fully mitigated to ensure that the improvement or development does not affect the function of the storm drain system or combined sewer system, and that an increase in flooding or in water surface elevation that adversely affects individuals, streets, structures, infrastructure, or property does not occur.

STANDARDS OF SIGNIFICANCE

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

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

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

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

Chapter 4.10 of the Master EIR evaluates the potential effects of the 2040 General Plan as they relate to surface water, groundwater, flooding, stormwater and water quality. Potential effects include water quality degradation due to construction activities (Impacts ERC-1.4, 5.2), and exposure of people to flood risks (Impacts ERC-6.6, 6.7, and 6.9). Policies included in the 2040 General Plan, including directives for regional cooperation, comprehensive flood management, and construction of adequate drainage facilities with new development were identified that the Master EIR concluded would reduce all impacts to a less-than-significant level.

ANSWERS TO CHECKLIST QUESTIONS

Question A

Construction

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

The City's SQIP contains a Construction Element that guides implementation of the NPDES Permit for Storm Water Discharges Associated with Construction Activity. This General Construction Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP should contain a site map(s) which shows the

construction site perimeter, existing and proposed buildings, lots, roadways, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns across the project. The SWPPP must list BMP the discharger will use to protect stormwater runoff and the placement of those BMP. Additionally, the SWPPP must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutant to be implemented if there is a failure of BMP; and a sediment monitoring plan if the site discharges directly to a water body listed on the Clean Water Act Section 303(d) list for sediment.

Section A of the Construction General Permit describes the elements that must be contained in a SWPPP. Compliance with City requirements to protect stormwater inlets would require the developer to implement BMPs such as the use of straw bales, sandbags, gravel traps, and filters; erosion control measures such as vegetation and physical stabilization; and sediment control measure such as fences, dams, barriers, berms, traps, and basins. City staff inspects and enforces the erosion, sediment, and pollution control requirements in accordance with Sacramento City Code 15.88 Grading, Erosion, and Sediment Control Ordinance.

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

Operations

The project would consist of a two-story mechanics shop building, truck and trailer parking area, all-vehicle parking area, and landscaping throughout the 6.42-acre site. The majority of the site would be covered by impervious surfaces. This would decrease storm water absorption, and increase storm water discharge and flows, with the potential to violate water quality standards associated with urban runoff (nonpoint source pollutants) to storm drains.

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

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

Development projects in the City of Sacramento shall comply with the City's stormwater quality standards. Stormwater quality measures, design, construction and maintenance shall be in accordance with the latest edition of the "*Stormwater Quality Design Manual for the Sacramento Region*" (SQDM), which can be downloaded at http://www.beriverfriendly.net/Newdevelopment/. There would be retention measures constructed on-site, and after construction, the project would be required to use source control, runoff reduction, and treatment control measures set forth in the Storm Water Quality Design Manual for the Sacramento Region, if required. These include storm water treatment measures, such as swales, filter strips, media filters and infiltration, and spill prevention and cleanup measures. Furthermore, the City's Land Grading and Erosion Control

Ordinance and Storm Water Management and Discharge Control Code include requirements for reducing storm water pollutants.

According to City Council Resolution #92-439, all groundwater discharges to the Combined or Separated Sewer and/or drainage systems are required to be regulated and monitored by City's Department of Utilities.

The proposed project would comply with the City's SQIP and Storm Water Quality Design Manual, and all other applicable regulations; therefore, it would result in a less-than-significant impact with regard to increase in sediments due to storm water runoff and water quality.

As part of the City of Sacramento Department of Utilities review, the following or similar conditions of approval will be applied to the proposed project prior to approval of improvement plans.

- Post construction (permanent), stormwater quality control measures shall be incorporated into the development to minimize the increase of urban runoff pollution caused by development of the area. The project is an area not served by an existing regional water quality control facility and/or the project has more than one-acre of new or modified impervious area; therefore, Low Impact Development (LID), Hydromodification Management Plan (HMP), certified full capture trash control devices, and on-site treatment control measures will be required. The on-site storm water treatment control measures required may affect site design and site configuration and should be considered during early planning stages.

- Development projects in the City of Sacramento shall comply with the City's stormwater quality standards. Stormwater quality measures, design, construction and maintenance shall be in accordance with the latest edition of the SQDM.

- If the project is proposing earthwork fill, then the applicant, prior to building permit application, shall contact the Federal Emergency Management Agency (FEMA) and satisfy their requirements. The applicant shall verify if FEMA is accepting Letters of Map Revision (LOMR) and/or Conditional Letters of Map Revision (CLOMR) forms. The applicant is responsible for submitting their LOMR/CLOMR to the City at the time of building permit application. Failure to submit the LOMR/CLOMR may delay building permit review.

- The project site is adjacent to the United State Army Corps of Engineers (USACE) Magpie Creek Channel Diversion Project. The owner must dedicate an easement, where width ranges between 22-feet and 35-feet, to USACE along the west side of the subject project for the proposed levee expansion project. In addition, the owner must provide an access easement for ingress and egress purposes between the subject parcel and the parcel to the south (APN: 215-0250-062-0000) that shall be to the satisfaction of the USACE.

- The Central Valley Flood Protection Board (CVFPB) requires permits for work adjacent to regulated streams under the State Plan of Flood Control Title 23, California Code Regulations (CCR). The proposed project should satisfy all CVFPB requirements.

- The owner/developer shall either: elevate the finished floor to at least 1-foot above the BFE, or floodproof up to 1-foot above the BFE. All finished floor elevations or floodproofing (only non-residential buildings may floodproof) shall be approved by the

DOU. Chapter 15.108.040 Contractual Assumption of the Risk of Flooding require that any new construction of and/or substantial improvement to any structure located in the "special flood hazard area" (as defined in Sacramento City Code) requires a Hold Harmless Agreement regarding risk of flooding on property.

- Prior to or concurrent with the submittal of the building permit application, the applicant shall prepare a project specific drainage study meeting the criteria specified in the current Onsite Design Manual and/or the Design and Procedures Manual, for review and approval by the DOU. Per the current DOU Onsite Design Manual, either a static or dynamic analysis for mitigating sizing and drainage system design may be used. Using the static analysis and per the DOU onsite project storage method, an estimated 7,000 cubic feet of detention must be provided per each additional acre of impervious area. The maximum discharge rate must be limited to an estimated 0.2 cfs/acre. The drainage study shall be consistent with the latest basin (enter basin number) drainage model for the project area. The applicant is advised to contact the City of Sacramento Utilities Department Development Review Section (916-808-7890) at the early planning stages to address any drainage related requirements. Failure to submit the drainage study may delay review and approval. A maintenance agreement may be required for detention and Low Impact Development (LID) features. A project specific study will be required whether detaining onsite or retaining onsite.

- If onsite detention is not feasible and the project will be retaining onsite, then the applicant shall prepare a project specific soil study prepared by licensed geotechnical engineer in the State of California. The study shall demonstrate there are no groundwater issues and the soil allows a maximum draw down time of 48 hours for the entire retained volume. In addition, the onsite retention measure shall be sized to hold 1.5 times the average yearly rainfall plus one foot of freeboard, which is approximately 600,000 cubic-feet of required storage volume. The aforementioned shall be shown in the studies and designed to the satisfaction of the DOU.

- There is an existing 15-inch City sewer main located near the southwest corner of the property. The applicant shall field verify the exact location of the City sewer main and provide evidence of an existing easement. If a sewer easement does not exist, the applicant shall dedicate one to the City to the satisfaction of the DOU.

- The property owner/developer shall construct an off-site public drainage main extension as determined by the DOU. The nearest City drainage main is approximately 100-feet north of the subject site, east of 5301 Raley Boulevard. The aforementioned is only required if onsite detention will be installed versus onsite retention. Note that onsite detention temporarily stores stormwater and restricts outflows to the public system while onsite retention stores stormwater with no outflow to the City drainage system, where stormwater percolates into the soil and/or evaporates.

- Post construction (permanent), stormwater quality control measures shall be incorporated into the development to minimize the increase of urban runoff pollution caused by development of the area. The project is an area not served by an existing regional water quality control facility and/or the project has more than one-acre of new or modified impervious area; therefore, Low Impact Development (LID), Hydromodification Management Plan (HMP), certified full capture trash control devices and on-site treatment control measures will be required.

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

Question B

A floodplain is an area that is inundated during a flood event and is often physically discernable as a broad, flat area created by historical floods. According to FEMA's Flood Insurance Rate Map, the project site is located within Zone AE, AE (Floodway), and X. Zone AE is a 100-year flood zone with a 1 percent annual risk of inundation. Zone X is an area of minimal flood hazard and characterized as an area with reduced risk due to levees. Areas within Zone AE are determined to be special flood hazard areas (SFHA), subject to flooding at a determined base flood elevation. A portion of the property is located within a regulatory floodway zone which follows Magpie Creek Diversion up the westerly line of the property, and is subject to higher flow during flood events. FEMA does not have building regulations for development in areas designated Zone X and would not require mandatory flood insurance for structures in Zone X, and the proposed project would be designed to meet federal and State regulations and minimize the risk of damage in the event of a flood.

The proposed project is located in a SFHA, designated as AE zone by the FEMA Flood Insurance Rate Maps (FIRMs), and in the Historic Magpie Creek "Local" Floodplain (not designated a special flood hazard area by FEMA), with a 1% annual chance of flooding up to the elevation of 52.08-feet NAVD88 Base Flood Elevation (BFE). The owner/developer shall either 1) elevate the finished floor to at least 1-foot above the BFE or 2) floodproof up to 1-foot above the BFE. All finished floor elevations or floodproofing (only non-residential buildings may floodproof) shall be approved by the Department of Utilities (DOU). Chapter 15.108.040 of the City Code, Contractual Assumption of the Risk of Flooding, requires that any new construction of and/or substantial improvement to any structure located in the "special flood hazard area" (as defined in Sacramento City Code) requires a Hold Harmless Agreement regarding risk of flooding on property. The proposed project would comply with these construction requirements, and would thus have a less than significant impact related to flooding.

The project site is not within 50 feet of a levee, and would not be subject to levee setback limitations. Additionally, the General Plan includes policies that ensures funding to meet a minimum level of 200-year regional flood protection is obtained as quickly as possible. Future developments require the City to maintain eligibility under the National Flood Insurance Program (NFIP) and cooperate with regional flood planning efforts and update the City's Floodplain Management Plan.

The proposed project would not place housing within a 100-year flood hazard area, and would not expose people or structures to risks associated with flooding. Therefore, conformance with City regulations and permit requirements would result in ***no additional significant environmental effects*** beyond the effects analyzed in the Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

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

10. NOISE AND VIBRATION

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
Would the project: A) Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the City of Sacramento General Plan or noise ordinance?		X	
B) Generate excessive ground-borne vibration or ground-borne noise levels?			X
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 use airport or private airstrip, expose people residing or working in the project area to excessive noise?			X

This section evaluates potential noise and vibration impacts resulting from implementation of the proposed project. This analysis is based on the Noise and Vibration Assessment (HELIX 2024e) prepared for the project, which is included as Appendix G to this Initial Study.

ENVIRONMENTAL SETTING

The project site is located approximately 1.3 miles north of Interstate-80 and is surrounded by light-industrial uses. Consequently, the outdoor ambient noise environment is characterized by dominant roadway traffic sound. The project site is not within an Airport Influence Area for the Sacramento Metropolitan Airport or Executive Airport.

Noise sources in the project vicinity are dominated by traffic noise from Raley Boulevard and from aircraft operating from Sacramento McClellan Airport approximately one mile east of the project site. Additional existing noise sources in the area include aircraft operating from the Rio Linda Airport approximately 0.9 mile to the northwest; a law enforcement outdoor firearms training range approximately 0.8 mile to the northeast; and truck noise from the existing industrial land uses northwest, north and northwest of the project site.

Noise-sensitive land uses (NSLU) are land uses that may be subject to stress and/or interference from excessive noise, including residences, hospitals, schools, hotels, resorts, libraries, sensitive wildlife habitat, or similar facilities where quiet is an important attribute of the environment. Noise receptors (receivers) are individual locations that may be affected by noise. The closest NSLU is a single-family residence approximately 870 feet west of the project site. Additional single-family residences are located approximately 1,160 and 1,260 feet southwest of the project site. The

closest school to the project site is the Main Avenue Elementary School approximately 2,890 feet (0.55 mile) south of the project site.

NOISE SURVEY

A site visit and noise survey was conducted on April 29, 2024, which included two short-term (15 minute) ambient noise measurements. Measurement M1 was conducted along the project's eastern property line, approximately 35 feet from the Raley Boulevard centerline. Measurement M2 was conducted near the center of the project site. The measured noise levels and notes are shown in Table 7, *Noise Measurement Results*. Traffic counts on Raley Boulevard were conducted during measurement M1: 140 cars/light duty trucks/vans; four medium trucks; and 13 heavy trucks. During the 15-minute measurement M1, trucks were approximately 11 percent of the total counted vehicles.

Table 7
NOISE MEASUREMENT RESULTS

M1	
Date	April 29, 2024
Time	10:20 a.m. – 10:35 a.m.
Location	Eastern edge of the project site, near Raley Boulevard
Noise Level	70.1 dBA L_{EQ}
Notes	Noise primarily from vehicular traffic on Raley Boulevard and aircraft operating out of Sacramento McClellan Airport to the east. Also, some noise from aircraft operating out of Rio Linda Airport to the northeast, and from a shooting range to the northwest. Traffic count: 140 cars/pickups; 4 medium trucks; 13 heavy trucks.
M2	
Date	April 29, 2024
Time	10:39 a.m. – 10:54 a.m.
Location	Near the center of the project site
Noise Level	68.9 dBA L_{EQ}
Notes	Noise primarily from vehicular traffic on Raley Boulevard and aircraft operating out of Sacramento McClellan Airport to the east. Also, some noise from trucks at the industrial businesses northwest, north, and northeast of the project site.

REGULATORY SETTING

City of Sacramento 2040 General Plan

The City's 2040 General Plan Environmental Resources and Constraints Element contains the following goals and policies related to noise and vibration that would be applicable to the project (City 2024).

Goal LUP-1: A compact urban footprint and sustainable development pattern with infrastructure that supports efficient delivery of public services while protecting surrounding open space lands.

> **Policy LUP 1.13**: Airport Land Use Compatibility. The City shall work with the Sacramento County Airport System (SCAS) and the Airport Land Use Commission (ALUC) to ensure that new development near the area's airports is compatible with airport operations, adopted ALUC policies, and applicable Airport Land Use Compatibility Plans.

Goal ERC-4: Collaborative action to address air pollution.

> **Policy ERC 4.3**: Project Design. The City shall promote the incorporation of new technologies, materials, and design and construction techniques in private development projects that minimize air pollution, noise, excess heat, and other forms of pollution and its impacts.

Goal ERC-10: A healthy sound environment conducive to living and working.

> **Policy ERC 10.1**: Exterior Noise Standards. The City shall require noise mitigation for all development where the projected exterior noise levels exceed those shown in Table 8, *Exterior Noise Compatibility Standards for Various Land Uses*, to the extent feasible.

Table 8
EXTERIOR NOISE COMPATIBILITY STANDARDS FOR VARIOUS LAND USES

Land Use Type	Highest Level of Noise Exposure that is Regarded as "Normally Acceptable" (dBA LDN or CNEL) [a]
Residential—Low-Density Single-Family, Duplex, Mobile Homes [b, c]	60
Residential—Multi-Family [d]	65
Urban Residential Infill h and Mixed-Use Projects [e, f, g]	70
Transient Lodging—Motels, Hotels	65
Schools, Libraries, Churches, Hospitals, Nursing Homes	70
Auditoriums, Concert Halls, Amphitheaters	Mitigation based on site-specific study
Sports Arena, Outdoor Spectator Sports	Mitigation based on site-specific study
Playgrounds, Neighborhood Parks	70
Golf Courses, Riding Stables, Water Recreation, Cemeteries	75
Office Buildings—Business, Commercial, and Professional	70
Industrial, Manufacturing, Utilities, Agriculture	75

Source: City of Sacramento 2040 General Plan Table ERC-1 (2024)
dBA = A-weighted decibels; LDN = Day Night sound level; CNEL = Community Noise Equivalent Level

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

[b] Applies to the primary open space area of a detached single-family home, duplex, or mobile home, which is typically the backyard or fenced side yard, as measured from the center of the primary open space area (not the property line). This standard does not apply to secondary open space areas, such as front yards, balconies, stoops, and porches.

[c] The exterior noise standard for the residential area west of McClellan Airport known as McClellan Heights/Parker Homes is 65 dBA.

[d] Applies to the primary open space areas of townhomes and multi-family apartments or condominiums (private year yards for townhomes; common courtyards, roof gardens, or gathering spaces for multi-family developments). These standards shall not apply to balconies or small attached patios in multistoried multi-family structures.

[e] Applies to the Central City and areas with a Residential Mixed-Use designation.

[f] All mixed-use projects located anywhere in the City of Sacramento.

[g] See notes b and d above for definition of primary open space areas for single-family and multi-family developments.

Policy ERC 10.2: Noise Source Control. The City should require noise impacts in new developments to be controlled at the noise source where feasible, as opposed to the receptor end, using techniques including but not limited to the following:

- Site design,
- Building orientation,
- Building design, and
- Hours of operation

Policy ERC 10.5: Interior Vibration Standards. The City shall require construction projects that are anticipated to generate significant vibration levels to use appropriate methods (i.e., type of equipment, low-impact tools, modifying operations, increasing setback distance, vibration monitoring) to ensure acceptable interior vibration levels at nearby residential and commercial uses based on the current City or Federal Transit Administration (FTA) criteria.

Policy ERC 10.7: Vibration. The City shall consider the potential for vibration-induced damage associated with construction activities, highways, and rail lines in close proximity to historic buildings and archaeological sites. Where there is potential for substantial vibration-induced damage, the City shall require preparation of a Pre-Construction Survey and Vibration Management and Monitoring Plan, prepared by a qualified historic preservation specialist or structural engineer to document existing conditions, present appropriate methods to avoid or reduce potential vibration damage, monitor for excessive vibration, and ensure any damage is documented and repaired.

Policy ERC 10.9: Construction Noise Controls. The City shall limit the potential noise impacts of construction activities on surrounding land uses through noise regulations in the City Code that address permitted days and hours of construction, types of work, construction equipment, and sound attenuation devices.

Policy ERC 10.11: Hazardous Noise Protection. The City shall discourage outdoor activities or uses in areas within the 70 dBA CNEL airport noise contour where people could be exposed to hazardous noise levels.

City of Sacramento CityCode

Chapter 8.68 of the CityCode contains the noise regulations which would be applicable to the project:

Section 8.68.060 – Exterior Noise Standards:

a) The noise standards that apply to all agricultural and residential properties are:

    1. From 7 a.m. to 10 p.m. the exterior noise standard shall be 55 dBA.

    2. From 10 p.m. to 7 a.m. the exterior noise standard shall be 50 dBA.

b) It is unlawful for any person at any location to create any noise which causes the noise levels when measured on agricultural or residential property to exceed for

the duration of time set forth following the specified exterior noise standards in any one hour by (shown in Table 9, *Exterior Noise Standards Allowable Increases*.

Table 9
EXTERIOR NOISE STANDARDS ALLOWABLE INCREASES

Cumulative Duration of the Intrusive Sound	Allowable Increase (dBA)
Cumulative period of 30 minutes per hour	0
Cumulative period of 15 minutes per hour	+5
Cumulative period of 5 minutes per hour	+10
Cumulative period of 1 minutes per hour	+15
Level not to be exceeded for any time per hour	+20

Source: City of Sacramento City Code Section 8.68.060(1)(B)
dBA = A-weighted decibels

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

d) If the ambient noise level exceeds that permitted by any of the first four noise categories specified in subsection B of this section, the allowable noise limit shall be increased in five dBA increments in each category to encompass the ambient noise level. If the ambient noise level exceeds the fifth noise level category, the maximum ambient noise level shall be the noise limit for that category.

Section 8.68.080 – Exemptions.

The following activities shall be exempted from the provisions of this chapter [only exclusions relevant to the project shown]:

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

Section 8.68.200 – Specific unlawful noises.

Notwithstanding any other provision of the chapter to the contrary, the following acts, among others, are declared to be loud, disturbing, and unnecessary noises in violation of this chapter, but such enumeration shall not be deemed to be exclusive, namely [only acts relevant to the project shown]:

- Pile Drivers, Hammers, Etc. The operation between the hours of ten p.m. and seven a.m. of any pile driver, steam shovel, pneumatic hammer, derrick, steam or electric hoist or other appliance, the use of which is attended by loud or unusual noise.

- Tools. The use or operation between the hours of ten p.m. and seven a.m. of any power saw, power planer, or other powered tool or appliance or saw or hammer, or other tool, so as to disturb the quiet, comfort, or repose of persons in any dwelling, hotel, motel, apartment, or other type of residence, or of any person in the vicinity.

STANDARDS OF SIGNIFICANCE

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

- Generate 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;

- Generate excessive groundborne vibration or noise levels;

- Expose people residing or working in the project are to excessive noise levels if the project is 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.

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR evaluated the potential for development under the 2040 General Plan to increase noise levels in the community. New noise sources include vehicular traffic, aircraft, railways, light rail and stationary sources. The general plan policies establish exterior (Policy ERC 10.1) interior (Policy ERC 10.3) noise standards. A variety of policies provide standards for the types of development envisioned in the general plan. See Policy ERC 10.1, which requires new mixed-use, commercial and industrial development to mitigate the effects of noise from operations on adjoining sensitive land uses. Notwithstanding application of the general plan policies, noise impacts for exterior noise levels and interior noise levels (Impact ERRC 10.3), and vibration impacts (Impact ERC 10.7) were found to be significant and unavoidable.

ANSWERS TO CHECKLIST QUESTIONS

Question A

Construction Noise

Construction noise impacts would be temporary and would cease completely at the completion of project construction. As described above, the closest existing NSLUs to the project site a single-family residence approximately 870 feet to the west. Heavy earthmoving equipment used during grading would have the potential to be used along the project's periphery, including dozers, backhoes, and graders. Modeling with the RCNM shows that the combined noise from a dozer, backhoe, and grader would result in 58.4 dBA L_{EQ} at a distance of 870 feet.

The modeling output for the anticipated construction equipment is included in Attachment C to this report. This level of noise would exceed the City noise ordinance daytime exterior noise standard of 55 dBA and daytime exterior noise standard of 50 dBA. The City Municipal Code Section 8.68.080 exempts construction noise from the noise ordinance standards if the activity occurs between the hours of 7:00 a.m. and 6:00 p.m. Monday through Saturday and between 9:00 a.m. and 6:00 p.m. on Sunday. Construction which occurs outside of these hours would result in a potentially significant

impact. Mitigation measure NOI-01 from the Master EIR would restrict construction hours and require best management practices for minimization of construction noise. Mitigation measure NOI-01 would reduce impacts from project temporary construction noise to less than significant.

Operational Noise

On-Site Noise

As described above, project operation noise sources would include the building HVAC system, the use of equipment and tools within the mechanics shop (assuming all truck bay door would be open), trucks circulating on the project site, trucks reversing into parking stalls (with backup alarms), and trucks idling for the maximum allowable five minutes. Receivers were placed at a height of five-feet on the property lines for the three closest residences to the project site and at five points on the property lines for the industrial uses northwest, north and northwest of the project site.

The calculated peak daytime and peak nighttime hour noise level results are compared to the City's noise standards measured at the receiving property boundary in Table 10, *Operational Hourly Noise*. The CadnaA modeling output tables are included as Appendix G.

Table 10
OPERATIONAL HOURLY NOISE

Receiver Number	Land Use	Project Noise Day/Night (dBA L_{EQ})	City Noise Limit Day/Night (dBA)[1]	*Exceed Standards?*
R1	Residential	46.9/40.1	55/50	*No*
R2	Residential	43.6/36.8	55/50	*No*
R3	Residential	43.5/36.8	55/50	*No*
I1	Industrial	57.4/51.3	None	*No*
I2	Industrial	62.5/56.3	None	*No*
I3	Industrial	63.0/56.3	None	*No*
I4	Industrial	60.3/53.6	None	*No*
I5	Industrial	56.5/50.0	None	*No*

Source: CadnaA
[1] Noise limit from City Municipal Code Section 8.68.060.
dBA = A-weighted decibel; L_{EQ} = time-averaged noise level

The project's on-site generated operational noise would not exceed the City's daytime or nighttime standards measured at the closest residential land uses. The City has not adopted a standard for the significance of project noise received by an industrial land use. Therefore, the L_{DN} resulting from the highest calculated project operational noise (at reviver I4) at the industrial use north was compared to the City's maximum normally acceptable noise level for industrial land uses. The L_{DN} calculation conservatively assumes the peak hour daytime noise (63.0 dBA) would occur every hour from 7:00 a.m. to 7:00 p.m. and the peak nighttime noise (56.3 dBA) would occur every hour from 7:00 p.m. to 7:00 a.m. The L_{DN} nighttime weighting of 10 dBA was applied to all hours from 10:0 p.m. to 7:00 a.m. The resulting noise level at receiver I4 would be 64.2 L_{DN}, below the City's 75 L_{DN} maximum normally acceptable noise level for industrial land uses. Therefore, impacts from project operational on-site generated noise would be less than significant.

Off-Site Traffic Noise

The project would generate vehicular traffic along nearby roadways. As described above, the TNM was used to calculate the peak p.m. hour noise for Existing and Existing Plus Project scenarios for three segments of Raley Boulevard near the project site. The results of the off-site traffic noise modeling are shown in Table 11, *Off-Site Traffic Noise Levels*.

Table 11
EXISTING OFF-SITE TRAFFIC NOISE LEVELS

Roadway Segment	Distance to Nearest NLSU (ft)	Existing (dBA L_{EQ})	Existing + Project (dBA L_{EQ})	Project-Generated Increase (dBA L_{EQ})
Grace Avenue to Main Street	50	72.5	73.0	0.5
Santa Ana Avenue to Vinci Avenue	100[1]	68.3	68.9	0.6
Vinci Avenue to Ascot Avenue	50	71.4	72.0	0.6

Source: TNM

[1] No NSLU along this road segment, distance to the closest industrial building shown.

As shown in Table 11, the maximum increase in ambient traffic noise along Raley Boulevard because of project-generated car and truck trips would be 0.6 dBA. This increase would not exceed the standard of a maximum allowable 1.5 dBA increase in traffic noise where the exiting noise level exceeds 65 dBA. Therefore, impacts from project operational traffic noise would be less than significant.

Project operations on-site generated noise and the project's contribution to traffic noise would not exceed the City standards. Project construction noise would be potentially significant if noise generating construction activities would occur outside the hours of 7:00 a.m. to 6:00 p.m. Monday through Saturday and 9:00 a.m. to 6:00 p.m. on Sunday. Mitigation measure NOI-1 from the Master EIR would reduce the impact of project construction noise to less than significant. Therefore, the project would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the City of Sacramento General Plan or noise ordinance. The impact would be less than significant with mitigation incorporated, and the project would not result in a new or more severe impact than identified in the Master EIR. The project would not result in a substantial increase in ambient noise levels in excess of standards established by the City and ***effects can be mitigated to less than significant.***

Questions B

The Master EIR analyzed whether implementation of the 2040 General Plan would result in excessive construction ground-borne vibration in Impact 4.11-3. The Master EIR concluded that implementation of the 2040 General Plan policies and effective review of new projects eliminates or reduces the potential exposure to excessive ground-borne noise and vibration levels. Therefore, impacts would be less than significant, and no mitigation would be required.

Construction activities known to generate excessive ground-borne vibration, such as pile driving, would not be conducted by the project. A possible source of vibration during general project

construction activities would be a vibratory roller used for gravel or pavement compaction. A vibratory roller could be used up to 115 feet from the closest off-site structure (an industrial building north of the project site). A large vibratory roller can create approximately 0.210 inch per second PPV at 25 feet (FTA 2018). At a distance of 115 feet, a large vibratory roller would create a PPV of 0.021 inches per second,[a] and would not exceed the FTA vibration damage criteria of 0.5 inches per second PPV for a reinforced-concrete, steel or timber building. Therefore, the project would not generate excessive ground-borne vibration or ground-borne noise levels. The impact would be less than significant, no mitigation would be required, and the project would not result in a new or more severe impact than identified in the Master EIR. There would be ***no additional project-specific impact.***

Question C

The closest airports to the project site are the Rio Linda Airport approximately 0.9 mile to the northwest and the Sacramento McCellan approximately 1.0 mile to the east. The project site is not within any of the mapped airport noise contours, including the 65 CNEL contour for the Rio Linda Airport and the 60 CNEL contour for the Sacramento McCellan Airport (Sacramento Area Council of Governments [SACOG] 2021). Therefore, although aircraft may be audible in the airspace around the project site, persons working in the project area would not be exposed to excessive noise levels from aircraft or airports. The impact would be less than significant, no mitigation would be required, and the project would not result in a new or more severe impact than identified in the Master EIR. There would be ***no additional project-specific impact.***

MITIGATION MEASURES

NOI-1: **Construction Noise.** The following measure shall be implemented by all construction contractors to reduce the effects of noise levels generated from construction activities.

- Construction hours shall be limited to 7:00 a.m. to 6:00 p.m. Monday through Saturday and between 9:00 a.m. and 6:00 p.m. on Sunday. Construction outside of these hours may be approved through a development permit based on a site-specific "construction noise mitigation plan" and a finding by the Director of Community Development or their designee that the construction noise mitigation plan is adequate to prevent excessive noise disturbance of affected residential uses. Because it is anticipated that certain construction activities (such as continuous pours of concrete foundations) may require work outside normally permitted construction hours (e.g., overnight), the project's Development Permit would allow for such construction activities, subject to conditions of approval, including performance standards, imposed by the City to limit noise impacts.

- Construction equipment and vehicles shall be fitted with efficient, properly operating noise suppression devices (e.g., mufflers, silencers, wraps) that meet or exceed manufacture specifications. Mufflers and noise suppressors shall be properly maintained and tuned to ensure proper fit, function and minimization of noise.

- Impact tools and equipment that is particularly loud (e.g., concrete saws) shall have the working area/impact area shrouded or shielded, with intake and

[a] Equipment PPV = Reference PPV * $(25/D)^n$(in/sec), where Reference PPV is PPV at 25 feet, D is distance from equipment to the receptor in feet, and n= 1.5 (FTA 2018)

exhaust ports on power equipment muffled or suppressed. The use of temporary or portable, application-specific noise shields or barriers, or temporary construction barriers adjacent to or at the boundary of the construction area may be necessary to reduce associated noise levels.

- Construction equipment shall not be idled for extended periods (e.g., 5 minutes or longer) of time in the immediate vicinity of noise-sensitive receptors. Stationary noise-generating equipment such as air compressors or portable power generators shall be located as far as possible from sensitive receptors. Temporary noise barriers shall be constructed, if needed, to screen stationary noise-generating equipment when located near adjoining noise-sensitive land uses.

- For major construction projects: a designated on-site disturbance coordinator shall be designated by the general contractor and shall post contact information in a conspicuous location near the entrance(s) of the construction site, so it is clearly visible to passers-by and nearby receptors. The coordinator shall document and manage complaints resulting from the construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., inoperative muffler) and shall require that reasonable measures be implemented to correct the problem. Reoccurring disturbances shall be evaluated by a qualified acoustical consultant retained by the project applicant to ensure compliance with applicable standards.

FINDINGS

The project impacts can be mitigated to be less than significant.

11. PUBLIC SERVICES

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
Would the project result in the need for new or altered services related to fire protection, police protection, school facilities, or other governmental services beyond what was anticipated in the 2040 General Plan?			X

ENVIRONMENTAL SETTING

The project site is located in the northern portion of the City of Sacramento, approximately 6.83 miles northeast of the downtown core of the City, and is served with fire protection, police protection, and parks by the City of Sacramento.

Fire

The Sacramento Fire Department (SFD) provides fire protection services to the entire city and some small areas just outside the City boundaries. SFD provides fire protection and emergency medical services to the project site. First-response service is provided by Station 17, located at 1311 Bell Avenue, a 1.6-mile drive southwest of the project site.

Police

Policy protection services are provided by the Sacramento Police Department (SPD) for areas within the City. The SPD provides law enforcement protection to the proposed project site from the SPD located at 3550 Marysville Boulevard, approximately 2-miles south of the project site.

Schools and Libraries

The project site is located within the Sacramento City Unified School District and is 0.6-miles northeast of Main Avenue Elementary School, 1400 Main Avenue. The project site is located in an area served by urban levels of library services.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact would be considered significant if the project resulted in the need for new or altered services related to fire protection, police protection, school facilities, or other governmental services beyond what was anticipated in the 2040 General Plan.

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR evaluated the potential effects of the 2040 General Plan on various public services. These include police, fire protection, schools, libraries and emergency services (Chapter 4.12).

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

General plan policies that call for the City to consider impacts of new development on schools (see, for example, Policy YPRO-2.3 setting forth locational criteria, and Policy YPRO-2.2 that encourages joint-use development of facilities) reduce impacts on schools to a less-than-significant level. Impacts on library facilities were considered less than significant (Policy YPRO-2.4, library services).

ANSWERS TO CHECKLIST QUESTIONS

Question A

According to the Master EIR, implementation of the 2040 General Plan public service policies by individual projects would ensure that adequate public services are available in the City of Sacramento as development and population increase. The proposed project would be consistent with the type and intensity of development anticipated for the site in the 2040 General Plan. Therefore, based on the analysis in the Master EIR, the proposed project would not impact public services, nor would the proposed project require the development of facilities beyond what is anticipated in the 2040 General Plan.

The SPD provides law enforcement protection to the project site from the station located at 3550 Marysville Road. According to the Master EIR, the SPD currently has adequate staffing and response times to serve the proposed project during construction activities and operation. Surrounding residential, commercial, and industrial development is currently served by the SPD and the proposed project would include generally similar uses. Thus, the project would not substantially increase the need for police services beyond what has been previously anticipated in the 2040 General Plan and analyzed in the Master EIR.

The project site is served by the SFD from Station 17, located at 1311 Bell Avenue, a 1.6-mile drive southwest of the project site. According to the Master EIR, the SFD currently has staffing and response times to adequately serve the proposed project site. The proposed project would include the addition of a two-story mechanics shop building, truck and trailer parking area, and landscaping throughout. The project would not include the development of residential units that would increase population in the service area of the SFD. Additionally, the project applicant would be required to pay development fees for fire protection service for City of Sacramento fire services. Based on the type of development that would occur as part of the project, new fire stations would not be required to be developed nor would existing fire stations need to be expanded.

Considering the information above, the proposed project would not generate new residents in an area that would require law enforcement and fire service facilities to be expanded or new facilities to be built beyond what is described in the Master EIR. The proposed project would not directly generate new students in the area; therefore, existing educational facilities would not need to be expanded nor would new facilities need to be developed. The proposed project would not generate residents that would increase the use of the Sacramento Public Library system. Therefore, existing library facilities would not need to be expanded nor would new facilities need to be built to accommodate implementation of the proposed project. Thus, increased demand on public services resulting from implementation of the proposed project would be consistent with what was planned for in the 2040 General Plan and analyzed in the Master EIR. The proposed project would result in ***no additional significant environmental effects*** beyond the effects analyzed in the Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

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

12. RECREATION

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
Would the project: A) Cause or accelerate substantial physical deterioration of existing area parks or recreational facilities?			X
B) Create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2040 General Plan?			X

ENVIRONMENTAL SETTING

The Department of Youth, Parks, and Community Enrichment (YPCE) maintains and manages 235 parks providing 4,329.2 acres of recreation space and greenspace within the City of Sacramento. The YPCE Department classifies parks according to five distinct types: 1) neighborhood parks; 2) community parks; 3) regional parks, 4) parkways; and 5) open space parks. Neighborhood parks typically range from 1 to 8-acres in size and are intended to be used primarily by neighbors within walking or biking distance. Community parks are generally 10 to 40-acres and serve a portion of the City or several neighborhoods within driving distance. Regional parks are large parks that protect unique natural or cultural features, include additional improvements not usually found in local neighborhood and community parks, and/or provide major recreation facilities that attract visitors from across the entire City and beyond. Parkways are linear parks designed primarily for trail use and secondarily for passive recreation, open space, wildlife habitat, and food control. YPCE manages several open space areas to provide river access, ensure access to other natural features, or protect habitat, conserve natural resources, and promote urban greening and ecological functions.

STANDARDS OF SIGNIFICANCE

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

- cause or accelerate substantial physical deterioration of existing area parks or recreational facilities; or

- create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2040 General Plan.

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

Chapter 4.12 of the Master EIR considered the effects of the 2040 General Plan on the City's existing parkland, urban forest, recreational facilities and recreational services. The general plan identified a goal of providing an integrated park and recreation system in the City (Goal YPRO-1).

New residential development will be required to dedicate land, pay in-lieu fees or otherwise contribute a fair share to the acquisition and development of parks and recreation facilities (Policy YPRO-1.4). Impacts were considered less than significant after application of the applicable policies.

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

The Master EIR analyzed potential impacts to parks and recreational facilities with implementation of future projects, including the proposed project. Policies were included in the 2040 General Plan to ensure that future residential and non-residential development would not impact existing parks and recreational facilities and to ensure that adequate park and recreational facilities are provided to the residents of Sacramento. The Master EIR concluded that, with implementation of the policies in the 2040 General Plan, future development would not have a significant impact on park and recreational facilities. The proposed project is consistent with the land use designations of the 2040 General Plan, and, as a result, increased demand on parks and recreational facilities from development of the project were generally anticipated in the Master EIR. Therefore, the proposed project would not accelerate substantial deterioration of existing parks and recreational facilities, nor would the proposed project require the construction or expansion of recreational facilities beyond what was anticipated in the 2040 General Plan.

The proposed project consists of construction and operation of a two-story mechanics shop building and truck parking area that would be used to store and fix vehicles. The project would not include the development of residential units and would, therefore, not generate an increase in residents that would use parks and recreational facilities in the City. The project includes 57,015-sf of landscaping around and within the project site. Landscaping includes ornamental and native trees, shrubs, and ground cover plants. In addition, the project would not cause or accelerate substantial physical deterioration of existing area parks or recreational facilities or create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2040 General Plan.

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

MITIGATION MEASURES

None required.

FINDINGS

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

13. TRANSPORTATION AND CIRCULATION

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
Would the project: A) Result in a less than 16.8% reduction of passenger vehicle VMT per capita compared to the Citywide baseline?			X
B) Adversely affect existing and planned public transit facilities or services, or fail to adequately provide access to transit?			X
C) Adversely affect existing and planned bicycle facilities or fail to adequately provide access by bicycle?			X
D) Adversely affect existing pedestrian facilities or fail to adequately provide access by pedestrians?			X

ENVIRONMENTAL SETTING

The project site is located immediately west of Raley Boulevard in the City of Sacramento, with one ingress/egress point located on the western side of Raley Boulevard. The nearest bus stop is approximately 1.6 miles southwest of the project site along Rio Linda Boulevard serviced by Sacramento Regional Transit (SacRT). There would only be one ingress/egress point that would be a maximum of 45-feet in width. The development would include a truck and trailer parking area and all vehicle parking area. The truck and trailer parking area would include 150 parking stalls, each with dimensions of 11 feet by 75 feet. All turning radii for fire access would be 35 feet inside and 55 feet outside. The parking spaces would be placed along the north, south, west, and east sides of the project site as well as in the central portion on either side of the mechanics shop building. All truck parking spaces would be placed so the opening is situated at least 50 ft from another truck parking space to allow for rotation and circulation, and there would be no truck parking stalls within 75 feet of the back of the sidewalk.

The truck and trailer parking area would be surrounded by an 8-ft wrought iron fence. An ADA accessible pedestrian walkway would span from the east side of the mechanics shop building to the proposed sidewalk leading into the project side. An 8-ft-tall wrought iron sliding gate would allow for entrance and exit to the truck and trailer parking and repair facility on the northeast side. The all-vehicle parking in the project site would include nine spaces, with two being ADA compliant. The truck parking stalls would be constructed of asphalt concrete; a concrete sidewalk would be located adjacent to the main vehicle access driveway. This sidewalk would wrap around the two-story repair facility, with access to all public entrances of the facility. The project site would be paved to allow for on-site facilities and vehicles, with a concrete apron leading from the ingress/egress point and wrapping around the mechanics shop building and truck and trailer parking stalls.

A concrete sidewalk would be located adjacent to the main vehicle access driveway. This sidewalk would wrap around the two-story repair facility, with access to all public entrances of the

facility. The project site would be paved to allow for on-site facilities and vehicles, with a concrete apron leading from the ingress/egress point and wrapping around the mechanics shop building and truck and trailer parking stalls. The right-of-way on the western side of Raley Boulevard would be widened by approximately 20 feet to include a 6-foot wide bike lane, a 7.83-foot wide landscaping area, and a 6-foot wide sidewalk.

REGULATORY FRAMEWORK

Vehicle Miles Traveled Thresholds

Based on current practice of the City of Sacramento, transportation impacts are considered significant if the proposed project would result in a vehicle miles traveled (VMT) per capita or office VMT per employee above 85 percent of the regional average, consistent with technical guidance published by the Governor's Office of Planning and Research (OPR). The OPR guidance does not specify a particular significance threshold for industrial employment and recommends that local jurisdictions determine this threshold based on local conditions. Some jurisdictions in the Sacramento region (including Sacramento County (adopted) and the City of Rancho Cordova (draft guidelines)) have determined that the significance threshold for industrial employment is 100 percent of regional average. The draft City of Sacramento Transportation Impact Analysis Guidelines do not specify a significance threshold for industrial land uses. For consistency purposes, this screening applies the significance threshold of 100 percent of regional average for industrial uses.

VMT Screening Criteria

Based on current practice of the City of Sacramento, several "screening thresholds" are used to quickly determine whether a project may be presumed to have a less-than-significant VMT impact without conducting a detailed projected generated VMT analysis. For residential and office projects, screening criteria include:

- Small Projects – Absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact.

- Map-Based Screening – Maps created with VMT data can illustrate areas that are currently below threshold VMT. Output from the SACOG regional travel demand model may be generalized to simplify project VMT estimates as well as producing screening maps. Because new development in such locations would likely result in a similar level of VMT, such maps can be used to screen out residential and office projects from needing to prepare a detailed VMT analysis.

- Near Transit Stations – Presumption that certain projects proposed within ½ mile of an existing major transit stop or an existing stop along a high-quality transit corridor will have a less-than-significant impact on VMT. Additionally, the project would need to have a floor area ratio of at least 0.75, without excessive parking, is consistent with the adopted regional SCS, and does not result in a reduction of citywide affordable housing.

- Affordable Residential Development – Adding affordable housing to infill locations generally improves jobs-housing match, in turn shortening commutes and reducing VMT.

VMT Screening Evaluation

The City's Transportation Division evaluated the proposed project against the following screening criteria to determine if it could be presumed to have a less-than-significant VMT impact:

- Map-Based Screening - The proposed project's VMT was determined using the Work VMT SACOG maps derived from the traffic analysis zone results from SACOG's travel demand model, known as SACSIM. These maps use hexagonal shaped geographic areas (HEX). Work VMT per job per HEX is calculated by tallying all work VMTs, including work VMT made by both internal and external workers traveling to the Hex to work, and divided by the total jobs in the HEX. The proposed project falls within a HEX calculated to produce between 85 to 100 percent of the Regional Average which is less than the average VMT per employee for the region to be less than the 100 percent significance threshold of regional average for industrial use.

Because of the project meeting screening criteria using the Map-Based screening, a VMT analysis for the proposed project is not required. The technical memorandum prepared by the Transportation Division (City 2023) is included as Appendix F.

STANDARDS OF SIGNIFICANCE

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

- Result in a less than 16.8 percent reduction of passenger vehicle VMT per capita compared to the Citywide baseline;

- Adversely affect existing and planned public transit facilities or services, or fail to adequately provide access to transit;

- Adversely affect existing and planned bicycle facilities or fail to adequately provide access by bicycle; or

- Adversely affect existing pedestrian facilities or fail to adequately provide access by pedestrians.

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

Transportation was discussed in the Master EIR in Chapter 4.14. Various modes of travel were included in the analysis, including vehicular, transit, bicycle, pedestrian and aviation components. Provisions of the 2040 General Plan that provide substantial guidance include Goal M-4, calling for a transportation system that is effectively planned, managed, operated and maintained, promotion of multimodal choices (Policy M 1.11), and development that encourages walking and biking (Policy M 2.17).

While the general plan includes numerous policies that direct the development of the City's transportation system, the Master EIR concluded that the policies included in the general plan would ensure development would result in less than significant effects to transportation, and no mitigation measures were suggested.

ANSWERS TO CHECKLIST QUESTIONS

Question A

As seen in the map included in Appendix F, the proposed project is located in an area currently below threshold VMT, and falls within an area calculated to produce between 85 to 100 percent of the regional average. The draft City of Sacramento Transportation Impact Analysis Guidelines do not specify a significance threshold for industrial land uses. For consistency purposes, this screening applies the significance threshold of 100 percent of regional average for industrial uses. The proposed project meets screening criteria and would not result in a less than 16.8 percent reduction of passenger VMT per capita compared to the citywide baseline. A VMT analysis is not required for this project, and there would be ***no additional project-specific impacts***.

Questions B, C, D

Direct access to the proposed park would be from the west side of Raley Boulevard. There would only be one ingress/egress point that would be a maximum of 45-feet in width. The development would include a truck and trailer parking area and all vehicle parking area. The truck and trailer parking area would include 150 parking stalls, each with dimensions of 11 feet by 75 feet. All turning radii for fire access would be 35 feet inside and 55 feet outside. The parking spaces would be placed along the north, south, west, and east sides of the project site as well as in the central portion on either side of the mechanics shop building. All truck parking spaces would be placed so the opening is situated at least 50 ft from another truck parking space to allow for rotation and circulation, and there would be no truck parking stalls within 75 feet of the back of the sidewalk. The truck and trailer parking area would be surrounded by an 8-ft wrought iron fence. An Americans with Disabilities Act (ADA) accessible pedestrian walkway would span from the east side of the mechanics shop building to the proposed sidewalk leading into the project side. An 8-ft-tall wrought iron sliding gate would allow for entrance and exit to the truck and trailer parking and repair facility on the northeast side. The all-vehicle parking in the project site would include 9 spaces, with two being ADA compliant. The truck parking stalls would be constructed of asphalt concrete; a concrete sidewalk would be located adjacent to the main vehicle access driveway. This sidewalk would wrap around the two-story repair facility, with access to all public entrances of the facility. The project site would be paved to allow for on-site facilities and vehicles, with a concrete apron leading from the ingress/egress point and wrapping around the mechanics shop building and truck and trailer parking stalls.

A concrete sidewalk would be located adjacent to the main vehicle access driveway. This sidewalk would wrap around the two-story repair facility, with access to all public entrances of the facility. The project site would be paved to allow for on-site facilities and vehicles, with a concrete apron leading from the ingress/egress point and wrapping around the mechanics shop building and truck and trailer parking stalls.

Construction and operation of the park would be away from main travel paths for emergency responses and evacuation. Additionally, as noted above, the access driveways would be wide enough to adequately accommodate emergency vehicles in need of accessing the project site.

The closest public transit stop to the project site is the Rio Linda and Pinedale bus stop located approximately 1.6 miles southwest of the proposed project. The project would not adversely affect any planned public transport facilities.

The proposed project is a commercial development that is located in an area that is not particularly conducive to bicycle or pedestrian modes of transit due to high traffic volumes roadways and

traffic speeds, proximity to I-80, and being surrounded by other light-industrial uses. The project proposes to construct a bike rack along the northern side of the proposed mechanics shop building, and would comply with Green Building Code 5.106.4.1. The right-of-way on the western side of Raley Boulevard would be widened by approximately 20 feet to include a 6-foot wide bike lane, a 7.83-foot wide landscaping area, and a 6-foot wide sidewalk. These project components would improve pedestrian and bicycle access, and the project does not propose any uses or construction that would potentially conflict with an existing City program plan, ordinance or policy that addresses circulation system, including access to transit, bicycle, and pedestrian facilities. The project impact would be less than significant and there would be ***no additional project-specific impacts.***

FINDINGS

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

14. TRIBAL CULTURAL RESOURCES

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

ENVIRONMENTAL SETTING

Please reference the Cultural Resources Chapter of the 2040 General Plan Master EIR for the Ethnohistory of the historic indigenous groups that occupied the region. This section focuses on the contemporary tribal communities and tribal cultural resources as they pertain to AB 52. This section analyzes and evaluates the potential impacts of the project on tribal cultural resources (TCRs), both identified and undiscovered. TCRs, as defined by Assembly Bill (AB) 52, Statutes of 2014, in PRC Section 21074, are sites, features, places, cultural landscapes, sacred places and objects, with cultural value to a Tribe. A tribal cultural landscape is defined as a geographic area (including both cultural and natural resources and the wildlife therein), associated with a historic event, activity, or person or exhibiting other cultural or aesthetic values. The unanticipated

find of Native American human remains would also be considered a TCR, and are therefore analyzed in this section. The proposed project area is situated within the lands traditionally occupied by the Valley Nisenan, or Southern Maidu. Many descendants of Valley Nisenan throughout the larger Sacramento region belong to the United Auburn Indian Community, Shingle Springs, Ione Band, Colfax-Todds Valley, and Wilton Rancheria Tribes. The Tribes actively participate in the identification, evaluation, preservation, and restoration of TCRs.

Data Sources/Methodology

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

Native American Consultation

On September 25, 2023, formal invitations to participate in AB 52 consultation on the proposed project were sent by the City to the tribal representation that have previously requested to receive notifications of proposed projects pursuant to PRC Section 21080.3.1 (AB 52). These tribes represented include:

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

UAIC provided a request to review the cultural resource survey that was prepare for the project on October 24, 2023, and closed consultation on July 19, 2024, with the stipulation to include the unanticipated discoveries mitigation measure in the TCR section. No response was received from Wilton Rancheria, the Shingle Springs Band of Mi-Wok Indians, or the Buena Vista Rancheria of Me-Wuk Indians within 30 calendar days of the request for formal invitation under AB 52.

In addition to the City's consultation efforts, Helix Environmental Planning, Inc. submitted a form on March 4, 2024, to the NAHC requesting a search of the sacred lands file. To date, there are no recorded occurrences of Native American sacred sites or resources present within the project site and vicinity.

Regulatory Setting

Federal

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

the identification efforts conducted under Section 106 may also qualify as tribal cultural resources under CEQA.

State

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

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

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

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

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

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

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, a tribal cultural resource is considered to be a significant resource if the resource is:

- Cause a substantial change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources.

- Create a substantial adverse change in the significance of a tribal cultural resource, as defined in Public Resources Code section 21074 that is a resource determined by the lead agency to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, including consideration of the significance of the resource to a California Native American tribe.

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR evaluated the potential effects of development under the 2040 General Plan on tribal cultural resources in Chapter 4.15 of the Master EIR. The Master EIR identified significant and unavoidable effects on historic resources and archaeological resources, some of which could be tribal cultural resources as defined Public Resources Code 21074. Ground-disturbing activities resulting from implementation of development under the 2040 General Plan could affect the integrity of an archaeological site (which may be a tribal cultural resource), thereby causing a substantial change in the significance of the resource.

Compliance with the required tribal notification and consultation requirements and 2040 General Plan policies along with the implementing action aimed at protecting tribal cultural resources would help reduce the significance of the impact. However, because no feasible mitigation measures were applies in the Master EIR, the impact remains significant and unavoidable.

ANSWERS TO CHECKLIST QUESTIONS

Questions A, B

Through the consultation process, no Tribe indicated the potential for TCRs to be present; however, it is viewed that the proposed project site could be considered culturally sensitive. Therefore, it is possible that undiscovered tribal cultural resources could be encountered or damaged during ground-disturbing construction activities. Because the project site could contain unknown tribal cultural resources (TCRs), should a TCR be identified that may be impacted, appropriate steps for management would be taken as determined by the City. Mitigation measure TCR-1(a) through TCR-1(b) provides specific steps to be taken in the event that unanticipated TCRs, including those of Native American origin, are encountered during project construction. With this mitigation implemented, the potential for impacts to tribal cultural resources would be less than significant and there would be ***no additional project-specific impacts.***

MITIGATION MEASURES

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

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

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

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

- Native American representatives from interested culturally affiliated Native American tribes will be notified to review and comment on these analyses and shall have the opportunity to meet with the City representative and its representatives who have technical expertise to identify and recommend feasible avoidance and design alternatives, so that appropriate and feasible avoidance and design alternatives can be identified.

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

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

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

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

If a tribal cultural resource is determined to be eligible for listing in the CRHR, the City will avoid damaging effects to the resource in accordance with California PRC Section 21084.3, if feasible.

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

the standard by which an impact conclusion of less-than significant may be reached:

- Avoid and preserve resources in place, including, but not limited to, planning construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.

- Treat the resource with culturally appropriate dignity taking into account the Tribal cultural values and meaning of the resource, including, but not limited to, the following:

    - Protect the cultural character and integrity of the resource.

    - Protect the traditional use of the resource.

    - Protect the confidentiality of the resource.

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

    - Protect the resource.

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

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

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

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

FINDINGS

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

15. UTILITIES

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

ENVIRONMENTAL SETTING

Water Supply

Water service for the project would be provided by the City of Sacramento. The City provides domestic water service from a combination of surface water and groundwater sources: the American River, Sacramento River, and groundwater wells (pumped from the North and South American Subbasins). Water from the American River and Sacramento River is diverted by two water treatment plants: the Sacramento River Water Treatment Plant (SRWTP), located at the southern end of Bercut Drive approximately 6-miles southwest of the project site, and the E.A. Fairbairn Water Treatment Plant (FWTP), located at the northeast corner of State University Drive South and College Town Drive approximately 9-miles southeast of the project site. The FWTP and the SRWTP divert water from the American and Sacramento rivers, respectively. Water diverted from the Sacramento and American Rivers is treated, stored in storage reservoirs, and pumped to customers via a conveyance network.

The City of Sacramento complies with the California Water Code, which requires urban water suppliers to prepare and adopt Urban Water Management Plan (UWMP) every five years. The most recent UWMP was adopted in 2020 and includes an analysis of water demand sufficiency under normal, single dry year, and multiple dry year scenarios. Water supply and demand projections include future planned development under the 2040 General Plan. Based, in part, on these projections, the City possesses sufficient water supply entitlements and treatment capacity during normal, dry, and multiple dry years to meet the demands of its customers up to the year 2040. It is important to note that this assumes that wells and surface water treatment capacity will be rehabilitated and expanded as needed (City of Sacramento 2020).

Wastewater

The Sacramento Area Sewer District (SASD) and the Sacramento Regional County Sanitation District (SRCSD) provide wastewater and treatment services for the area in which the project site is located. The City of Sacramento provides wastewater collection for approximately two-thirds of the area within the City limits. Wastewater generated in the vicinity of the project site is collected

in the County's system through a series of sewer pipes and pump stations or through gravity flow. Once collected in the County's system, sewage flows into the SRCSD interceptor system, where the sewage is conveyed to the Sacramento Regional Wastewater Treatment Plant. The SASD is responsible for providing sewage service to the project site. The City's Department of Utilities is responsible for providing and maintaining water, storm drainage, and flood control services for residents and businesses within the City limits.

Stormwater

The City's separate storm drainage system includes conveyance of storm water and dry weather urban runoff to the adjacent creeks and rivers. The separate drainage system consists of street drains, conveyance systems, and usually a pump station to discharge into either a Sacramento or American River. These discharges are regulated for water quality by the Regional Water Quality Control Board NPDES permit.

Solid Waste Disposal

Commercial solid waste materials collected by the Solid Waste Division of the City Public Works Department are sorted at either the Sacramento Recycling and Transfer Station (owned by BLT Enterprise) or the North Area Transfer Station, owned by the County of Sacramento Public Works Department; City waste transported from the City's transfer stations is then transported to Lockwood Landfill in Lockwood, Nevada. The City of Sacramento General Plan MEIR indicates that the City landfills have sufficient capacity for full buildout of the 2040 General Plan.

Electricity and Natural Gas

The Sacramento Municipal Utility District (SMUD) is responsible for the generation, transmission, and distribution of electrical power to its 900 square mile service area, which includes most of Sacramento County and a small portion of Placer County. SMUD buys and sells energy and capacity on a short-term basis to meet load requirements and reduce costs. The Pacific Gas & Electric Company (PG&E) provides natural gas service to residents and businesses within the City of Sacramento.

A utility line is located on site but may require relocation or undergrounding. The project applicant shall coordinate with the City Utilities Department to determine relocation/undergrounding requirements accordingly.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact would be considered significant if the project resulted in the need for new or altered services related to utilities and service systems beyond what was anticipated in the 2040 General Plan:

- result in the determination that adequate capacity is not available to serve the project's demand in addition to existing commitments or

- require or result in either the construction of new utilities or the expansion of existing utilities, the construction of which could cause significant environmental impacts.

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR evaluated the effects of development under the 2040 General Plan on water supply, sewer and storm drainage, solid waste, electricity, natural gas and telecommunications. See Chapter 4.13.

The Master EIR evaluated the impacts of increased demand for water that would occur with development under the 2040 General Plan. Policies in the general plan would reduce the impact to a less-than-significant level. The potential need for expansion of wastewater treatment facilities was identified as having a less-than-significant effect. Impacts on solid waste facilities were less than significant. Implementation of energy efficient standards as set forth in Titles 20 and 24 of the California Code of Regulations for residential and non-residential buildings, would reduce effects for energy to a less-than-significant level.

ANSWERS TO CHECKLIST QUESTIONS

Water Supply

The proposed project is the development of a two-story mechanics shop building with an administrative and office building. Additionally, the project is proposing a concrete apron, truck and trailer parking area, all vehicle parking area, and landscape around and within the project site. Given that the 2020 UWMP for the City projects the annual water per capita demand to be 225-gallons per capita per day (gpcd) (City of Sacramento 2020), the project would require approximately 2,700-gallons of water per day (225-gallons per capita per day x 12 employees/visitors).

As part of the normal improvement plan review, the City Department of Utilities (DOU) requires a project specific water study for review and approval by the DOU. The water system will be designed to satisfy the more critical of the two following conditions: A maximum day peak hour demand, the operating or "residual" pressure at all water service connections shall be at least 30 pounds per square inch, and at average maximum day demand plus fire flow, the operating or "residual" pressure in the area of the fire shall not be less than 20 pounds per square inch. The water study shall determine if the existing and proposed water distribution system is adequate to supply fire flow demands for the project. These requirements will be reflected in regular conditions of approval from DOU prior to approval of improvement plans.

The proposed project is consistent with the General Plan land use designation. The 2020 UWMP considered these projections and effects of a single dry year and a five-year drought at any period between 2025 and 2045. The City's drought risk was specifically assessed between 2021 and 2025, assuming that the next five years are dry years. In each case, water supplies comfortably exceed water demands. This remains true whether the drought occurs in 2021, 2045, or any year between. Thus, the project would result in ***no additional significant environmental effects*** beyond the effects analyzed in the Master EIR.

Wastewater and Stormwater

Total maximum occupancy for the two-story repair facility is assumed to be 12 occupants. Using the population-based flow factor identified in Section 4.11, Public Utilities, of the MEIR of 132-gallons per capita per day, the project would result in an increased demand of a maximum of 1,584-gallons per day (132-gallons per capita per day x 12 occupants). This flow was accounted for in the 2040 General Plan and MEIR; therefore, this impact would result in ***no additional***

significant environmental effects beyond the effects analyzed in the Master EIR.

Solid Waste

The City's 2040 General Plan MEIR provides solid waste generation rates for residential and employment (retail, office, industrial uses). For employment use, the solid waste generation is 10.8-pounds per employee per day.

As described in Question A and B, the total maximum occupancy for the two-story repair facility is 12 occupants. The maximum solid waste for all occupants would generate 130-pounds per day of waste (10.8-pounds per employee per day x 12 occupants). This would equate to maximum 47,304-pounds, or 24-tons, per year of waste from employees at the facility. Additionally, because the project is consistent with the General Plan land use designation, this solid waste production would not exhaust the remaining landfill capacity and this impact would result in ***no additional significant environmental effects*** beyond the effects analyzed in the Master EIR.

Electricity and Natural Gas

Construction of the project would result in increased use of electricity and natural gas to support the proposed project facilities. Both utility providers would install new distribution facilities, as needed, according to California Public Utilities Commission rules. Because the increased demand in energy is evaluated in the 2040 General Plan MEIR, and because PG&E and SMUD would ensure their capability of providing an adequate level of service to the project site, this impact would result in ***no additional significant environmental effects*** beyond the effects analyzed in the Master EIR.

Question B

As part of the project, new onsite and offsite underground utilities may be constructed. Potential environmental effects associated with the construction of these facilities are generally discussed throughout this Initial Study in various sections including: air quality (during construction), cultural resources, hazards, noise, and traffic. In addition, this project is also subject to DOU Development Impact Fees. On October 24, 2023, and November 14, 2023, City Council adopted Resolutions 2023-0338 and 2023-0368, respectively, to adjust the Water System, Sewer, and Combined Sewer Development Fees, as well as establish the Storm Drainage Development Fee to align with updated Nexus Studies. With implementation of the mitigation measures listed in this document, impacts related to the construction of new utilities would result in ***no additional significant environmental effects*** beyond the effects analyzed in the Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

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

16. MANDATORY FINDINGS OF SIGNIFICANCE

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

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A THROUGH C

With implementation of project-specific mitigation measures discussed in previous sections of this IS/MND, the proposed project would not adversely impact sensitive natural communities or special-status animals. However, a small potential exists for previously undiscovered tribal cultural resources and/or human remains to be unearthed during demolition and site grading activities.

With implementation of the mitigation measures required by this IS/MND in Sections 2. Biology, 3. Cultural Resources, 10. Noise, and 13. Tribal Cultural Resources, compliance with 2040 General Plan policies, and application of standard BMP during construction, development of the proposed project would not result in any of the following: 1) degrade the quality of the environment; 2) substantially reduce or impact the habitat of fish or wildlife species; 3) cause fish or wildlife populations to drop below self-sustaining levels; 4) threaten to eliminate a plant or

animal community; 5) reduce the number or restrict the range of a rare or endangered plant or animal; or, 6) eliminate important examples of the major periods of California history or prehistory. Therefore, the proposed project's impact would be less than significant and ***no additional significant environmental effects*** would occur with implementation of the proposed project.

Question B

While the project would indirectly contribute to cumulative impacts associated with increased urban development in the City and region, these impacts have previously been evaluated by the City and considered in development of the City's General Plan as set forth in this Initial Study. Key areas of concern are discussed in detail below.

Evaluation of cumulative biological resources impacts: The site is located within an industrial area in the northern portion of the City of Sacramento and is surrounded by industrial, commercial, and residential development. The site is a vacant lot that is in a relatively disturbed condition. The project site contains suitable habitat for dwarf downingia, stinkbells, Boggs Lake hedge-hyssop, and legenere within the seasonal wetlands. No special-status plants or animal species were found during the field survey; however, the site provides suitable habitat for the White-Tailed Kite, Swainson's Hawk, and other common nesting raptors and migratory birds as well as vernal pool branchiopods, amphibians, and reptiles. With implementation of **Mitigation Measure BIO-1**, potential impacts related to special-status plants would be reduced to a less than significant level.

The Study Area contains potentially suitable habitat for vernal pool fairy shrimp and vernal pool tadpole shrimp within the seasonal wetlands. Listed invertebrate species are assumed to be present in suitable habitat within their range unless a complete protocol-level survey, consisting of one wet-season survey and one dry-season survey, results in no evidence of the listed species. With implementation of **Mitigation Measure BIO-2**, potential impacts to vernal pool branchiopods would be reduced to a less than significant level.

Suitable aquatic habitat for northwestern pond turtle and giant garter snake is present in Magpie Creek and the unnamed canal immediately adjacent to the Study Area. These species may occur in the features and may utilize the Study Area as upland habitat. With implementation of **Mitigation Measure BIO-3**, impacts to special-status reptiles would be reduced to a less than significant level.

Swainson's Hawk and White-Tailed Kite generally nest in larger trees. Although none were observed on site, there is suitable foraging and/or nesting habitat for both species on-site. Other special-status birds and migratory birds and raptors protected under federal, State, and/or local laws and policies that have potential to nest and forage within the Study Area include tricolored blackbird, grasshopper sparrow, and song sparrow "Modesto Population." Although no active nests were observed during the field survey, the Study Area and adjacent land contain suitable habitat to support a variety of nesting birds within trees, shrubs, structures, and on bare ground. With implementation of **Mitigation Measure BIO-4 and BIO-5**, potential impacts to Swainson's Hawk and other birds would be reduced to a less than significant level. Migratory and none-game birds are protected during nesting season by California Fish and Game Code.

A total of 0.19 acre of aquatic features were mapped within the Study Area. Prior to initiation of any construction activities which could result in impacts to potentially regulated aquatic features, the extent of the features within the Study Area should be verified by the USACE and applicable permits should be prepared and submitted to the appropriate regulatory agencies for any project-related impacts to these features. Any conditions included in the final permits, including prescribed mitigation measures, would be required to be implemented prior to filling or impacting these features. With implementation of **Mitigation Measure BIO-6**, potential impacts to aquatic resources would be reduces to a less than significant level.

With implementation of **Mitigation Measures BIO-1 through BIO-6**, impacts related to biological resources would be reduced to a less than significant level and the project would not result in a cumulatively considerable contribution to any significant cumulative impacts.

Evaluation of cumulative cultural resources impacts: The records search determined that three studies have previously been conducted within 0.25-mile of the APE, but the APE itself has not been surveyed for cultural resources. One resource had previously been documented within the APE's boundaries that was deemed ineligible following the field survey. A review of NAHC's Sacred Lands File returned a positive result, and HELIX Archaeologist Michael Hoke conducted a pedestrian survey of the APE on April 4, 2024. Ground visibility during the survey was wide-ranging, and no cultural resources were found during the survey.

Although no evidence of cultural resources of significance were noted on project site, the City recognizes that sensitive and/or protected resources could be unintentionally discovered during project demolition and construction. With implementation of **Mitigation Measures CUL-1 and CUL-2**, the impacts would be reduced to a less than significant level and the project would not result in a cumulatively considerable contribution to any significant cumulative impacts.

Evaluation of cumulative noise impacts: The closest NSLU is a single-family residence approximately 870 feet west of the project site. The noisiest heavy construction equipment anticipated to be used near NSLUs would be the combined noise of a dozer, backhoe, and grader used during site preparations. Modeling with the RCNM shows that the combined noise would be 58.4 dBA L_{EQ} at a distance of 870 feet. This noise level would exceed the City Noise Ordinance standard of 55 dBA from 7:00 a.m. to 6:00 p.m. and 50 dBA from 6:00 p.m. to 7:00 a.m.

According to the City Code Section 8.68.060, *Exemptions*, noise sources associated with construction of the project which are conducted between the hours of 7:00 a.m. and 6:00 p.m., on Monday, Tuesday, Wednesday, Thursday, Friday and Saturday, and between 9:00 a.m. and 6:00 p.m. on Sunday, are exempt for the City noise standard provided that all internal combustion engines used in the construction activities are equipped with suitable exhaust and intake silencers in good working order (City of Sacramento 2020). Project-specific **Mitigation Measure NOI-1** would restrict construction hours to the above limitations and require all construction equipment to be equipped with intake and exhaust silencers.

Therefore, with implementation of **Mitigation Measure NOI-1**, construction of the project would not result in exterior noise levels exceeding the City standard and all additional significant environmental effects would be mitigated to a less than significant level.

Evaluation of cumulative tribal cultural impacts: The City of Sacramento sent project notification letters to four California Native American tribes. Although there is no evidence of TCRs occurring or having the potential to occur on the project site, the City recognizes that sensitive and/or protected resources could be unintentionally discovered during project demolition and construction. With implementation of **Mitigation Measures TCR-1a-1c**, the impacts would be reduced to a less than significant level and would not result in a cumulatively considerable contribution to any significant cumulative impacts related to tribal cultural resources. See Appendix H, Mitigation Monitoring and Reporting Program, for a complete list of mitigation measures applicable to this project.

Question C

As described in this IS/MND, implementation of the proposed project could result in impacts to biological resources, noise, and tribal and cultural resources prior to the implementation of mitigation measures. In addition to the project specific mitigation measures within this IS/MND,

the proposed project would be required to implement all applicable policies of the 2040 General Plan. Implementation of all such mitigation measures and policies would reduce any potential direct or indirect impacts that could occur to human beings or various resources and all impacts would be reduced to less than significant levels. Therefore, the proposed project's impact would be less than significant and ***no additional significant environmental effects*** would occur with implementation of the proposed project.

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

SECTION V - DETERMINATION

On the basis of the initial study:

I find that (a) the proposed project is an anticipated subsequent project identified and described in the 2040 General Plan Master EIR; (b) the proposed project is consistent with the 2040 General Plan land use designation and the permissible densities and intensities of use for the project site; (c) that the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the Master EIR are adequate for the proposed project; and (d) the proposed project will have additional significant environmental effects not previously examined in the Master EIR. A Mitigated Negative Declaration will be prepared. Mitigation measures from the Master EIR will be applied to the project as appropriate, and additional feasible mitigation measures and alternatives will be incorporated to revise the proposed project before the negative declaration is circulated for public review, to avoid or mitigate the identified effects to a level of insignificance. (CEQA Guidelines Section 15178(b))

Ron Bess — August 15, 2024

Signature: — Date

Ron Bess

Printed Name

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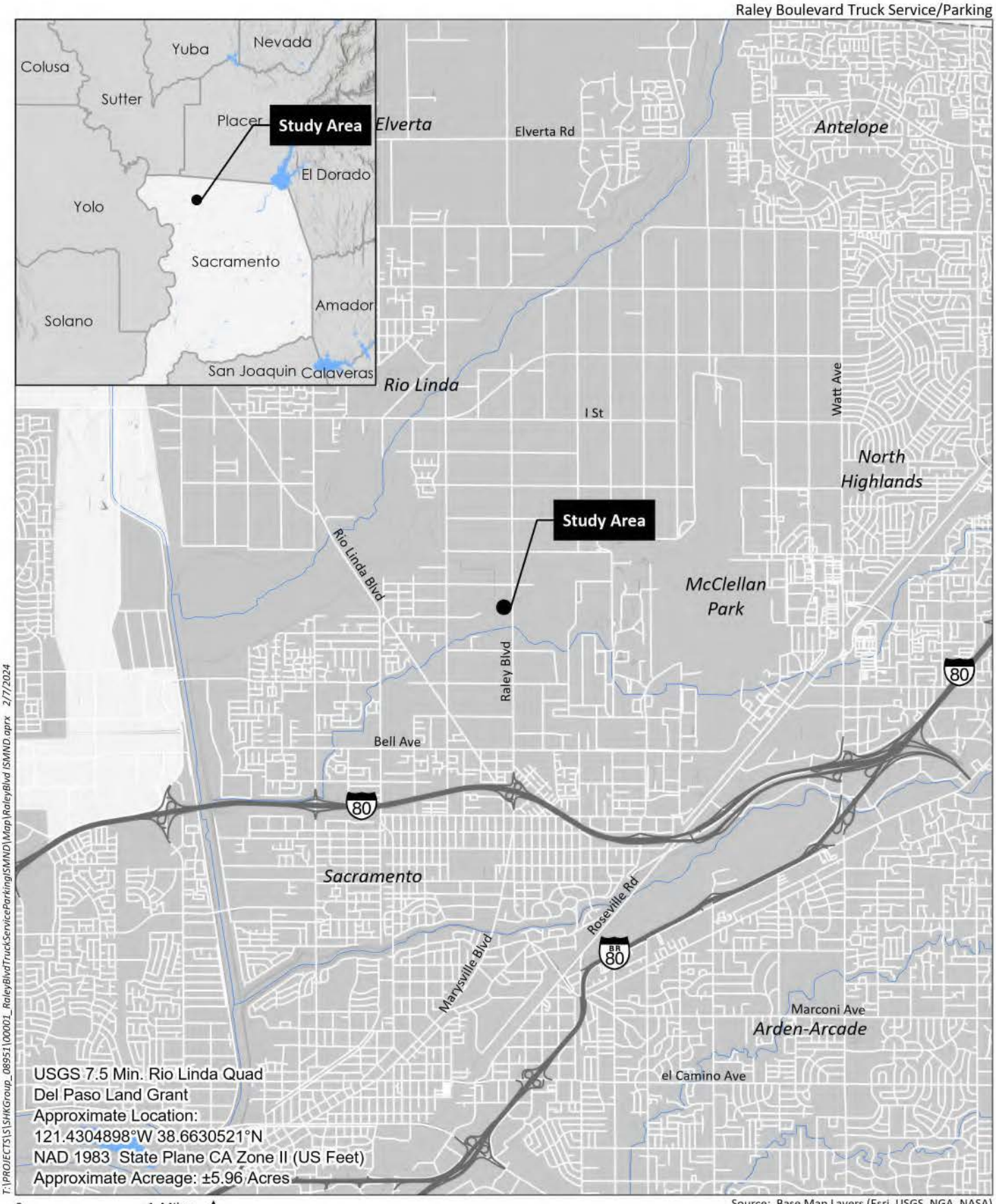
Appendix A

Figures



T:\PROJECTS\S\SHKGroup_08951\00001_RaleyBlvdTruckServiceParking\ISMND\Map\RaleyBlvd ISMND.aprx 2/7/2024

Source: Base Map Layers (Esri, USGS, NGA, NASA)

HELIX Environmental Planning

Site and Vicinity Map

Figure 1

T:\PROJECTS\S\SHKGroup_08951\00001_RaleyBlvdTruckServiceParking\ISMND\Map\RaleyBlvd ISMND.aprx 2/28/2024

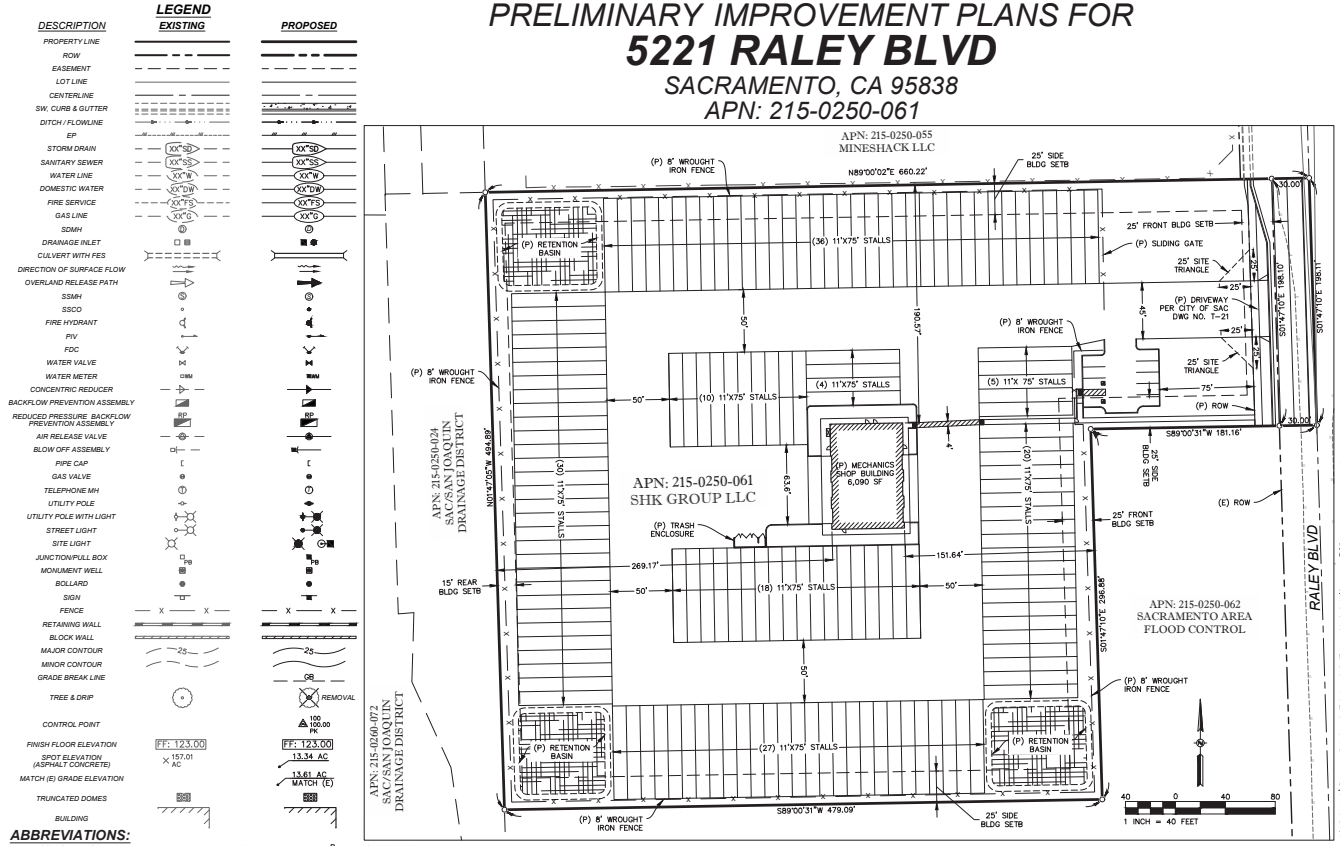
Source: Aerial (DigitalGlobe, 4/12/2022)

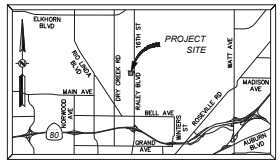
HELIX Environmental Planning

Aerial Map

Figure 2

PRELIMINARY IMPROVEMENT PLANS FOR
5221 RALEY BLVD
SACRAMENTO, CA 95838
APN: 215-0250-061





VICINITY MAP
NOT TO SCALE

LEGEND

DESCRIPTION	EXISTING	PROPOSED
PROPERTY LINE		
ROW		
EASEMENT		
LOT LINE		
CENTERLINE		
SW, CURB & GUTTER		
DITCH / FLOWLINE		
EP		
STORM DRAIN	XX"SD	XX"SD
SANITARY SEWER	XX"SS	XX"SS
WATER LINE	XX"W	XX"W
DOMESTIC WATER	XX"DW	XX"DW
FIRE SERVICE	XX"FS	XX"FS
GAS LINE	XX"G	XX"G
SDMH		
DRAINAGE INLET		
CULVERT WITH FES		
DIRECTION OF SURFACE FLOW		
OVERLAND RELEASE PATH		
SSMH		
SSCO		
FIRE HYDRANT		
PIV		
FDC		
WATER VALVE		
WATER METER	DIM	DIM
CONCENTRIC REDUCER		
BACKFLOW PREVENTION ASSEMBLY		
REDUCED PRESSURE BACKFLOW PREVENTION ASSEMBLY	RP	RP
AIR RELEASE VALVE		
BLOW OFF ASSEMBLY		
PIPE CAP		
GAS VALVE		
TELEPHONE MH		
UTILITY POLE		
UTILITY POLE WITH LIGHT		
STREET LIGHT		
SITE LIGHT		
JUNCTION/PULL BOX	PB	PB
MONUMENT WELL		
BOLLARD		
SIGN		
FENCE	X X X	X X X
RETAINING WALL		
BLOCK WALL		
MAJOR CONTOUR	25	25
MINOR CONTOUR		
GRADE BREAK LINE		GB
TREE & DRIP		REMOVAL
CONTROL POINT		100.00 PK
FINISH FLOOR ELEVATION	FF: 123.00	FF: 123.00
SPOT ELEVATION (ASPHALT CONCRETE)	× 157.01 AC	13.34 AC
MATCH (E) GRADE ELEVATION		13.61 AC MATCH (E)
TRUNCATED DOMES		
BUILDING		

ABBREVIATIONS:

AB	AGGREGATE BASE	FH	FIRE HYDRANT	℄	PROPERTY LINE
AC	ASPHALT CONCRETE	FL	FLOW LINE	POC	POINT OF CONNECTION
ARV	AIR RELEASE VALVE	FOC	FACE OF CURB	PRC	POINT OF REVERSE CURVE
BC	BEGIN CURVE	FP	FINISH PAVEMENT	PT	POINT OF TANGENCY
BCR	BEGIN CURVE RETURN	FS	FIRE SPRINKLER	PUE	PUBLIC UTILITY EASEMENT
BLDG	BUILDING	GB	GRADE BREAK	PVI	POINT OF VERTICAL INTERSECTION
BOC	BACK OF CURB	GR	GRATE ELEVATION	RC	RELATIVE COMPACTION
BOW	BACK-OF-WALK	GV	GATE VALVE	RCP	REINFORCED CONCRETE PIPE
BVC	BEGIN VERTICAL CURVE	GVW	GROSS VEHICLE WEIGHT	ROW	RIGHT-OF-WAY
BW	BOTTOM OF WALL	HC	HANDICAP	RT	RIGHT TURN OR RIGHT
CAB	CABINET	HCR	HANDICAP RAMP	RPPA	REDUCED PRESSURE PRINCIPLE ASSEMBLY
CG	COMPACTED GRAVEL	HDPE	HIGH DENSITY POLYETHYLENE	RW	RETAINING WALL
CONC	CONCRETE	HP	HIGH POINT	SASD	SACRAMENTO AREA SEWER DISTRICT
C&G	CURB & GUTTER	IRR	IRRIGATION	SDMH	STORM DRAIN MANHOLE
CG&S	CURB, GUTTER & SIDEWALK	INV	INVERT	SD	STORM DRAIN
CH	CHORD	I.E.	INVERT ELEVATION	SE	SOUTHEAST
℄	CENTERLINE	JP	JOINT POLE	SS	SANITARY SEWER
CMP	CORRUGATED METAL PIPE	L	LENGTH	SSCO	SANITARY SEWER CLEAN OUT
CR	CURB RETURN	LF	LINEAL FEET	SSMH	SANITARY SEWER MANHOLE
CTV	CABLE TV	LIP	LIP OF GUTTER	SWCT	SAWCUT
DCDA	DOUBLE CHECK DETECTOR ASSEMBLY	LP	LOW POINT	SW	SIDEWALK OR SOUTHWEST
		LT	LEFT TURN OR LEFT	STA	STATION
DI	DRAIN / DROP INLET	MAX	MAXIMUM	TC	TOP OF CURB
DIP	DUCTILE IRON PIPE	MH	MAINTENANCE HOLE	TP	TOP OF PAVEMENT
DS	DOWN SPOUT	MIN	MINIMUM	TS	TOP OF SIDEWALK
(E)	EXISTING	NE	NORTHEAST	TW	TOP OF WALL
EC	END CURVE	NW	NORTHWEST	UNO	UNLESS NOTED OTHERWISE
ECR	END CURB RETURN	OC	ON CENTER	W	WATER
EP	EDGE OF PAVEMENT	OH	OVERHEAD	WV	WATER VALVE
ETW	EDGE OF TRAVELED WAY	OH/T&E	OVERHEAD TELEPHONE & ELECTRIC	WM	WATER METER
EVC	END OF VERTICAL CURVE	OMP	OPEN METAL PIPE	WWF	WELDED WIRE FABRIC
FDC	FIRE DEPARTMENT CONNECTION	(P)	PROPOSED	VCP	VITRIFIED CLAY PIPE
FF	FINISH FLOOR	PCC	PORTLAND CEMENT CONCRETE OR POINT OF COMPOUND CURVE	VIF	VERIFY-IN-FIELD
FG	FINISHED GROUND	PG	PROFILE GRADE		
FGBW	FINISHED GROUND @ BOT. WALL	PIV	POST INDICATOR VALVE		
FGTW	FINISHED GROUND @ TOP OF WALL				

SHEET INDEX:

PROPERTY OWNER / DEVELOPER:

SHK GROUP LLC
351 DNIEPER RIVER WAY
SACRAMENTO, CA 95834
CONTACT: VIC SINGH
PH: (916) 849-9040

TOPOGRAPHIC SURVEY:

FIELD SURVEY BY: CWE
FIELD SURVEY DATED: 7/25/23

BASIS OF BEARINGS:

THE BASIS OF BEARINGS FOR THIS SURVEY IS A LINE BETWEEN A FOUND BRASS DISK, NOT STAMPED, IN A MONUMENT WELL LOCATED AT THE INTERSECTION OF RALEY BOULEVARD AND ASCOT WAY, AND A FOUND 5/8 INCH REBAR, NOT CAPPED, AT THE INTERSECTION OF RALEY BOULEVARD AND SANTA ANA AVENUE, BEING SOUTH 01° 47' 10" EAST, PER RECORD OF SURVEY, 80 RS 15, O.R.S.C.

BENCHMARK:

THE BENCHMARK USED FOR THIS SURVEY WAS THE CITY OF SACRAMENTO BENCHMARK NO. 298-B5B, WHICH IS THE TOP OF A BRASS DISC INSIDE A MONUMENT WELL LOCATED AT THE INTERSECTION OF RALEY BLVD AND ASCOT AVENUE.

ELEVATION = 55.95 FEET (NAVD 88 DATUM)

JURISDICTION:

CITY OF SACRAMENTO

ZONING:

M-1(S)-R (LIGHT INDUSTRIAL ZONE)
-NO PROPOSED CHANGE

FLOOD PLAIN:

A PORTION OF THIS PROPERTY ALONG THE NORTHERLY LINE THEREIN IS LOCATED WITHIN ZONE "X", WITH A 0.2% ANNUAL CHANCE FLOOD HAZARD. ZONE "X" AREAS ARE SUBJECT TO 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTH LESS THAN ONE FOOT OR WITH DRAINAGE AREAS OF LESS THAN ONE SQUARE MILE.

A PORTION OF THIS PROPERTY (A MAJORITY OF THE PARCEL) IS LOCATED WITHIN ZONE "AE". AREAS WITHIN ZONE "AE" ARE DETERMINED TO BE SPECIAL FLOOD HAZARD AREAS, SUBJECT TO FLOODING AT A DETERMINED BASE FLOOD ELEVATION.

A PORTION OF THIS PROPERTY IS LOCATED WITHIN A REGULATORY FLOODWAY ZONE WHICH FOLLOWS MAGPIE CREEK DIVERSION ALONG THE WESTERLY LINE OF THE PROPERTY, AND IS SUBJECT TO HIGHER FLOW DURING FLOOD EVENTS.

FLOOD ZONES AFFECTING THIS PROPERTY ARE DETERMINED BY THE NATIONAL FLOOD INSURANCE PROGRAM, FLOOD INSURANCE RATE MAP COMMUNITY PANEL NO.: 6067C0066H, EFFECTIVE AS OF 8/12/2012

UTILITY NOTE:

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR/ENGINEER MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR/ENGINEER FURTHER DOES NOT GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR/ENGINEER HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.

PARKING INFORMATION

ITEM	REQUIREMENTS	PROVIDED
BUILDING SIZE	-	6,090 SF
PARKING REQUIRED	2 CUSTOMER SPACES + 1 SPACE PER 500 SF OF OFFICE (OFFICE = 2,396 SF) = 7 TOTAL	9 SPACES (7 STD + 2 ADA)
MIN. PARKING DIMENSIONS	8.5' X 18'	9' X 18'
MIN. DRIVEWAY WIDTH	16' (ONE-WAY)	22'
ACCESSIBLE SPACES	1 SPACE	2 SPACES

*PARKING STANDARDS PER THE CITY OF SACRAMENTO ZONING CODE

PARKING STALL COUNT

9'x18' STANDARD PARKING STALLS	7
9'x18' ADA PARKING STALLS	2
11'x75' TRUCK PARKING STALLS	150

811
Know what's below.
Call before you dig.
or (800) 642-2444

UTILITY CONTACT INFORMATION

UTILITY	UTILITY CO.	PHONE
GAS	PG&E	(800) 743-5000
ELECTRIC	SMUD	(916) 732-5700
FIRE	CITY OF SACRAMENTO	(916) 808-1300
WATER	CITY OF SACRAMENTO	(916) 808-5454
SEWER	CITY OF SACRAMENTO	(916) 808-5454
DRAINAGE	CITY OF SACRAMENTO	(916) 808-5454
U.S.A.	UNDERGROUND SERVICE ALERT	1-800-642-2444

DEVELOPMENT STANDARDS

EXISTING GENERAL PLAN: THE CITY OF SACRAMENTO 2035 GENERAL PLAN
ZONE: M-1(S)-R (LIGHT INDUSTRIAL ZONE)
USE: VEHICLE STORAGE YARD

ITEM	REQUIREMENTS	PROVIDED
MIN. FRONT BUILDING SETBACK	25'	151.64'
MIN. SIDE BUILDING SETBACK	25'	190.57'
MIN. REAR BUILDING SETBACK	15'	269.17'
MAX. BUILDING HEIGHT	70'	26'-5"
PROPERTY AREA	6.26 AC GROSS 6.04 AC NET	

REFERENCE IS MADE TO THE CITY OF SACRAMENTO ZONING CODE

TOTAL DISTURBED AREA: 6.26 AC

RAW EARTHWORK SUMMARY

CUT:	6990 CY
FILL:	4020 CY
NET:	2970 CY (EXPORT)

NOTE:
EARTHWORK QUANTITIES ARE ESTIMATED TO SUBGRADE AND DO NOT TAKE INTO ACCOUNT SHRINKAGE, EXCESS MATERIALS FROM TRENCHING AND MISC. UNKNOWN STRUCTURAL SECTIONS. CONTRACTOR SHOULD VERIFY EARTHWORK QUANTITIES.

T:\PROJECTS\S\SHKGroup_08951\00001_RaleyBlvdTruckServiceParking\SMND\Map\Fig3_Siteplan.indd

Source: CWee, 2023

HELIX Environmental Planning

Site Plan
Figure 3

5221 RALEY BOULEVARD

SACRAMENTO, CALIFORNIA 95838 APN: 215-0250-061

PLANT LEGEND

SYM	BOTANICAL/ COMMON NAME	WATER USE
	TREES	
	CUPRESSUS SEMPERVIRENS/ ITALIAN CYPRESS (5 GAL)	MED
	CERCIS OCCIDENTALIS/ WESTERN REDBUD	V. LOW
	PISTACIA CHINENSIS 'KEITH DAVEY' CHINESE PISTACHE (15 GAL)	LOW
	QUERCUS ILEX/ HOLLY OAK (24" BOX)	LOW
	SHRUBS	
	ACHILLEA MILLEFOLIUM/YARROW	LOW
	CISTUS PURPUREUS/ ORCHID ROCKROSE	LOW
	DIETES VEGETA/FORTNIGHT LILY	LOW
	LAVANDULA ANGUSTIFOLIA/ ENGLISH LAVENDER	LOW
	LIGUSTRUM JAPONICUM 'TEXANUM'/ TEXAS PRIVET	LOW
	NANDINA 'GULF STREAM'/ HEAVENLY BAMBOO	LOW
	BASIN PLANTINGS	
	CAREX TUMULICOLA/ SEDGE	LOW
	MUHLENBERGIA RIGENS/ DEER GRASS	LOW

57,015 SQUARE FEET PROPOSED LANDSCAPE AREA


REDBUD


PISTACHE


OAK


CYPRESS


YARROW


CISTUS


DIETES


LAVENDER


PRIVET (HEDGE)


NANDINA


CAREX (BASIN)


DEER GRASS (BASIN)

PARKING LOT SHADE CALCULATIONS

Tree: Pistache

Coverage	Qty	sf	Total (square Feet)
100%	0	962	0
75%	1	721	721
50%	2	481	962
25%	0	240	0

Tree: Cercis

Coverage	Qty	sf	Total
100%	0	314	0
75%	0	235	0
50%	1	157	157
25%	0	79	0

Total Shade Provided:	1,840
Parking Surface Area:	3,007
Shade Percentage Provided:	61.2%

Source: MSLA, 2024

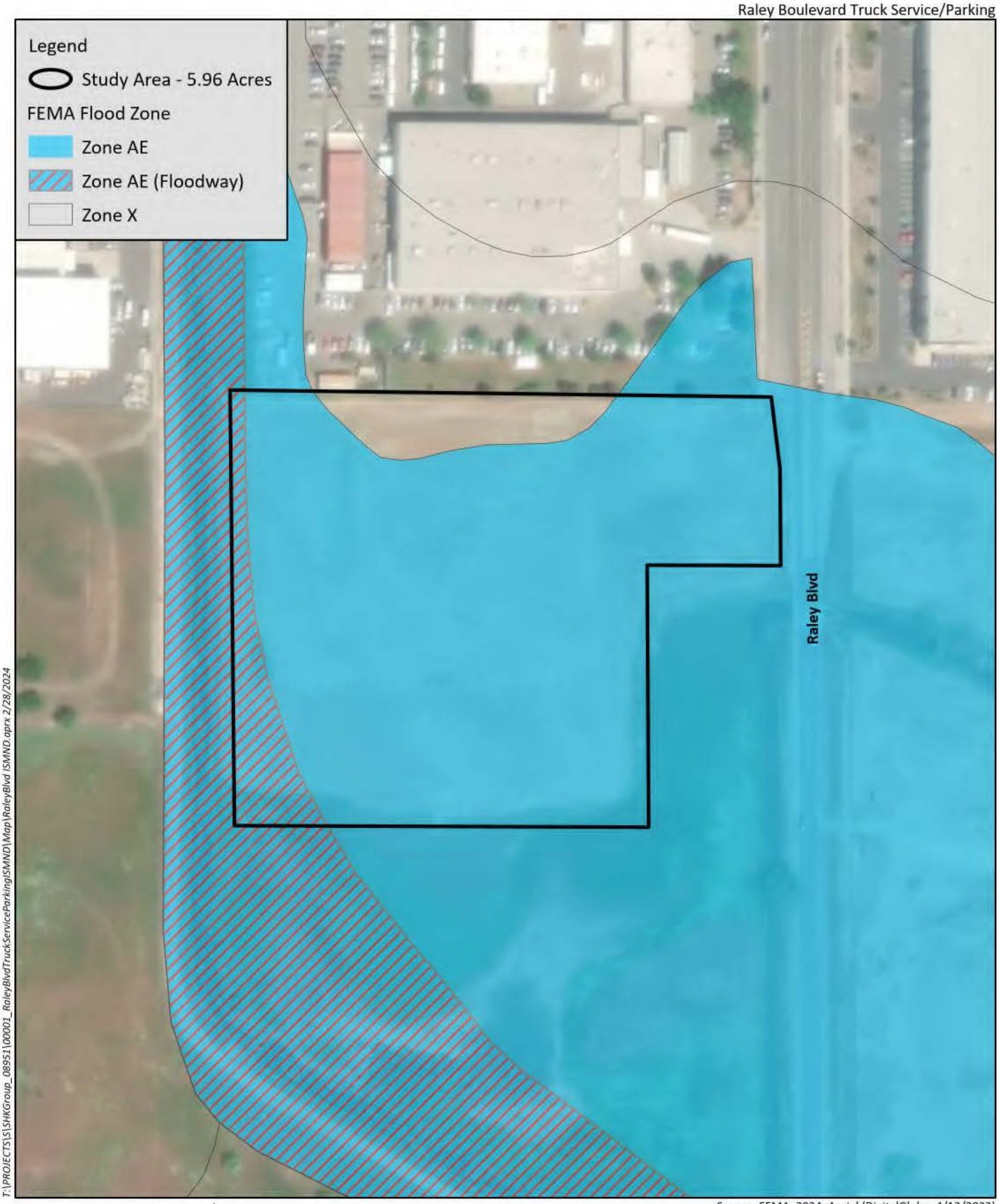
T:\PROJECTS\S\SHKGroup_08951\00001_RaleyBlvdTruckServiceParking\SMND\Map\Fig4_Landscape.indd

HELIX Environmental Planning

Landscape Plan

Figure 4

Raley Boulevard Truck Service/Parking



Source: FEMA, 2024; Aerial (DigitalGlobe, 4/12/2022)

HELIX Environmental Planning

Flood Plain Map Overlay

Figure 5