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:

Silver Eagle 24 Tentative Map Project (Z23-012) The proposed project consists of a request for a Tentative Subdivision Map to subdivide one parcel totaling approximately 5 acres into 24 residential lots; and a Tentative Map Design Deviations to required public street frontage and Site Plan and Design Review of the Tentative Subdivision Map with deviations in lot depth, and the minimum required lot size for corner lots in the Single-Unit Dwelling (r-1) zone, and a Tree Permit for the removal of private protected trees. No new construction proposed.

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: September 12, 2024

City of
SACRAMENTO

SILVER EAGLE 24 TENTATIVE MAP PROJECT
(Z23-012)

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 [PRC] 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.

APPENDICES: Appends technical information that was referenced as attached in the Initial Study.

SECTION I - BACKGROUND

Project Name and File Number:	Silver Eagle 24 Tentative Map Project (Z23-012)
Project Location:	Silver Eagle Road (Immediately North of Silver Eagle Road/Mabel Street Intersection) (APN 250-0130-030)
Project Applicant:	Igor Lezhnenko (916) 918-3810
Project Planner:	Jose Quintanilla, Associate Planner (916) 808-5879 jquintanilla@cityofsacramento.org
Environmental Planner:	Ron Bess, Associate Planner (916) 808-8272 rbess@cityofsacramento.org
Date Initial Study Completed:	September 2024

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

The City of Sacramento, Community Development Department, has reviewed the proposed project and, on the basis of the whole record before it, has determined that the proposed project is an anticipated subsequent project identified and described in the 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 15176 (b) and (d).

The City has prepared the attached Initial Study to review the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the 2040 General Plan Master EIR to determine their adequacy for the proposed 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 2040 General Plan 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 2040 General Plan Master EIR process, the City is required to incorporate all feasible mitigation measures or feasible alternatives appropriate to the proposed project as set forth in the 2040 General Plan Master EIR (CEQA Guidelines Section 15177(d)). Policies included in the 2040 General Plan that reduce significant impacts identified in the 2040 General Plan 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 2040 General Plan, is included in the adopting resolution for the 2040 General Plan Master EIR. See City Council Resolution No. 2024-0065, beginning on page 55. The resolution is available at:

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

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

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 October 14, 2024.

Please send written responses to:

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

SECTION II - PROJECT DESCRIPTION

INTRODUCTION

The Project Description section of the Initial Study provides a description of the Silver Eagle 24 Tentative Map Project (the "proposed project") location, existing conditions, surrounding land uses, and project components.

PROJECT LOCATION

The project site consists of one vacant parcel totaling approximately 5 acres at Silver Eagle Road (Immediately North of Silver Eagle Road/Mabel Street Intersection) (APN 250-0130-030) in the City of Sacramento. The project site is bounded by Silver Eagle Road to the south. Surrounding existing land uses include single-family residences to the east, single-family residences to the north, and a single-family residence to the west. Single-family residences are also south of the project site opposite Silver Eagle Road.

The project site is within the North Sacramento Community Plan Area. The City of Sacramento 2040 General Plan designates the project site as Neighborhood and the project site is zoned Single-Unit Dwelling (R-1).

Figure 1 shows the regional location of the project site relative to nearby streets and freeways. **Figure 2** is an aerial photo of the project location, which shows adjacent and nearby land uses. The project site would be accessed from Silver Eagle Road. Photos of the project site are contained in the Aesthetics section of this Initial Study.

PROJECT DESCRIPTION

The proposed project consists of a request to subdivide one parcel totaling approximately 5 acres into 24 lots. The lots would range from 5,511 square feet (sf) to 11,756 sf. To accommodate the proposed subdivision, the proposed project would require the removal of on-site trees, including some private-protected trees per City Code. **Figure 3** shows the proposed project site plan. The proposed project could also include optional accessory dwelling units (ADUs[a]).

Access to the project site would be provided through a new internal roadway from Silver Eagle Road along the southern boundary of the project site. The proposed project would also include right-of-way improvements to Silver Eagle Road, as required by the City of Sacramento Department of Public Works. Improvements would include the repair or replacement of any existing deteriorated curb, gutter, and sidewalk adjacent to the project site per City standards. Installation of streetlights on all public streets fronting the project site would also be required as well as Americans with Disabilities Act (ADA) curb ramps at the intersection of the new internal roadway for the proposed project.

The proposed project is subject to CEQA because it requires discretionary review and approvals by the City for the Tentative Subdivision Map to subdivide the project site, Site Plan and Design Review for the review of the Tentative Subdivision Map layout with deviations to lot size, and lot depth, and site improvements. A Tree Removal Permit for the removal of private-protected trees per City Code, as well as Grading and Building and Permits would also be required.

Construction

Construction of the proposed project is anticipated to require approximately 14 months. Based on the project site topography, balanced earthwork is expected to achieve final grades.

[a] The current site plan does not indicate which lots would contain ADUs. If the proposed project is approved, it is assumed that each lot would be permitted to construct ADUs in accordance with the State's ADU Law and Zoning Ordinance.

Source: RCH Group; Google Earth Pro, 2024

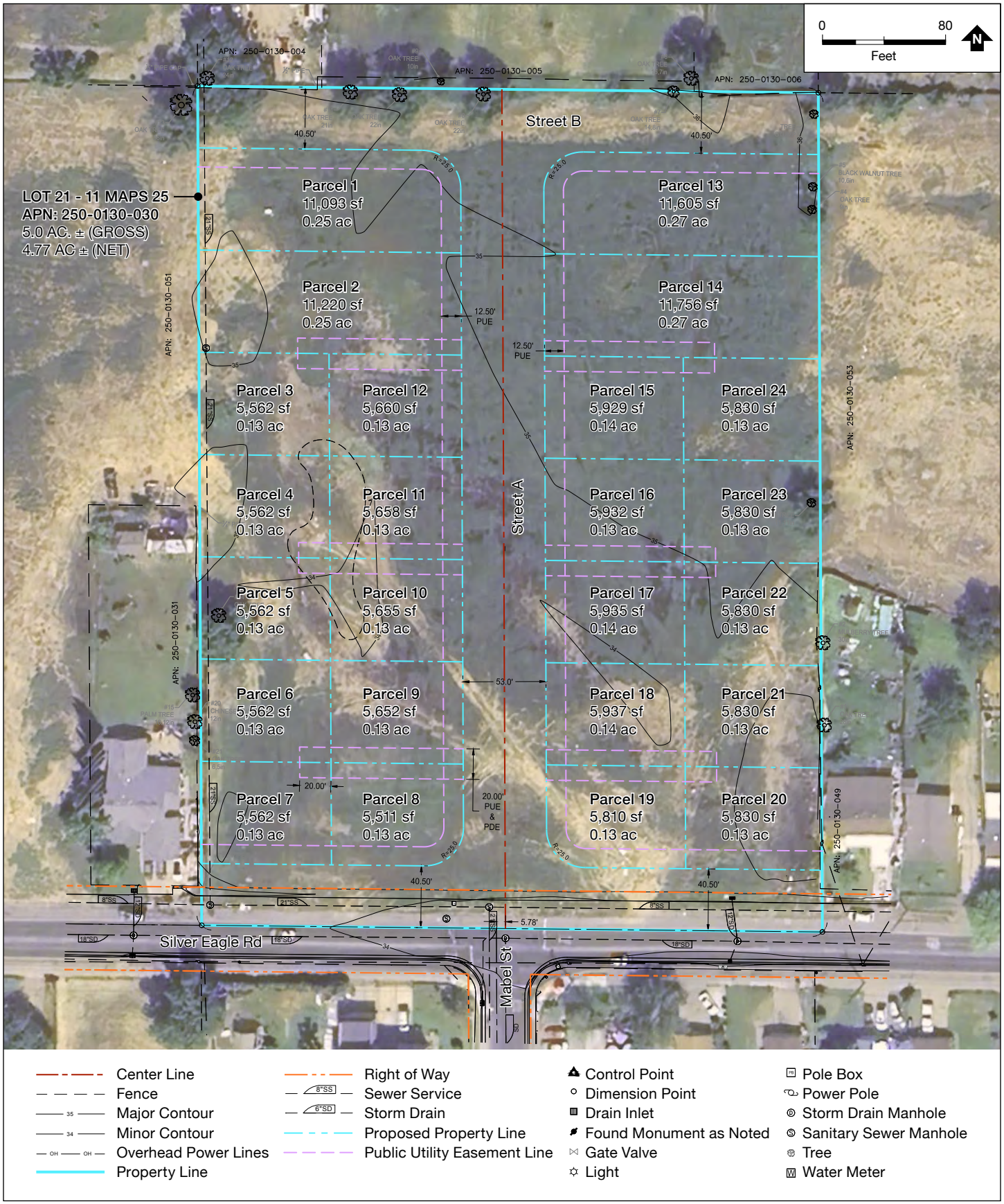
Figure 1
Regional Project Location

RCH GROUP
planning & environmental consulting

Source: RCH Group; Google Earth Pro, 2024

Figure 2
Project Vicinity Map

RCH GROUP
planning & environmental consulting



Source: AY Engineering; RCH Group; Google Earth Pro, 2024

Figure 3
Project Site Plan

RCH GROUP
planning & environmental consulting

Water

Municipal water for the project area is currently supplied by the City of Sacramento Department of Utilities. The City uses surface water from the American and Sacramento rivers, as well as groundwater north of the American River to meet the City's demands. The City would supply water to the proposed project. Extensions of water pipes would run throughout the proposed internal roadway of the proposed project, and laterals would extend to each of the residential units.

Wastewater

Wastewater treatment for the project area is currently provided by the City of Sacramento Department of Utilities (DOU) and the Sacramento Regional County Sanitation District (SRCSD). Wastewater generated in the project area is collected in the City's separated sewer system through a series of sewer pipes and flows into the SRCSD interceptor system, where the wastewater is conveyed to the Sacramento Regional Wastewater Treatment Plant (SRWWTP). The SRWWTP is owned and operated by the SRCSD and provides sewage treatment for the entire City. Existing sanitary sewer service mains are within Silver Eagle and along the western project site boundary. The proposed project would connect to the existing sewer mains in the project vicinity.

Stormwater Drainage

The City's Department of Utilities provides storm drainage service throughout the City by using drain inlets, pumps, and canals. The City provides stormwater drainage with either the City's Combined Sewer System (CSS) or into individual drainage sumps located throughout the City. Stormwater collected by the CCS is transported to the SRCSD's SRWWTP, where runoff is then treated prior to discharge into the Sacramento River. The project site is in the City of Sacramento Separated Sewer System.

Existing stormwater drainage infrastructure in the project vicinity includes an existing storm drain pipe within Silver Eagle Road. The proposed project drainage system would convey surface drainage to various drainage inlets located throughout the site. Several source control measures would be included, consistent with the *Stormwater Quality Design Manual for the Sacramento Region* such as trash capture devices, storm drain inlet markings and signage, and low impact development control measures.

Project Approvals

Table 1 contains a list of the permits and approvals that may be required for the proposed project.

Table 1: Permits and Approvals

Permit/Approval Description	Permit/Approval Agency
Mitigated Negative Declaration & Mitigation Monitoring Plan	City of Sacramento
Tentative Subdivision Map	City of Sacramento
Site Plan and Design Review	City of Sacramento
General Construction Stormwater Permit	Central Valley Regional Water Quality Control Board (RWQCB)

Note: Grading, building, and tree removal permits are considered ministerial and are not listed in the table.

These actions by the City of Sacramento are discretionary and require environmental review pursuant to the CEQA. Prior to taking action, the City would be required to approve the environmental document prepared for the proposed project.

SECTION III – ENVIRONMENTAL CHECKLIST AND DISCUSSION

LAND USE, POPULATION AND HOUSING, AGRICULTURAL RESOURCES

Introduction

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

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

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

This section of the Initial Study identifies the applicable land use designations, plans and policies, and permissible densities and intensities of use, and discusses any inconsistencies between these plans and the proposed project, as well as potential impacts to population and housing. This section also discusses potential impacts to agricultural resources and wildfire.

Discussion

Land Use

The project site has been designated as Neighborhood in the 2040 General Plan and is zoned R-1. The Neighborhood (N) designation applies throughout Sacramento's established residential neighborhoods and in newly annexed areas in the north of the City where primarily residential development is planned. The allowable uses include residential, retail, employment, entertainment, cultural, and personal services uses serving a communitywide market, such as restaurants, apparel stores, specialty shops, theaters, bookstores, hotels and motels, and research and development facilities, general offices and community institutional uses, such as banks, financial institutions, care facilities, medical and professional offices, assembly facilities, and compatible public and quasi-public uses. The minimum density is three units per acre.

The project site is in an urbanized portion of the North Sacramento Community Plan Area. Surrounding existing land uses include single-family residences to the east, single-family residences to the north, and a single-family residence to the west. Single-family residences are also south of the project site opposite Silver Eagle Road. Development of the project 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 and rezone would be consistent with these planning designations. Development of the project site would result in no impacts to land use.

Population and Housing
The proposed project would develop 24 new single-family residences in the North Sacramento Community Plan Area. Consequently, development would add to the population in the City. However, as previously mentioned, the proposed project is consistent with the 2040 General Plan land use and zoning designations for the project site. As such, impacts related to population and housing associated with buildout of the project site have been analyzed as part of the 2040 General Plan Master EIR analysis. As a result, the proposed project would not be considered to induce population beyond what was previously analyzed in the 2040 General Plan Master EIR. Implementation of the proposed project would not displace any existing housing units or people. Construction or replacement of housing elsewhere would not be required for the proposed project. Development of the project site would result in no impacts to population and housing.

Agricultural Resources
The 2040 General Plan Master EIR discussed the potential impact of development under the 2040 General Plan on agricultural resources. See 2040 General Plan Master EIR, Chapter 4.2. In addition to evaluating the effect of the 2040 General Plan on sites within the City, the 2040 General Plan 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 2040 General Plan 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) (DOC 2022). The project site is not zoned for agricultural use and is not under a Williamson Act. No existing agricultural or timber-harvest uses are located on the project site. Development of the project site would result in no impacts to agricultural resources.

Wildfire
The project site is within the City of Sacramento's Fire Department service area. The project site and its surroundings are not located in the Very High Fire Hazard Severity Zone (VHFHSZ) as mapped by the California Department of Forestry and Fire Protection (CAL FIRE). The site and its surroundings are not located near a state responsibility area (SRA). Development of the project site would result in no impacts to wildfire.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
1. AESTHETICS Would the proposed project: 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

Surrounding existing land uses include single-family residences to the east, single-family residences to the north, and a single-family residence to the west. Single-family residences are also south of the project site opposite Silver Eagle Road. The project site is bounded by Silver Eagle Road to the south. Public views of the project site include views from motorists, bicyclists, and pedestrians traveling on Silver Eagle Road and Mabel Street. Existing views of the project site are presented in Photos 1 and 2. At the time Photos 1 and 2 were taken (March 18, 2024), the project site was being utilized as a parking and staging area for underground pipeline construction occurring at the intersection of Mabel Street and Silver Eagle Road.

Existing scenic resources in the City include major natural open space features such as the American River and Sacramento River, including associated parkways. In addition, the State Capitol is a scenic resource within the City defined by the Capitol View Protection Ordinance. The project site does not contain scenic resources or within an area designated as a scenic resource or vista. The California Department of Transportation (Caltrans) manages the State Scenic Highway System which provides guidance and assists local government agencies with the process to officially designate scenic highways. According to Caltrans, designated scenic highways are not located in proximity to the project site and the project site is not visible from any State-designated scenic highways (Caltrans 2019).

STANDARDS OF SIGNIFICANCE

The significance criteria used to evaluate the project impacts to aesthetics are based on Appendix G of the 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 proposed 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.

Photo 1) View of project site looking northeast from Silver Eagle Road (3/18/2024)

Photo 2) View of project site looking northwest from Silver Eagle Road (3/18/2024)

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

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

The 2040 General Plan 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. The 2040 General Plan Master EIR also concluded that cumulative visual impacts (Impact 4.1-3) would be less than significant.

Policies in the 2040 General Plan Land Use and Placemaking Element were identified as mitigating potential effects of development that could occur under the 2040 General Plan. For example, Policy LUP-4.6 would ensure that the introduction of higher-density or more intense development with, and sensitive to, adjacent residential land uses requiring all lighting to be shielded from view and directed downward to minimize impacts on adjacent residential uses. Policy LUP-8.10 would require appropriate building and site design that considers and reflects the existing character of neighborhoods and corridors through the use of compatible building materials. Policy LUP-8.13 would ensure continuity in streetscape design and would restrict any new development that would degrade the view of an important, existing scenic resource within streets and avenues.

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

According to the 2040 General Plan Master EIR, the City is mostly built out, and a large amount of ambient light from urban uses already exists. New development under the 2040 General Plan could add sources of light that are similar to the existing urban light sources from the following: exterior building lighting, new street lighting, parking lot lights, and headlights of vehicular traffic. Sensitive land uses would generally be residential uses, especially single- and multi-family residences. Residential uses surround the project site and the nearest residential land uses are the single-family homes adjacent to the east. Potential new sources of light associated with development and operation of the proposed project would be consistent with the residential uses in the vicinity of the project site.

Because the City is mostly built-out with a level of ambient light that is typical of and consistent with the urban character of a large city and new development allowed under the 2040 General Plan is subject to the 2040 General Plan policies, building codes, and design review, the introduction of substantially greater intensity or dispersal of light would not occur. While the proposed project would introduce new sources of light and glare to the project site, the type and intensity of light and glare would be consistent with the surrounding developments. In addition, the proposed project would be required to comply with the 2040 General Plan policies, which would be ensured through the Site Plan and Design Review process. Through compliance with applicable 2040 General Plan policies, development of the project site under the proposed project would not cause a public annoyance related to new sources of glare or create new sources of light that would be cast onto nearby residential uses. In addition, the proposed project would be consistent with what has been anticipated for the project site under the 2040 General Plan, and, thus, impacts related to light and glare associated with development of the project site have been anticipated in the 2040 General Plan Master EIR. Furthermore, impacts related to aesthetics were analyzed as part of the 2040 General Plan Master EIR and were concluded to be less than significant, with compliance with all applicable 2040 General Plan policies. The proposed project would comply with all applicable policies set forth in the 2040 General Plan pertaining to land use and the preservation of visual resources, as well as all applicable regulations set forth in the Sacramento City Code.

Therefore, the proposed project would have ***no additional significant environmental effect*** beyond what was previously evaluated in the 2040 General Plan Master EIR.

Question C

The existing visual character of the project vicinity is comprised of one- and two-story single-family residences. As such, the residential nature of the proposed project would be visually compatible with the surrounding uses. The proposed project is consistent with the land use and zoning designations for the project site. Because the proposed project is consistent with the 2040 General Plan, impacts related to aesthetics have been analyzed and anticipated within the 2040 General Plan Master EIR. According to the 2040 General Plan Master EIR, with adherence to polices pursuant to aesthetics, buildout of the 2040 General Plan would not substantially alter the existing visual character.

City staff would conduct Site Plan and Design Review prior to implementation of the proposed project. As noted in Chapter 17.808 of the Sacramento City Code, the purpose of Site Plan and Design Review is to ensure that the physical aspects of development projects are consistent with the 2040 General Plan and any other applicable specific plans or design guidelines, that projects are high quality and compatible with surrounding development, among other considerations. Accordingly, Site Plan and Design Review for the proposed project would ensure that the proposed development would not result in a substantial degradation in the existing visual character of the project site or surrounding area.

Therefore, the proposed project would have ***no additional significant environmental effect*** beyond what was previously evaluated in the 2040 General Plan Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

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

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

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 30 degrees Fahrenheit with summer highs often exceeding 100 degrees and winter lows occasionally below freezing. Average annual rainfall is about 20 inches and snowfall is very rare. Summertime temperatures are normally moderated by the presence of the "Delta breeze" that arrives through the Carquinez Strait in the evening hours.

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

The warmer months in the SVAB (May through October) are characterized by stagnant morning air or light winds, and the Delta breeze that arrives in the evening out of the southwest. Usually, the evening breeze transports a portion of airborne pollutants to the north and out of the Sacramento Valley. During about half

of the day from July to September, however, a phenomenon called the "Schultz Eddy" prevents this from occurring. Instead of allowing the prevailing wind patterns to move north carrying the pollutants out of the valley, the Schultz Eddy causes the wind pattern to circle back south. This phenomenon exacerbates the pollution levels in the area and increases the likelihood of violating Federal or State standards. The Schultz Eddy normally dissipates around noon when the Delta breeze begins.

Criteria Air Pollutants

Concentrations of emissions from criteria air pollutants (the most prevalent air pollutants known to be harmful to human health) are used to indicate the quality of the ambient air. Criteria air pollutants include ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), respirable and fine particulate matter (PM_{10} and $PM_{2.5}$), and lead. The sources of criteria air pollutants and their respective acute and chronic health impacts are described in **Table 2**.

Table 2: Sources and Health Effects of Criteria Air Pollutants

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

Notes: NO_X = oxides of nitrogen; ROG = reactive organic gases.
1. "Acute" refers to effects of short-term exposures to criteria air pollutants, usually at fairly high concentrations.
2. "Chronic" refers to effects of long-term exposures to criteria air pollutants, usually at lower, ambient concentrations.
Source: U.S. EPA 2022

Existing Air Quality

The U.S. Environmental Protection Agency (EPA) has been charged with implementing national air quality programs. EPA's air quality mandates are drawn primarily from the federal Clean Air Act (CAA), which was enacted in 1970 and most recently amended by Congress in 1990. The CAA required EPA to establish the National Ambient Air Quality Standards (NAAQS) for the following criteria air pollutants: ozone, CO, NO_2, SO_2, PM_{10}, $PM_{2.5}$, and lead. CAA also requires each State to prepare a State Implementation Plan (SIP) for attaining and maintaining the NAAQS. The federal Clean Air Act Amendments of 1990 (CAAA) added requirements for states with nonattainment areas to revise their SIPs to incorporate additional control measures to reduce air pollution. Individual SIPs are modified periodically to reflect the latest emissions

inventories, planning documents, and rules and regulations of the air basins as reported by their jurisdictional agencies.

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

Regional air quality is assessed by comparing the air quality data that is collected by air monitoring stations to the Federal and State health-based air quality standards. Areas in the SVAB that have air pollution concentrations above the standards are designated as nonattainment areas. For the Federal standards (NAAQS), some areas in the SVAB, including Sacramento County, are designated as nonattainment for the 8-hour ozone and 24-hour $PM_{2.5}$ standards. Regarding State standards (CAAQS), some areas in the SVAB are in nonattainment for ozone, PM_{10} and/or $PM_{2.5}$ standards. All areas in the SVAB are in attainment for all other pollutants with air quality standards.

Toxic Air Contaminants

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

Sensitive Receptors

Sensitive receptors are generally considered to include those land uses where exposure to pollutants could result in health-related risks to sensitive individuals, such as children or the elderly. Residential dwellings, schools, hospitals, playgrounds, and similar facilities are of primary concern because of the presence of individuals particularly sensitive to pollutants and/or the potential for increased and prolonged exposure of individuals to pollutants. The closest sensitive receptors to the project site are single-family residences adjacent to the east. The closest school is Fairbanks Elementary School, approximately 1,200 feet southeast of the project site.

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:

- Construction emissions of nitrous oxides (NOx) above 85 pounds per day;
- Operational emissions of NOx or reactive organic gases (ROG) above 65 pounds per day;
- Violation of any air quality standard or contribute substantially to an existing or projected air quality violation;
- Any increase in PM_{10} concentrations, unless all feasible Best Available Control Technology (BACT) and Best Management Practices (BMPs) have been applied, then increases above 80 pounds per day or 14.6 tons per year;
- Any increase in $PM_{2.5}$ concentrations, unless all feasible BACT and BMPs have been applied, then increases above 82 pounds per day or 15 tons per year;
- CO concentrations that exceed the 1-hour State ambient air quality standard (i.e., 20.0 ppm) or the 8-hour State ambient standard (i.e., 9.0 ppm); or

- Exposure of sensitive receptors to substantial pollutant concentrations.

Ambient air quality standards have not been established for TACs. TAC exposure is deemed to be significant if:

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

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

The 2040 General Plan 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 2040 General Plan Master EIR, Chapter 4.3. All project-level and cumulative air quality impacts were concluded to be less than significant.

Policies in the 2040 General Plan in the Environmental Resources and Constraints Element were identified as mitigating potential effects of development that could occur under the 2040 General Plan. For example, Policy ERC-4.4 requires the City to consult with, as appropriate, the SMAQMD in evaluating exposure of sensitive receptors to toxic air contaminants, and will impose conditions, as appropriate, on projects to protect public health and safety. Policy ERC-4.5 requires the City to ensure that construction and grading activities employ best management practices (BMPs) recommended by the SMAQMD. Furthermore, numerous 2040 General Plan policies from the Land Use and Placemaking and Mobility Elements would reduce air quality emissions in the City.

The 2040 General Plan Master EIR identified exposure to sources of TACs as a potential effect. Policies in the 2040 General Plan would reduce the effect to a less-than-significant level. The policies include M-5.9 (Truck Route Design), requiring the City design streets designated as truck routes that would support heavy vehicle use. Policy ERC-4.3 (Project Design) requires the City to promote implementation 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, particularly in communities most vulnerable to or affected disproportionately by pollution and its impacts, specifically those areas designated as state designated disadvantaged communities. Policy ERC-4.4 (Sensitive Uses) requires the City coordinate with SMAQMD in evaluating human exposure to TACs, particularly in disadvantaged communities, and calls for imposition of conditions, as appropriate, on projects to protect public health and safety.

ANSWERS TO CHECKLIST QUESTIONS

Questions A through D

Implementation of the proposed project would generate local emissions in the area during both construction and operation of the proposed project. Proposed project emissions were calculated using California Emissions Estimator Model (CalEEMod) version 2022.1.1.26 (CAPCOA 2022). CalEEMod quantifies ozone precursors, criteria pollutants, and greenhouse gas emissions from the construction and operation of new land use development and linear projects in California.

Construction

Construction-related emissions are expected to occur intermittently for approximately one year. Construction activities would include site preparation, grading/earthmoving, building construction, paving and architectural coating. The emissions generated from these construction activities include:

- Dust (including PM_{10} and $PM_{2.5}$) primarily from “fugitive” sources (i.e., emissions released through means other than through a stack or tailpipe) such as material handling, material screening, and unpaved surfaces;
- Combustion emissions of criteria air pollutants (ROG, NO_x, CO, PM_{10}, and $PM_{2.5}$) primarily from operation of heavy off-road construction equipment (primarily diesel-operated), haul trucks, and construction worker automobile trips (primarily gasoline-operated); and

- Evaporative emissions (e.g., ROG) from asphalt paving and building painting.

The proposed project's estimated maximum daily construction emissions are presented in **Table 3**. **Appendix A** provides the detailed construction emission estimation results. The maximum daily construction emissions of NO_x, PM_{10}, and $PM_{2.5}$ are well below the SMAQMD thresholds of significance. As noted previously, to apply the PM_{10} and $PM_{2.5}$ thresholds of significance, projects must implement all feasible SMAQMD BACTs and BMPs related to dust control. In the case of construction activities, projects are required to implement the SMAQMD's identified Basic Construction Emissions Control Practices (BCECPs), which are considered by the SMAQMD to be the applicable construction BMPs. Per SMAQMD Guidance, the BCECPs (or BMPs) are added as a mitigation measure to ensure implementation. Therefore, the non-zero thresholds of significance for PM_{10} and $PM_{2.5}$ are applicable.

Table 3: Maximum Daily Construction Emissions (pounds)

Emission Source	ROG	NOx	PM_{10}	$PM_{2.5}$
Winter 2024 Construction	3.71	36.00	21.4	11.60
Summer 2025 Construction	1.17	10.60	0.54	0.42
Winter 2025 Construction	65.8	16.3	7.96	4.12
Winter 2026 Construction	65.8	0.86	0.04	0.03
Maximum Daily Emissions	**65.8**	**36.00**	**21.4**	**11.60**
SMAQMD Significance Thresholds	-	85	80	82
Exceeds Thresholds?	N/A	No	No	No

Source: CAPCOA 2022. See Appendix A.

In addition, all projects under the jurisdiction of SMAQMD are required to comply with all applicable SMAQMD rules and regulations. Rules and regulations related to construction include, but not limited to, Rule 201 (General Permit Requirements), Rule 402 (Nuisance), Rule 403 (Fugitive Dust), Rule 404 (Particulate Matter), Rule 414 (Water Heaters, Boilers and Process Heaters Rated Less Than 1,000,000 British Thermal Units per Hour), Rule 417 (Wood Burning Appliances), Rule 442 (Architectural Coatings), Rule 453 (Cutback and Emulsified Asphalt Paving Materials), Rule 460 (Adhesives and Sealants), Rule 902 (Asbestos) and CCR requirements related to the registration of portable equipment and anti-idling.

Implementation of Mitigation Measure AQ-1 would ensure implementation of the required BCECPs (BMPs) for PM_{10} and $PM_{2.5}$ and allow the use of the non-zero thresholds. Proposed project construction emissions would be below SMAQMD's significance thresholds. Therefore, impacts related to the proposed project construction would be less than significant with mitigation.

Operations

SMAQMD has developed screening criteria to aid in determining if emissions from operation of development projects would exceed the SMAQMD thresholds of significance. The screening criteria provides a conservative indication of whether a development project could result in potentially significant air quality impacts. According to SMAQMD, if a project is below the screening level identified for the applicable land use type, emissions from the operation of the project would have a less-than-significant impact on air quality. The screening criterion for operational emissions associated with the single-family residential land use category is 485 units for ozone precursors and 1,000 units for particulate matter (SMAQMD 2021). Therefore, based on the SMAQMD's screening criteria, the proposed project's operational emissions would not exceed SMAQMD thresholds of significance. To confirm this conclusion, operational air quality emissions were estimated using CalEEMod, and are presented in **Table 4**. **Appendix A** provides the detailed operational emissions estimation results.

Table 4: Maximum Daily Operational Emissions (pounds)

Emission Source	ROG	NOx	PM_{10}	$PM_{2.5}$
Winter 2025 Operations	4.25	1.09	1.55	0.40
Summer 2025 Operations	4.49	0.94	1.55	0.40
Maximum Daily Emissions	**4.49**	**1.09**	**1.55**	**0.40**
SMAQMD Significance Thresholds	65	65	80	82
Exceeds Thresholds?	No	No	No	No

Source: CAPCOA 2022. See Appendix A.

As shown in **Table 4**, the proposed project's maximum daily operational emissions would be below the applicable thresholds of significance. It should be noted that the proposed project would not involve installation or operation of any pieces of equipment that would require implementation of SMAQMD's BACTs; therefore, the proposed project would be subject to SMAQMD's mass emissions thresholds for PM_{10} and $PM_{2.5}$. As a result, impacts related to operational emissions would be less than significant.

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

As discussed above and below, the proposed project would result in construction and operational emissions below all applicable SMAQMD thresholds of significance. Therefore, the proposed project would not be considered to contribute to the region's nonattainment status for ozone or PM emissions and would not conflict with or obstruct implementation of the SMAQMD's air quality planning efforts. Accordingly, the proposed project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation, and a less-than-significant impact would occur.

Conclusion
As discussed above, construction and operation of the proposed project would result in emissions below the thresholds of significance. Thus, the proposed project would not result in construction or operational emissions greater than the applicable thresholds of significance. Because the proposed project would result in emissions below the applicable thresholds of significance during both construction and operations, the proposed project would not violate an AAQS, contribute substantially to an existing or projected air quality violation, or result in PM concentrations greater than the applicable thresholds. Implementation of Mitigation Measures AQ-1 would ensure PM_{10} and $PM_{2.5}$ impacts are ***mitigated to a less-than-significant level***.

Question E

Localized concentrations of CO are related to the levels of traffic and congestion along streets and at intersections. Per the SMAQMD Guide, emissions of CO are generally of less concern than other criteria pollutants, as operational activities are not likely to generate substantial quantities of CO, and the SVAB has been in attainment for CO for multiple years (SMAQMD 2021). The proposed project would generate negligible amounts of CO that would not have the potential to impact nearby sensitive receptors. Consequently, the proposed project would have ***no additional significant environmental effects*** related to localized CO emissions beyond what was previously evaluated in the 2040 General Plan Master EIR.

Question F and G

The CARB has identified DPM from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. Health risks from TAC are a function of both the concentration of emissions and the duration of exposure. Construction activities have the potential to generate DPM emissions related to the number and types of equipment typically associated with construction. Off-road heavy-duty diesel equipment would result in the generation of DPM during construction. However, construction activities would not require significant grading or excavation since the project site is generally flat and grading is expected to be balanced and would not require haul trucks for importing/exporting soil. Furthermore, construction would occur over a short duration (14 months) and construction equipment would be used intermittently in different areas of the project site.

Generally, health risks are evaluated for long-term exposure (30 years). The SMAQMD's BCECP include diesel exhaust control measures including idling limitations, equipment maintenance to ensure it is in proper working order, and verification of compliance with CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation. Compliance with SMAQMD rules and regulations and BCECPs (Mitigation Measure AQ-1) would ensure that construction TAC emissions are minimized to the extent practicable. Thus, the likelihood that any one sensitive receptor would be exposed to high concentrations of DPM associated with construction for any extended period of time would be low. Therefore, the proposed project would have a less-than-significant impact related to TACs during construction.

The proposed project would not include stationary sources and the proposed project would result in a reduction in vehicle miles traveled (VMT) compared to City-wide averages. Thus, the proposed project would not result in TAC exposures that would create a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TAC from mobile sources. Therefore, the proposed project would have a less-than-significant impact. Consequently, the proposed project would have ***no additional significant environmental effects*** beyond what was previously evaluated in the 2040 General Plan Master EIR.

MITIGATION MEASURES

Mitigation Measure AQ-1: Basic Construction Emission Control Practices (Best Management Practices)

- Control of fugitive dust is required by District Rule 403 and enforced by District staff.
- Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
- Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.
- Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
- Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).
- All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.
- Provide current certificate(s) of compliance for CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation [California Code of Regulations, Title 13, sections 2449 and 2449.1]. For more

information contact CARB at 877-593-6677, doors@arb.ca.gov, or www.arb.ca.gov/doors/compliance_cert1.html.

- 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.

FINDINGS

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

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
3. BIOLOGICAL RESOURCES Would the proposed project: 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. The City also includes ornamental landscaping which consists of areas supporting introduced or non-native trees, shrubs, flowers, and turf grass.

A Biological Resources Assessment (BRA) was prepared for the proposed project by Salix Consulting, Inc. in March 2022 (see **Appendix B** of this Initial Study). The project site is primarily ruderal and upland weedy vegetation is dominant throughout the entire project site. The project site has been disked and sprayed with herbicides and has been utilized in some areas as a vehicle pass-through for adjacent parcels. No sensitive natural communities exist within the project site such as special-status plants or animals, regulatory waters, or wetlands. Due to the disturbed nature of the project site and lack of vegetative diversity, quality wildlife habitat is minimal. However, the site is used by many common species and provides foraging habitat for many resident migratory songbirds, raptors, and small to mid-sized mammals. Trees along the perimeter and on adjacent properties provide suitable nesting habitat for common species. Mid-sized mammals such as coyote, opossum and stiped skunk may utilize the site to forage and prey on small mammals.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, 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 Initial Study, "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, protected, or fully protected pursuant to California Fish and Game Code;
- Designated a Species of Special Concern by the California Department of Fish and Wildlife (CDFW);
- Designated as Ranks 1, 2, or 3 on lists maintained by the California Native Plant Society.

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

Chapter 4.4 of the 2040 General Plan Master EIR evaluated the effects of the 2040 General Plan on biological resources within the City. The 2040 General Plan 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. The 2040 General Plan includes policies to protect various habitat types used by these species. For example, various policies under Goal ERC-3, a well-maintained, resilient, healthy, expansive, and equitable urban forest for an environmentally sustainable future including Policy ERC-3.2 (Tree Canopy Expansion), Policy ERC-3.3 (Tree Protection), Policy ERC-3.6 (Urban Forest Maintenance) would protect and enhance habitat. Additionally, Policy ERC-2.1 (Conservation of Open Space Areas) directs the City to conserve, create or restore areas that provide important water quality benefits such as creeks, riparian corridors, wetlands, and undeveloped open space areas, which may provide habitat for bat species. Lastly, Policy ERC-2.2 (Biological Resources) directs the City to avoid, minimize or mitigate impacts to biological resources to the maximum extent feasible. Beyond these General Plan policies, CEQA requires project-specific review by the City as lead agency of project impacts on regulatory waters and wetlands protected by agencies or natural resource organizations. This includes riparian habitat because it is considered a sensitive resource by the CDFW.

The 2040 General Plan Master EIR concluded that policies in the 2040 General Plan, combined with compliance with the California Endangered Species Act, Natomas Basin HCP (when applicable) and CEQA would reduce impacts to a less-than-significant level for habitat for special-status plants, invertebrates, fish, reptiles and amphibians, birds and mammals (Impacts 4.4-1 through -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 2040 General Plan 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 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 2040 General Plan Master EIR determined that compliance with CEQA as well as implementation of 2040 General Plan goals and policies discussed above, direct and indirect impacts on riparian habitat within the City would be limited. Implementation of federal and state regulatory processes discussed above would require that the avoidance and mitigation measures of individual projects reduce and mitigate impacts on riparian areas, which could include the enhancement or preservation of riparian area outside of the Planning Area. The 2040 General Plan Master EIR concluded that the permanent loss or modification of riparian habitat (Impact 4.4-7), the adverse effects on state or federally protected wetlands and/or waters of the United States through direct removal, filling, or hydrological interruption (Impact 4.4-8), and the loss of sensitive natural communities (Impact 4.4-9) would all result in less than significant impacts. The 2040 General Plan Master EIR found that the incremental degradation or regional loss of special-status species or their habitats (Impact 4.4-10) and sensitive natural communities, such as wetlands and riparian habitat (Impact 4.4-11) would result in a cumulatively considerable contribution to the overall cumulative impacts and the cumulative impacts would be significant and unavoidable.

ANSWERS TO CHECKLIST QUESTIONS

Question A

The use, handling, and storage of hazardous materials is regulated by both the Federal Occupational Safety and Health Administration (Fed/OSHA) and the California Occupational Safety and Health Administration (Cal/OSHA). Cal/OSHA is responsible for developing and enforcing workplace safety regulations. At the local level, the Sacramento County Environmental Management Department (EMD) regulates hazardous materials within Sacramento County, including chemical storage containers, businesses that use hazardous materials, and hazardous waste management.

The use and storage of hazardous materials is regulated by Section 8.64 of the Sacramento City Code. Section 8.64.040 establishes regulation related to the designation of hazardous materials and requires that a hazardous material disclosure form be submitted within 15 days by any person using or handling a hazardous material. In addition, the routine transport, use, and disposal of hazardous materials are regulated by existing federal, State, and local regulations. For instance, the Sacramento County EMD requires businesses handling sufficient quantities of hazardous materials to submit a Hazardous Materials Business Plan and obtain permitting.

Furthermore, residential uses are not typically associated with the routine transport, use, or disposal of hazardous materials, or present a reasonably foreseeable release of hazardous materials. Any hazardous materials associated with the proposed residential uses would consist primarily of typical household cleaning products and fertilizers, which would be utilized in small quantities and in accordance with label instructions, which are based on federal and/or State health and safety regulations. Therefore, the proposed project would have ***no additional significant environmental effect*** beyond what was previously evaluated in the 2040 General Plan Master EIR.

Question B

The California Native Plant Society (CNPS), California Natural Diversity Database (CNDDB), and USFWS species list were reviewed to determine which special-status plant and wildlife species have the potential to occur on the project site (discussed below).

Special-Status Plant Species
Four special-status plant species have the potential to be present in the proposed project vicinity (see BRA). However, none are expected to occur on the project site because all four special-status species require wetland habitats, which are not present on the project site.

Tree removal would be required to facilitate implementation of the proposed project, including private protected trees. Tree species are protected by a local ordinance described under Section 12.56 Tree Planting, Maintenance, and Conservation of the City of Sacramento Protection of Trees Ordinance. The goal

of this ordinance is to encourage conservation practices in the management of native trees and their habitat within the City. When circumstances do not allow for the retention of trees, permits are required to remove heritage trees or trees that are within the City's jurisdiction, including City street trees. Removal of, or construction around, trees that are protected by the tree ordinance requires permission and inspection by City arborists. The City works with the developer to minimize impacts to trees during the construction process. Therefore, the proposed project would have ***no additional significant environmental effect*** beyond what was previously evaluated in the 2040 General Plan Master EIR.

Special-Status Wildlife Species

In total, only two animal species (burrowing owl and white-tailed kite) were determined to be unlikely to occur within the study area (see BRA). No other special-status species were determined to have any potential to occur with the project site due to lack of suitable habitat. The project site may provide suitable nesting habitat for common raptors, and for other birds protected by the Migratory Bird Act (see BRA).

Burrowing Owl

Burrowing Owl *(Athene cunicularia)* is a California Species of Concern (SSC) and occurs in association with open, dry grasslands, deserts, agricultural areas, and rangeland throughout the Central Valley. Burrowing owls may also use man-made structures such as debris piles, culverts, and cement piles for cover. The distinctive burrow characteristics for burrowing owl are not known. However, given the size of this owl, burrow entrances are expected to be at least seven centimeters in diameter. Circumstantial evidence of burrowing owl occurrence typically consists of the presence of molted feathers, cast pellets, prey remains, or excrement near a burrow entrance. Breeding of burrowing owl occurs from March to late August and incubation lasts between 28 to 30 days. Young are fledged at about 44 days but remain near the burrow and join the adults to forage at dusk. The CNDDB documents the nearest burrowing owl occurrence less than one mile northwest of the project site, in the Natomas area, west of East Levee Road in a flood control levee in 2006 and 2007 (see BRA). It is unlikely that burrowing owls occupy the site due to a high level of human activity and the presence of domestic animals and pets adjacent to the site. While no evidence of occurrence of this species was observed during the field assessment of the study area, the site provides suitable habitat. Implementation of Mitigation Measure BIO-1 would reduce impacts to burrowing owl to a less-that-significant level.

White-tailed Kite

White-tailed Kite (*Elanus leucurus)* is a California Fully Protected (CFP) Species. White-tailed Kite occurs primarily at lower elevations near agricultural areas but may occasionally nest in foothill locations. It preys mostly on voles and other small, diurnal mammals, occasionally on birds, insects, reptiles, and amphibians and forages in undisturbed, open grasslands, meadows, farmlands, and emergent wetlands. White-tailed kite uses trees with dense canopies for cover, making a nest of loosely piled sticks and twigs and lined with grass, straw, or rootlets. Nest placed near top of dense oak, willow, or other tree stand; usually 20-100 feet above ground, near a foraging area. The nearest reported occurrence of the species is 2 miles north of the project site, northeast of the intersection of Sotnip and Tunis, north of Del Paso Road, in 2002 (see BRA). White-tailed kites were not observed during spring surveys of the project site. While no evidence of occurrence of this species was observed during the field assessment of the project site, the site provides suitable habitat. Implementation of Mitigation Measure BIO-2 would reduce impacts to White-tailed Kite and other nesting raptors to a less-that-significant level.

Conclusion

Based on the above, development of the proposed project could result in a significant impact to the burrowing owl, White-tailed Kite, and other common raptors and migratory birds. However, with the implementation of Mitigation Measures BIO-1 and BIO-2, the effects can be ***mitigated to a less-than-significant level***.

Question C
The project site does not contain riparian habitats or other sensitive natural communities and does not contain federally protected wetlands or other features regulated under Section 404 of the Clean Water Act. The project site does not support any wetlands or waters regulated by other agencies. The project site does not serve as an important migration or movement corridor for any wildlife species. Therefore, the proposed project would have ***no additional significant environmental effect*** beyond what was previously evaluated in the 2040 General Plan Master EIR.

MITIGATION MEASURES

Mitigation Measure BIO-1: Prior to any future work activities or ground disturbance onsite, a pre-construction burrowing-owl survey shall be conducted to determine the presence/absence of the species within and directly adjacent to proposed work areas. Pre-construction surveys shall be conducted according to the California Burrowing Owl Consortium's 1993 *Burrowing Owl Survey Protocol and Mitigation Guidelines.* In the event that active burrows are found during the pre-construction surveys, CDFW should be contacted to determine avoidance measures and mitigation responsibilities.

Mitigation Measure BIO-2: If tree removal or other ground disturbance takes place during the breeding/nesting season (February 1 through August 31), disturbance of nesting activities could occur. To avoid impacts to nesting birds, disturbance should occur outside of the typical nesting season, or begin outside of the nesting season and carry on into the nesting season. If disturbance occurs at any time during the nesting season, a pre-construction survey shall be conducted by a qualified biologist within two weeks prior to the initiation of proposed development activities. If active nests are found during the pre-construction survey, buffer zones shall be established around any identified nests, and the nests shall be monitored by a qualified biologist until the offspring have fledged. Take of any raptor nest is prohibited under California Fish and Game Code sections 3503, 3503.5, and 3513. Consultation with the City and that California Department of Fish and Wildlife (CDFW) shall occur.

FINDINGS

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

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

ENVIRONMENTAL SETTING

The City of Sacramento and the surrounding area are known to have been occupied by Native American groups for thousands of years prior to settlement by non-Native peoples. Archaeological materials, including human burials, have been found throughout the city. Human remains outside of formal cemeteries often occur in prehistoric contexts.

Human burials outside of formal cemeteries often occur in prehistoric contexts. Areas of high sensitivity for archaeological resources, as identified in the 2040 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.

A Cultural Resources Inventory (CRI) was prepared for the proposed project by Par Environmental Services in May 2024 (see **Appendix C** of this Initial Study). Survey investigations identified no archaeological resources within the project site. A single-family residence, built in 1939 located directly east of the Project site was identified in 2018 as not eligible for the California Register of Historical Resources (CRHR).

STANDARDS OF SIGNIFICANCE

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

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

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

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

Policy HCR-1.1 (Preservation of Historic and Cultural Resources Site Features and Landscaping) directs the City to promote the preservation, restoration, enhancement, and recognition of cultural resources throughout the city; Policy HCR-1.6 (Early Project Consultation) intends to minimize potential impacts to cultural resources during the development review process through early consultation efforts.

Specific to cultural resources, Policy HCR-1.14 (Archaeological, Tribal, and Cultural Resources) requires continued compliance with federal and state regulations and best practices aimed at protecting and mitigating impacts to archaeological resources and the broader range of cultural resources, as well as tribal cultural resources similar to existing state regulations, Policy HCR-1.15 (Treatment of Native American Human Remains) requires human remains to be treated with sensitivity and dignity in coordination with the most likely descendant(s) identified by the Native American Heritage Commission. Policy HCR-1.17 (Evaluation of Archeological Resources) ensures that the City would continue to work with interested communities and apply best practice standards to evaluate proposed development and its effects on sub-surface historic, archaeological and tribal cultural resources. Policy HCR-1.18 (Evaluation of Potentially Eligible Built Environment Resources) ensures continued evaluation of buildings and structures 50-years old and older for potential historic significance prior to approval of a project that may result in their demolition or substantial alteration.

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

ANSWERS TO CHECKLIST QUESTIONS

Questions A through C

Survey investigations identified no archaeological resources within the project site. A single-family residence, built in 1939 located directly east of the Project site was identified in 2018 as not eligible for the CRHR.

To identify any known cultural resources, a records search of the California Historic Resources System (CHRIS) was performed by the North Central Information Center (NCIC) for cultural resource site records and survey reports within the project area. According to the CHRIS search, five resources and one district are within one-quarter mile of the project site. Additionally, a search of the Sacred Lands File maintained by the Native American Heritage Commission (NAHC) was conducted for the presence of known Native American sacred sites in the immediate proposed project vicinity. The NAHC Sacred Lands Search revealed the project site is within areas of concern (see Tribal Cultural Resources section).

While an archaeological survey is designed to detect resources with surface manifestations, there is always a potential for unidentified subsurface deposits. If archaeological deposits or artifacts (e.g., beads, stone or bone tools, or human remains) are identified during proposed project implementation, work should stop until a qualified archaeologist can evaluate what was found. With implementation of Mitigation Measure CR-1a and CR-1b, significant impacts to cultural resources can be ***mitigated to less-than-significant***.

MITIGATION MEASURES

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

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

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

***Mitigation Measure* CR-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 proposed project relating to Cultural Resources can be mitigated to a less-than-significant level.

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

ENVIRONMENTAL SETTING

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

California Building Energy Efficiency Standards – Title 24

The energy consumption of new residential and nonresidential buildings in California is regulated by the state's Title 24, Part 6, Building Energy Efficiency Standards. The California Building Energy Efficiency Standards were established by CEC in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption and provide energy efficiency standards for residential and non-residential buildings. CEC updates the Building Energy Efficiency Standards every 3 years with more stringent design requirements for reduced energy consumption, which results in the generation of fewer greenhouse gas emissions.

The 2022 Building Energy Efficiency Standards was adopted by CEC on August 11, 2021 and applies to projects constructed on or after January 1, 2023. The 2022 Building Energy Efficiency Standards encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, strengthens ventilation standards, and more. The Building Energy Efficiency Standards are enforced through the local plan check and building permit process. Local government agencies may adopt and enforce additional energy standards for new buildings as reasonably necessary due to local climatologic, geologic, or topographic conditions, provided that these standards exceed those provided in the Building Energy Efficiency Standards.

California Green Building Standards

The 2022 California Green Building Standards Code, otherwise known as CALGreen (CCR Title 24, Part 11) became effective on January 1, 2023. The purpose of the CALGreen is to improve public health, safety, and general welfare by enhancing the design and construction of buildings using building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction

practices. The CALGreen standards regulate the method of use, properties, performance, types of materials used in construction, alteration repair, improvement and rehabilitation of a structure or improvement to property. The provisions of the code apply to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure throughout California.

Transportation-Related Regulations

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

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

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

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

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

Greenhouse Gas Emissions Reduction Regulations

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

Renewable Energy Regulations

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

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

renewable energy resources and zero-carbon resources supply 100 percent of retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045.

Sacramento Climate Action & Adaptation Plan

The Sacramento CAAP was adopted on February 27, 2024 by the Sacramento City Council. Policy ERC-9.1 of the City's 2040 General Plan directs the City to implement the CAAP. The Sacramento CAAP 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.

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

New development projects under the 2040 General Plan would be subject to the energy conservation requirements of the California Energy Code (Title 24, Part 6 of the California Code of Regulations, California's Energy Efficiency Standards [Energy Code] for Residential and Nonresidential Buildings), the California Green Building Standards Code (CALGreen, Title 24, Part 11 of the California Code of Regulations), City standards exceeding state code, and SMUD requirements.

The 2040 General Plan includes measures which would help reduce energy consumption resulting from future construction activities. Specifically, Policy ERC-4.3 (Project Design) requires the City to promote new technologies, materials, design and construction techniques in private development projects that minimize air pollution, noise, excess heat, and other forms of pollution and associated impacts, particularly in communities most vulnerable to or affected disproportionately by pollution and its impacts. Policy ERC-4.5 (Construction Emissions) would ensure that construction projects minimize short-term impacts to air quality by employing appropriate mitigation measures and best practices during construction.

The 2040 General Plan also includes policies such as ERC-4.3 (Project Design), ERC-8.1 (Cooling Design Techniques), ERC-9.3 (Lead By Example in Design of City Buildings), ERC-9.4 (Carbon-Neutral Buildings), and ERC-9.9 (Onsite Alternative Energy Creation), which would require projects to use green building technologies that meet or exceed the CALGreen energy efficiency standards, encourage alternative energy creation and on-site energy production, promote development that would be 100% electric, and transition existing buildings from fossil fuel-power to electric power. Various other policies within the 2040 General Plan promote infill development close to transit areas and existing commercial/retail, recreational, and institutional land uses and encourage the use of alternative modes of transportation, all of which help reduce vehicle miles traveled and the associated consumption of petroleum vehicle fuels.

The 2040 General Plan Master EIR concluded that development under the 2040 General Plan would result in less than significant impacts related to an inefficient, wasteful or unnecessary consumption of energy (Impact 4.6-1), a conflict or obstruction of state or local energy plans (Impact 4.6-2), and cumulative energy use (Impact 4.6-3).

STANDARDS OF SIGNIFICANCE

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

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

ANSWERS TO CHECKLIST QUESTIONS

Question A and B

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 the Title 24 Building Energy Efficiency Standards and CALGreen 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 proposed project would involve on-site energy demand and consumption related to use of oil in the form of gasoline and diesel fuel for construction worker vehicle trips, hauling and materials delivery truck trips, and operation of off-road construction equipment. In addition, diesel-fueled portable generators may be necessary to provide additional electricity demands for temporary on-site lighting, welding, and for supplying energy to areas of the sites where energy supply cannot be met via a hookup to the existing electricity grid.

Even during the most intense period of construction, due to the different types of construction activities (e.g., site preparation, grading, building construction), only portions of the project site and off-site improvement areas would be disturbed at a time, with operation of construction equipment occurring at different locations on the project site, rather than a single location. In addition, all construction equipment and operation thereof would be regulated per the CARB In-Use Off-Road Diesel Vehicle Regulation. The In-Use Off-Road Diesel Vehicle Regulation is intended to reduce emissions from in-use, off-road, heavy-duty diesel vehicles in California by imposing limits on idling, requiring all vehicles to be reported to CARB, restricting the addition of older vehicles into fleets, and requiring fleets to reduce emissions by retiring, replacing, or repowering older engines, or installing exhaust retrofits. The In-Use Off-Road Diesel Vehicle Regulation would subsequently help to improve fuel efficiency and reduce GHG emissions. Technological innovations and more stringent standards are being researched, such as multi-function equipment, hybrid equipment, or other design changes, which could help to reduce demand on oil and emissions associated with construction.

Based on the above, the temporary increase in energy use occurring during construction of the proposed project would not result in a significant increase in peak or base demands or require additional capacity from local or regional energy supplies. In addition, construction activities would be required to comply with all applicable regulations related to energy conservation and fuel efficiency, which would help to reduce the temporary increase in demand.

Operations
The proposed project would be subject to the most recent update to the Title 24 Building Energy Efficiency Standards and CALGreen. Adherence to the most recent Title 24 Building Energy Efficiency Standards, CALGreen, and applicable regulations included within the City's CAAP would ensure that the proposed structures would consume energy efficiently through the incorporation of such features as efficient water heating systems, high performance attics and walls, and high efficacy lighting.

Required compliance with the Title 24 Building Energy Efficiency Standards would ensure that the building energy use associated with the proposed project would not be wasteful, inefficient, or unnecessary. In addition, electricity supplied to the project by SMUD would comply with the State's Renewables Portfolio Standard, which requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020 and to 60 percent by 2030. Pursuant to the 2022 Title 24 Building Energy Efficiency Standards, the proposed project would be required to incorporate rooftop solar panels to meet the electricity demands of future residents. The proposed project would also be all electric and would not include natural gas infrastructure.

Regarding transportation energy use, the proposed project would comply with all applicable regulations associated with vehicle efficiency and fuel economy. In addition, as discussed in the Transportation Section of this Initial Study, the VMT associated with development of the proposed project would be less than the average household VMT per capita for the region.

Conclusion

Based on the above, construction and operation of the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources or conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Thus, implementation of the proposed project would have ***no additional significant environmental effect*** beyond what was previously evaluated in the 2040 General Plan Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

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

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
6. GEOLOGY AND SOILS A) Would the proposed project allow a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards?			X

ENVIRONMENTAL SETTING

The 2040 General Plan Master EIR identifies the City as having no known active faults and states that Sacramento does not typically experience strong ground shaking resulting from earthquakes along known active or older faults of the geomorphic province. Seismic hazards that may affect portions of the City could include minor ground shaking and liquefaction in the aftermath of a major seismic event on an outlying active fault. According to the California Department of Conservation, California Earthquake Hazards Zones Application, the project site is not within a fault zone, liquefaction zone nor landslide zone (DOC 2021).

The City of Sacramento has a relatively flat topography with soils that exhibit low expansion properties. The Natural Resource Conservation Service (NRCS) identifies two soil units within the project site: San Joaquin sandy loam, 0 to 3 percent slopes (approximately 85% of the project site) and San Joaquin-Urban land complex, 0 to 3 percent slopes (approximately 15% of the project site). The project site is undeveloped, and no unique geologic or physical features are located on nor adjacent to the project site.

STANDARDS OF SIGNIFICANCE

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

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

Chapter 4.7 of the 2040 General Plan 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-1.4 requires that construction activities for each project within the city implement erosion control measures. Policies ERC-7.1 (Expansive Soils and Liquefaction), ERC-7.2 (Seismic Stability), and EJ-1.6 (Risks from Hazardous Materials Facilities) requires that the City regulates structures intended for human occupancy to ensure structural stability from seismic events including liquefaction hazards, as well as seismic stability of facilities that produce or store hazardous materials. All Geology, Soils, Mineral Resources, and Paleontology Impacts evaluated in the 2040 General Plan Master EIR were concluded to be less than significant without mitigation incorporated.

ANSWERS TO CHECKLIST QUESTIONS

Question A

The proposed project is not located within an area that is expected to experience substantial seismic groundshaking because there are no major fault lines within the City. The State provides minimum standards for structural design, soils and foundations, and other components of new building construction through the 2022 California Building Standards Code (CBSC) (Title 24 of the California Code of Regulations). Specific minimum seismic safety building design requirements are set forth in the CBSC. The building standards included in the CBSC (Title 24 of the California Code of Regulations) and other codes (i.e., California Plumbing Code, California Mechanical Code, California Electrical Code, etc.) are adopted by reference and incorporated in the City of Sacramento Municipal Code. Construction activities associated with the proposed project would comply with applicable standards in the CBSC and the City of Sacramento Municipal Code that were adopted to avoid damage due to seismic activity and geologic hazards.

The soil within the project site is comprised of San Joaquin fine sandy loam, 0 to 3 percent slopes and San Joaquin-Urban land complex, 0 to 3 percent slopes. The soils carry a rating of "Not limited" for development of dwellings without basements, which indicates that the soil has features that are very favorable for the specified use and is not expansive. The proposed project would require grading and excavation; therefore, it would be required to comply with the Grading Ordinance and a Grading and Erosion and Sediment Control Plan would be submitted and approved per Chapter 15.88 of the City of Sacramento Municipal Code.

Therefore, the proposed project would have ***no additional significant environmental effect*** beyond what was previously evaluated in the 2040 General Plan Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

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

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

ENVIRONMENTAL SETTING

Greenhouse Gases

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

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

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

To meet the statewide GHG emission targets, the City adopted the City of Sacramento Climate Action & Adaptation Plan (CAAP) on February 27, 2024 to comply with AB 32. The CAAP identified how the City and the broader community could reduce Sacramento's GHG emissions and included reduction targets, strategies, and specific actions. February 2024, the City of Sacramento adopted the 2040 General Plan. The General Plan includes citywide policies and programs that are supportive of reducing GHG emissions. City Policy ERC 9.1 requires the City to implement the CAAP and its associated policies to reduce community and municipal emissions consistent with the state's GHG goals.

STANDARDS OF SIGNIFICANCE

A project is considered to have a significant effect relating to GHG emissions if it fails to comply with the City's CAAP.

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

The Master EIR found that implementation of the 2040 General Plan would not conflict with applicable plan, policy, or regulation adopted for the purpose of reducing the emission of GHGs and impacts would be less than significant (Impact 4.8-1). Policies of the 2040 General Plan identified in the 2040 General Plan Master EIR that would achieve carbon neutrality by 2045, aggressively reduce emissions by 2030, and increase climate resilience communitywide include: ERC-9.1 and ERC-9.2, directing the City to reduce GHG emissions through the implementation of the CAAP and the continuous evaluation and enhancement of new policies and programs. Policy ERC-9.4 directs the City to transition fossil fuel-powered buildings to electric power communitywide, with a phased strategy that targets construction starting in 2023. The discussion of GHG emissions and climate change in the 2040 General Plan Master EIR is incorporated by reference in this Initial Study (CEQA Guidelines Section 15150).

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

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

GHG emissions from construction of the proposed project were quantified with CalEEMod and would equal approximately 340 metric tons of CO_2e over the entire construction period. Annual GHG emissions from operation of the proposed project were quantified with CalEEMod and would equal approximately 337 metric tons of CO_2e per year. The City of Sacramento CAAP is a qualified GHG reduction plan pursuant to CEQA Guidelines Section 15183.5. Development projects under the City's jurisdiction would have less than significant GHG emissions impacts if the proposed project would be consistent with the applicable GHG reduction measures in the CAAP.

CAAP Consistency
Consistency with the City's CAAP is analyzed in **Table 5**, below.

Table 5: Project Consistency with City of Sacramento CAAP

Greenhouse Gas Reduction Measures	Project Consistency
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. Project-level VMT should be 15% below (or 85% of) the regional average.	**Consistent.** The project is considered infill and would develop a vacant lot surrounded by existing residential development and would result in less than significant VMT impacts.
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 through frontage improvements to Silver Eagle Road and the planned Bus Stop adjacent to the project site.
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. However, the project would support this measure through the planned Bus Stop adjacent to the project site.
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.
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.
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.
CS-1 Increase urban tree canopy cover to 25 percent by 2030 and 35 percent by 2045.	**Consistent.** The project would require the removal of some onsite trees, however, it is expected that overall, the project would increase on site trees through future landscaping.

The 2040 General Plan Master EIR concluded that buildout of the City's 2040 General Plan, including the project site, would not result in a conflict with applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions. The proposed project would be consistent with the general plan land use and zoning designations for the project site as well as the CAAP policies discussed above that are intended to reduce GHG emissions from buildout of the 2040 General Plan. Thus, the proposed project would be consistent with the City's CAAP.

Therefore, the proposed project would have ***no additional significant environmental effect*** beyond what was previously evaluated in the 2040 General Plan Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

The proposed project would have no additional project-specific environmental effects relating to GHG Emissions.

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

ENVIRONMENTAL AND REGULATORY SETTING

Federal regulations and regulations adopted by the 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.

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 2040 General Plan Master EIR evaluated effects of development on hazardous materials, emergency response and wildfire 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 2040 General Plan, including Policies EJ 1.7 (Transportation Routes), PHS 3.1.2 (Site Contamination), PFS 2.3 (Evacuation Routes), PFS 2.1 (Hazard Mitigation Planning) and PFS 18. (Fire Hazards) were effective in reducing the identified impacts.

ANSWERS TO CHECKLIST QUESTIONS

Question A

The project site is not located in a hazardous waste facility or site with known contamination. Database searches were performed on April 2, 2024, within the following databases: Comprehensive Environmental Response, Compensation, and Liability Information System; EnviroStor database; the Spills, Leaks, Investigation, and Cleanup list; Leaking Underground Storage Tank (LUST) database; and the Sacramento County Environmental Management Department's (SCEMD's) toxic site list. The project site was not listed in the above databases as a site of known hazard or concern. Accordingly, construction activities would not result in exposure of people to existing contaminated soil. Therefore, the proposed project would have ***no additional significant environmental effect*** beyond what was previously evaluated in the 2040 General Plan Master EIR.

Question B

Construction activities associated with the proposed project would involve the transport and use of fuels, lubricants, paints, solvents, and other potentially hazardous materials to the project site during construction. The use of these commonly used hazardous substances would be limited in nature and subject to standard handling and storage requirements. Federal, State, and local laws regulate the transport management, storage, and use of hazardous materials. These laws are enforced by various City, County and State departments. Consequently, use of these materials for their intended purpose during construction would not pose a significant risk to the public or environment.

Compliance with existing regulations would ensure construction of the proposed project would not pose a significant risk to the public or environment. Therefore, the proposed project would have ***no additional significant environmental effect*** beyond what was previously evaluated in the 2040 General Plan Master EIR.

Question C

According to the California Department of Water Resources (CDWR) groundwater level data, groundwater was measured to be approximately between 21-51 feet below the ground surface (CDWR, 2020). Excavation for the proposed project would not reach this depth. Construction of the proposed project would not include dewatering activities and construction activities would not result in exposure of people to existing contaminated groundwater. Therefore, the proposed project would have ***no additional significant environmental effect*** beyond what was previously evaluated in the 2040 General Plan Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

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

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
9. HYDROLOGY AND WATER QUALITY Would the proposed 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 an urbanized area within the North Sacramento Community Plan Area. The project site is undeveloped and does not contain existing storm drainage infrastructure, although such infrastructure exists in the project vicinity.

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 City's Stormwater Management Program is based on the National Pollutant Discharge Elimination System (NPDES) municipal stormwater discharge permit. The comprehensive Stormwater Management Program 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 City's SQIP and the *Stormwater Quality Design Manual for the Sacramento Region* (Sacramento Stormwater Quality Partnership 2018) include BMPs to be implemented to mitigate impacts from new development and redevelopment projects, as well as requirements for low impact development (LID) standards.

The Federal Emergency Management Agency (FEMA) publishes Flood Insurance Rate Maps (FIRM) that delineate flood hazard zones for communities. The project site is located within an area designated as Zone X (Area with Reduced Flood Risk Due to Levee), which is applied to areas of 0.2 percent annual chance flood, areas of one percent annual chance flood with average depths of less than one foot, or with drainage areas less than one square mile, and areas protected by levees from one 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 in Zone X.

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 contributes drainage to the storm water 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. The project site is within the City's separated sewer

system service area and would be subject to Sewer System Development Fees, which are intended to recover an appropriate share of the capital costs of the City's existing and/or new sewer system facilities. In addition to sewer service provided by the City of Sacramento Department of Utilities (DOU), the proposed project would also be within the Sacramento Regional County Sanitation District (SRCSD). In order to connect with the SRCSD wastewater conveyance and treatment system, the developer would be required to pay all applicable impact fees prior to connecting to and receiving services.

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 2040 General Plan policies or mitigation from the 2040 General Plan Master EIR:

- Substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board (SWRCB), due to increases in sediments and other contaminants generated by construction and/or development of the proposed project; 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 2040 General Plan 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 (Impact 4.7-1 and -3), exposure of people and property to flood risks (Impact 4.7-2 and -4). The 2040 General Plan Master EIR concluded would reduce all impacts to a less-than-significant level through implementation of several 2040 General Plan policies including ERC 1.1 (Clean Water Programs), ERC 1.2 (Clean Watershed), ERC 1.3 (Runoff Contamination), ERC 1.4 (Construction Site Impacts), ERC 5.2 (Reducing Storm Runoff), ERC 6.2 (Flood Management Planning Coordination), ERC 6.7 (Flood Hazard Risk Evaluation) and ERC 6.8 (Interagency Levee Management).

ANSWERS TO CHECKLIST QUESTIONS

Question A

The proposed project has the potential to impact water quality during both construction and operation. Further details regarding the potential effects are provided below.

Construction

Construction activities associated with 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 storm water runoff. The SWRCB adopted a statewide general NPDES 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 2022-0057-DWQ (adopted on September 8, 2022). Construction activity subject to the General Permit includes clearing, grading and disturbances to the ground such as stockpiling or excavation. The proposed project would include disturbance of approximately 5 acres; thus, the proposed project would be subject to the aforementioned regulations.

The City's Stormwater Quality Improvement Plan (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, storm water collection and discharge points, general topography both before and after construction, and drainage patterns across the project. The

SWPPP must list BMPs the discharger would use to protect storm water runoff and the placement of those BMPs. Additionally, the SWPPP must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutant to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment. Section A of the Construction General Permit describes the elements that must be contained in a SWPPP. Compliance with City requirements to protect storm water inlets would require the developer to implement BMPs such as the use of straw wattles, 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 inspect and enforce the erosion, sediment and pollution control requirements in accordance with City codes (Grading, Erosion and Sediment Control Ordinance).

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

Operations

Because the project site is currently undeveloped, implementation of the proposed project would increase the amount of impervious surface area from existing conditions. As a result, following implementation of the proposed project, less pervious surface area would be available for stormwater to infiltrate on-site soils. Consistent with Chapter 13.16 of the City Code, the post-development stormwater flows from the project site would be required to be equal to or less than pre-development conditions.

As a standard Condition of Approval (COA) for development projects in the City, the City's DOU requires preparation and submittal of project-specific drainage studies. With submittal of the required drainage study, the DOU would review to ensure that adequate water quality control facilities are incorporated to ensure that adequate water quality control prior to approving the Improvement Plans for the proposed project facilities and certified full capture trash control devices 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 Code, which requires the following:

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

The proposed internal roadway would convey stormwater to the existing City storm drain pipe. Several source control measures would be included, consistent with the *Stormwater Quality Design Manual for the Sacramento Region* such as trash capture devices, storm drain inlet markings and signage, and low impact development control measures. Implementation of the proposed project would be required to comply with all applicable policies and regulations set by the City's General Plan and the City Code. Considering the required preparation of a site-specific drainage study and associated compliance with the applicable regulations, adverse impacts related to water quality during project operations would not occur.

Conclusion

Design of the proposed project site in conformance with City and State regulations would ensure that a substantial degradation to water quality or violation of any water quality objectives due to increases in sediments and other contaminants generated by construction and/or development of the proposed project would not occur. Therefore, the proposed project would not result in significant impacts related to such. Implementation of proposed project would have ***no additional significant environmental effect*** related to drainage and runoff beyond what was previously evaluated in the 2040 General Plan 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 historic flood. According to FEMA's FIRM, the project site is within Zone X, within the area of Zone X identified as an Area with Reduced Flood Risk Due to Levee, an area of minimal flood hazard, which is outside of a 100-year floodplain.

Given that the proposed project would not be located within a 100-year floodplain, impacts related to flooding would be considered less than significant, and implementation of proposed project would have ***no additional significant environmental effect*** related to flooding beyond what was previously evaluated in the 2040 General Plan Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

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

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

ENVIRONMENTAL SETTING

Sound is mechanical energy transmitted by pressure waves through a medium such as air. Noise is defined as unwanted sound. Sound pressure level has become the most common descriptor used to characterize the "loudness" of an ambient sound level. Sound pressure level is measured in decibels (dB), with zero dB corresponding roughly to the threshold of human hearing, and 120 to 140 dB corresponding to the threshold of pain. Decibels are measured using different scales, and it has been found that A-weighting of sound levels best reflects the human ear's reduced sensitivity to low frequencies, and correlates well with human perceptions of the annoying aspects of noise. The A-weighted decibel scale (dBA) is cited in most noise criteria. All references to decibels (dB) in this section will be A-weighted unless noted otherwise.

Several time-averaged scales represent noise environments and consequences of human activities. The most commonly used noise descriptors are the equivalent A–weighted sound level over a given time period

(Leq),[b] average day–night 24-hour average sound level (L_{dn})[c] with a nighttime increase of 10 dB to account for sensitivity to noise during the nighttime; and community noise equivalent level (CNEL)[d], also a 24-hour average that includes both an evening and a nighttime sensitivity weighting.

Noise Attenuation
Stationary point sources of noise, including construction equipment, attenuate (lessen) at a rate of 6 to 7.5 dB per doubling of distance from the source, depending on ground absorption. Soft sites attenuate at 7.5 dB per doubling because they have an absorptive ground surface such as soft dirt, grass, or scattered bushes and trees. Hard sites have reflective surfaces (e.g., parking lots or smooth bodies of water) and therefore have less attenuation (6.0 dB per doubling). A street or roadway with moving vehicles (known as a "line" source), would typically attenuate at a lower rate, approximately 3 to 4.5 dB each time the distance doubles from the source, that also depends on ground absorption (Caltrans, 1998b). Physical barriers located between a noise source and the noise receptor, such as berms or sound walls, would increase the attenuation that occurs by distance alone.

Vibration
Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal and is typically expressed in units of inches per second (in/sec). The PPV is the most frequently used to describe vibration impacts on buildings. Some common sources of ground-borne vibration are trains, heavy trucks traveling on rough roads, and construction activities such as blasting, pile driving, and operation of heavy earthmoving equipment.

STANDARDS OF SIGNIFICANCE

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

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

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

The 2040 General Plan Master EIR evaluated the potential for development under the 2040 General Plan to increase noise levels in the community. See Chapter 4.11. New noise sources include vehicular traffic, aircraft, railways, light rail and stationary sources. The general plan policies establish exterior (Policy ERC 10.1) and interior (Policy ERC 10.3) noise standards. A variety of policies provide standards for the types of development envisioned in the 2040 General Plan. See Policy ERC 10.2, which requires new

b The Equivalent Sound Level (Leq) is a single value of a constant sound level for the same measurement period duration, which has sound energy equal to the time–varying sound energy in the measurement period.
c Ldn is the day–night average sound level that is equal to the 24-hour A-weighted equivalent sound level with a 10-decibel penalty applied to night between 10:00 p.m. and 7:00 a.m.
d CNEL is the average A-weighted noise level during a 24-hour day, obtained by addition of 5 decibels in the evening from 7:00 to 10:00 p.m., and an addition of a 10–decibel penalty in the night between 10:00 p.m. and 7:00 a.m.

development to mitigate the effects of noise by using techniques such as site design, building orientation, building design and hours of operation, Policy ERC 10.9, which calls for the City to limit potential noise impacts of construction activities on surrounding land uses through noise regulations in the City Code, Policy ERC 10.10 which restricts new residential development within the 65 dBA airport noise contour, and Policy ERC 10.11 which discourages outdoor activities or uses in areas within the 70 dBA CNEL airport noise contour. Notwithstanding application of the general plan policies, noise impacts for exterior noise levels (Impact 4.11-1) and cumulative exterior noise levels (Impact 4.11-5) were found to be significant and unavoidable.

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

The proposed project would develop 24 new single-family residences on the project site. Residential land uses do not generate substantial noise. In addition, residential noise associated with the proposed project would be compatible with the existing residential uses in the project area. The primary source of noise during operation of the proposed project would be traffic noise. The addition of 24 new single-family residences to the project area would result in a negligible increase to traffic noise in the project area and would be imperceptible to existing sensitive receptors. Thus, proposed project noise would not result in an exceedance of exterior or interior noise level standards.

According to Table 4.11-2 of the 2040 General Plan Master EIR, the noise level along Silver Eagle Road (segment between Northgate Blvd and Norwood Ave) is anticipated to increase by 0.5 dB as a result of buildout of the 2040 General Plan, from the noise level of 60.5 (cumulative 2040 no project) to 61.0 (cumulative 2040 plus project). Because the existing noise conditions exceed the standard of 60 dB (L_{dn} or CNEL) for low density residential uses, the 2040 General Plan Master EIR determined that the 2040 General Plan would result in a significant and unavoidable impact resulting from increase in exterior noise levels. The proposed project is consistent with the project site's General Plan land use and zoning designations, and thus was planned as part of the 2040 General Plan. As such, the buildout of the project site and the associated increase in noise have already been anticipated in the 2040 General Plan Master EIR. The proposed project would not increase the noise generation associated with the project site from what has already been anticipated in the 2040 General Plan Master EIR. Therefore, the proposed project would have ***no additional significant environmental effect*** related to noise generation beyond what was previously evaluated in the 2040 General Plan Master EIR.

Question C

Construction would result in a temporary increase in ambient noise levels in the vicinity of the project site. Noise levels generated by construction equipment would vary greatly depending upon factors such as the type and specific model of the equipment, the operation being performed, the condition of the equipment and the prevailing wind direction. Some construction activities could occur as close as approximately 10 feet from the nearest residence to the east. However, most construction activities would occur at distances much greater than 10 feet from the nearest residence. The maximum noise levels at 50 feet for various types of construction equipment that could be used during construction are provided in **Table 6**.

Table 6: Typical Noise Levels from Construction Equipment (Lmax)

Construction Equipment	Noise Level (dB, Lmax at 50 feet)
Dump Truck	76
Grader	85
Crane	81
Forklift	77
Roller	80
Backhoe	78
Dozer	82
Excavator	81
Flat Bed Truck	74
Front End Loader	79
Compressor (air)	78
Generator	81
Pneumatic Tools	85

Source: Federal Highway Administration (FHWA) Roadway Construction Noise Model User's Guide, 2006.

The City's Noise Ordinance exempts construction operations that occur between 7:00 AM and 6:00 PM, Monday through Saturday, and between 9:00 AM and 6:00 PM on Sundays, from the applicable noise standards. The proposed project would be required to adhere to the City's Noise Ordinance and the increase in noise levels from construction activities would be temporary, noise levels associated with construction of the project would not result in construction noise levels that exceed the standards in the 2040 General Plan or Noise Ordinance. Therefore, implementation of the proposed project would have ***no additional significant environmental effect*** related to construction noise beyond what was previously evaluated in the 2040 General Plan Master EIR.

Questions D through F

There are no nearby highway or rail operations that would generate vibration levels perceptible at the project site. There are no nearby historic buildings or archeological sites that would be susceptible to project construction vibration. Therefore, the proposed project would have no impact on these resources.

Construction activities have the potential to result in varying degrees of temporary ground vibration, depending on the specific construction equipment used and operations involved. In most cases, vibration induced by typical construction equipment does not result in adverse effects on people or structures (Caltrans, 2013). The proposed project would not involve the use of construction equipment or processes that would result in potentially significant levels of ground vibration (i.e., pile drivers or blasting). At the highest levels of vibration, damage to structures is primarily architectural (e.g., loosening and cracking of plaster or stucco coatings) and rarely results in structural damage. For most structures, a PPV threshold of 0.5 inch per second or less is sufficient to avoid structural damage. The City of Sacramento considers temporary construction vibration impacts to be significant if construction vibration exceeds 0.5 in/sec PPV at nearby residential and commercial areas.

The nearest off-site residential structure is approximately 10 feet to the east. However, the closest building footprint is set back is required to be 20 feet from the nearest residential structure, and it is not expected that a vibratory roller or any other equipment producing high vibration levels would operate within 20 feet of the nearest existing residential structure. The estimated PPV for construction equipment at 10 feet and 20 feet is summarized in **Table 7**.

Table 7: Typical Construction Activities Vibration Levels

Construction Equipment	PPV at 10 feet (in/sec)	PPV at 20 feet (in/sec)
Vibratory Roller	0.83	0.29
Hoe Ram	0.35	0.12
Large Bulldozer	0.35	0.12
Small Bulldozer	0.012	0.004
Loaded Truck	0.30	0.11

Source: Federal Transit Administration, 2006.

As shown in **Table 7**, construction activities could generate vibration levels ranging from 0.012 in/sec PPV to 0.83 PPV at 10 feet and 0.004 in/sec PPV to 0.29 at 20 feet in/sec PPV. All vibration levels would be below the 0.5 in/sec PPV threshold for residential and commercial areas, except for the use of a vibratory roller at 10 feet. However, as mentioned above, heavy equipment like vibratory rollers would not be expected to operate near the existing residences to the east. If vibratory rollers were used for construction, they would be expected to be used mainly for paving at distances far greater than 20 feet away from the nearest off-site residential structure. Therefore, implementation of the proposed project would have ***no additional significant environmental effect*** related to vibration beyond what was previously evaluated in the 2040 General Plan Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

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

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

ENVIRONMENTAL SETTING

The project site is located in the North Sacramento Community Plan Area, approximately five miles from the downtown core of the City, and is served with fire protection, police protection, and schools by the City of Sacramento.

The Sacramento Fire Department (SFD) provides fire protection and emergency medical services (EMS) to the entire City and some small areas just outside the City boundaries within the County limits. The nearest fire station, Sacramento Fire Station 18, is approximately 1.4 miles northwest of the project site.

Police protection services are provided by the Sacramento Police Department (SPD) for areas within the City. In addition to the SPD and Sheriff's Department, the California Highway Patrol, UC Davis Medical Center Police Department, and the Regional Transit Police Department provide police protection within the City of Sacramento. The Sacramento Sherrif's Department, Elk Grove Police Department, Rancho Cordova Police Department, and Citrus Heights Police Department also provide services to areas around the City.

The project site is within the Twin Rivers Unified School District. The nearest school in this school district is Fairbanks Elementary School, approximately 1,200 feet southeast of the project site. Martin Luther King Jr. Technology Academy Middle School is approximately 3,400 feet southeast of the project site, and Grant High School is approximately 1.4 miles northeast of the project site.

STANDARDS OF SIGNIFICANCE

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

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

The 2040 General Plan 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 2040 General Plan General Plan provides that responsive police and fire services ensure a high level of public safety of the community (Goal PFS-1). The 2040 General Plan Master EIR concluded that effects of development that could occur under the 2040 General Plan would be less than significant.

ANSWERS TO CHECKLIST QUESTIONS

Question A

The following discussions pertain to the existing fire, police, and school facilities as well as the proposed project's impacts related to such facilities and services.

Fire Protection
The closest fire station to the project site is SFD Station 18, located approximately 1.4 miles northwest of the project site. Considering the proximity of the project site to Station 18, it is reasonable to assume that response times from the SFD would be acceptable.

The proposed project would be consistent with the buildout of the 2040 General Plan and thus the resulting increase in population has been anticipated by the City. Within the 2040 General Plan, Policy PFS-1.15 states that the City shall require development projects to contribute fees for fire protection services and facilities. The proposed project would be required to pay applicable development fees financially supporting the SFD. Therefore, the proposed project would not result in the need for new or altered services related to fire protection beyond what was anticipated in the 2040 General Plan.

Police Protection
The SPD provides police protection services within the City boundaries. According to the 2040 General Plan Master EIR, the City has identified several new police stations and associated facilities which would accommodate up to 800 new sworn officers and civilian staff. If other additional new or expanded police services are needed, it is assumed these new police service facilities would be consistent with the 2040 General Plan including policies specific to development requirements as well as relevant federal, state and City development standards and requirements. Similar to the SFD, the added population from the proposed project would create an increased demand in police services to the project area; however, as mentioned above, because the proposed project is consistent with the 2040 General Plan, the associated increase in population has already been anticipated by the City. Policy PFS-1.15 states that the City shall require development projects to contribute fees for fire protection services and facilities. As a result, the proposed project would be required to pay applicable development impact fees to fund necessary police services. Therefore, the proposed project would not result in the need for new or altered services related to police protection beyond what was anticipated in the 2040 General Plan.

Schools
The proposed project is within the Twin Rivers Unified School District, which is not at or above capacity. Development of the proposed project would generate additional students in the area. However, as discussed above, the proposed project would be consistent with the 2040 General Plan land use designation for the site. As stated within the General Plan EIR, all impacts on schools are considered to be less than significant with payment of the State Department of Education Development Fee, which was enacted to provide for school facilities construction, improvements, and expansion. Therefore, the proposed project would not result in the need for new or altered services related to schools beyond what was anticipated in the 2040 General Plan.

Other Governmental Services
The proposed project would result in an increase in demand for other governmental services, such as library service. The Del Paso Heights Library, located approximately 1 mile northeast of the project site, currently serves the project site and the surrounding area. Because the proposed project would be required to comply with the 2040 General Plan policies, the proposed project would not result in the need for new or altered services related to other governmental services beyond what was anticipated in the 2040 General Plan.

Conclusion
As noted above, the applicant would be required to pay development fees to the appropriate public services departments. Therefore, the proposed project would have ***no additional significant environmental effect*** beyond what was previously evaluated in the 2040 General Plan Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

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

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

ENVIRONMENTAL SETTING

The City of Sacramento 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 flood 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. Employees are expected to use YPCE facilities at a lesser rate than residents.

Residential and non-residential projects that are built in the City of Sacramento are required to pay a park development impact fee per Chapter 18.56 of the Sacramento City Code. The fees collected pursuant to Chapter 18.56 are primarily used to finance the design, construction, installation, improvement, and acquisition of park facilities. The closest recreational facilities are Walter S. Ueda Parkway, Charles Robertson Park, Robert Brookins Park, Gateway Park, Carl Johnston Park, Gardenland Park, Strawberry Manor Park, Richardson Village Park, and John Strauch Park, all approximately one mile from the project site.

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 2040 General Plan Master EIR considered the effects of the 2040 General Plan parks and recreational facilities. The 2040 General Plan identified a goal of providing an integrated system of parks, open space areas, shared-use paths, and recreational facilities in the City (Goal YPRO-1). New residential development projects will be required to contribute a fair share towards the acquisition and development of parks and recreational facilities to serve the new residents, either through the dedication of parkland, the construction of public and/or private recreation facilities, or the payment of parkland in-lieu fees (Policy YPRO-1.4).

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

The proposed project would not cause or accelerate substantial physical deterioration of existing area parks or recreational facilities. The proposed project is a request for a Tentative Subdivision Map to subdivide one parcel into 24 single-family residential lots and future residents of the proposed project are anticipated to use recreation facilities in the surrounding area. According to the 2040 General Plan Master EIR, implementation of the policies and goals within the General Plan would reduce impacts to parks and recreational facilities to a less-than-significant level. Because the proposed project is consistent with the 2040 General Plan, the increased population associated with the proposed project and increase in demand for recreational facilities was anticipated and analyzed within the 2040 General Plan Master EIR. Furthermore, the proposed project would be required to pay the Park Dedication/ In-Lieu (Quimby) Fee (Title 17, 17.512 of the City Code) prior to recordation of the final map and the Park Development Impact Fee (Title 18, 18.56 of the City Code) prior to the issuance of a building permit. Thus, the proposed project would not result in a need for construction or expansion of recreational facilities beyond what was anticipated in the 2040 General Plan. Therefore, the proposed project would have ***no additional significant environmental effect*** beyond what was previously evaluated in the Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

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

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

ENVIRONMENTAL SETTING

Roadways adjacent to the project site include Silver Eagle Road to the south. Silver Eagle Road is a two-lane roadway with a 35 miles per hour (mph) posted speed limit. Continuous sidewalks exist along the southern side of Silver Eagle Road, including the stretch opposite the project site. Bike lanes do not exist along the stretches of Silver Eagle Road adjacent to the project site.

Public transit service in the project area is provided by bus, which is operated by the Sacramento Regional Transit District (RT). Route 86 provides service on Silver Eagle Road. The route features a bus stop at the intersection of Silver Eagle Road and Mabel Street, directly south of the project site. The route begins at Arcade and Marconi and the last stop is at J Street and 11th Street. Route 86 operates from 5:37 AM to 10:10 PM Monday through Friday. On Saturdays Route 86 operates from 6:40 AM to 9:31 PM and on Sundays Route 86 operates from 6:57 AM to 9:48 PM.

STANDARDS OF SIGNIFICANCE

Section 15064.3 of the CEQA Guidelines provides specific considerations for evaluating a project's transportation impacts. Pursuant to Section 15064.3, analysis of Vehicle Miles Traveled (VMT) attributable to a project is the most appropriate measure of transportation impacts, with other relevant considerations consisting of the effects of the project on transit and non-motorized travel. VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle- trips, with one end within the project site. Based on current practices from the City of Sacramento for residential projects, transportation impacts for CEQA purposes are considered significant if the proposed project would generate Household VMT per capita figures that exceed 85 percent of the regional average for Household VMT per capita, consistent with technical advisory guidance published by the Governor's Office of Planning and Research (OPR) in 2018.

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 project generated VMT analysis. For residential projects, screening criteria includes:

1. Small Projects – projects that generate or attract fewer than 110 trips per day;
2. Map-Based Screening – projects located in areas that are known to generate below-average VMT;

3. Near Transit Stations – projects within 0.5-mile of an existing major transit stop or an existing stop along a high-quality transit corridor; or
4. Affordable Residential Development – projects that include affordable housing within an infill location.

Lastly, for purposes of this Initial Study, impacts resulting from changes in transportation or circulation 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 or mitigation from the 2040 General Plan Master EIR:

Transit

- Adversely affect public transit operations; or
- Fail to adequately provide for access to public transit.

Bicycle Facilities

- Adversely affect bicycle travel, bicycle paths; or
- Fail to adequately provide for access by bicycle.

Pedestrian Circulation

- Adversely affect pedestrian travel, pedestrian paths; or
- Fail to adequately provide for access by pedestrians.

Construction-Related Traffic Impacts

- Degrade an intersection or roadway to an unacceptable level;
- Cause inconveniences to motorists due to prolonged road closures; or
- Result in an increased frequency of potential conflicts between vehicles, pedestrians, and bicyclists.

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

Transportation and circulation were discussed in the General Plan 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 Mobility Goal 1.1, calling for a multimodal system that provides a range of viable and healthy travel options for all users (Policy M 1.2), and policies M-2.1 (Transportation Demand Management) and M-2.2 (Wider Participation) promote and encourage participation in carpool programs while Policies M 2.14 (Parking Supply) and M 2.17 (Parking Management Strategy) aim to regulate parking supply and pricing to disincentivize driving.

The 2040 General Plan Master EIR concluded that implementation of the numerous policies that direct the development of the City's transportation system would reduce all potential traffic and transportation impacts to less than significant.

ANSWERS TO CHECKLIST QUESTIONS

Question A

The following analysis provides a summary of impacts to the circulation system including transit, bicycle, and pedestrian facilities.

Project Trip Generation and Distribution
The proposed project is consistent with the land use designation for the site in the 2040 General Plan. As such, the 2040 General Plan Master EIR included an analysis of the increase in traffic associated with the buildout of the project site. The proposed project would not increase traffic volumes from what has been anticipated in the 2040 General Plan. Therefore, the proposed project would not conflict with a program plan, ordinance or policy addressing the circulation system beyond what has been anticipated by the City per the 2040 General Plan Master EIR, and a less-than-significant impact would occur.

Transit, Bicycle, and Pedestrian Facilities
As stated above, a new bus stop is planned adjacent to the project site along Silver Eagle Road. Sacramento RT Route 86 provides transit opportunities from the project site, and the project is consistent with the 2040 General Plan land use and zoning designations for the project site. The proposed project would not add noticeable transit demand; however, any demand added to the transit system could be adequately accommodated by the existing/planned transit system and has been anticipated in the 2040 General Plan and 2040 General Plan Master EIR. Additionally, the proposed project would not result in removal of any existing bicycle or pedestrian facilities or preclude the implementation of any proposed or existing off-street trails in the vicinity of the proposed project. The proposed project would include sidewalk, curb, and gutter improvements on the stretches of Silver Eagle Road adjacent to the project site, as required. As such, the proposed project would not conflict with a program plan, ordinance or policy addressing roadway, bicycle, and pedestrian facilities beyond what has been anticipated by the City per the 2040 General Plan Master EIR, and a less-than-significant impact would occur.

Conclusion
Based on the above, the proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Therefore, implementation of the proposed project would result in ***no additional environmental effects*** beyond what was analyzed in the 2040 General Plan Master EIR.

Question B

The proposed project is consistent with the land use designation for the site in the 2040 General Plan. As such, the 2040 General Plan Master EIR included an analysis of VMT generation from the buildout of the 2040 General Plan, which included buildout of the project site. Therefore, the proposed project would not increase VMT beyond what has been anticipated by the City per the 2040 General Plan Master EIR, would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), and a less-than-significant impact would occur.

Pursuant to SB 743 and technical guidance published by OPR, several screening procedures exist to potentially streamline project analysis. One screening procedure is using Map-Based screening criteria to determine whether a project could be presumed to have a less-than-significant VMT impact. The average Residential VMT for the project site was determined using the residential VMT Sacramento Area Council of Governments (SACOG) maps derived from the traffic analysis zone results from SACOG's travel demand model, known as SACSIM. The proposed project falls within an area calculated to produce between 50% to 85% of the regional average, which is less than the average household VMT per capita for the region (SACOG 2021). Therefore, the project site would not exceed 85% of the regional average household VMT per capita and VMT impacts would be less than significant per OPR Guidance.

Because VMT impacts were previously evaluated under the 2040 General Plan Master EIR and the project site meets OPR screening criteria using the Map-Based screening, a VMT analysis for the proposed project

is not required. Therefore, the proposed project would not conflict CEQA Guidelines Section 15064.3, subdivision (b) and the proposed project would result in ***no additional environmental effects*** beyond what was analyzed in the 2040 General Plan Master EIR.

Question C

Access would be provided through a new internal roadway from Silver Eagle Road along the southern boundary of the project site. The proposed project would include right-of-way improvements to Silver Eagle Road, including the repair or replacement of any existing deteriorated curb, gutter, and sidewalk adjacent to the project site per City standards. Installation of streetlights on all public streets fronting the project site would also be required as well as ADA curb ramps at the intersection of Silver Eagle Road and the new internal roadway for the proposed project. Such improvements would be designed in compliance with City design and roadway standards, which would ensure that the proposed project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment), and implementation of the proposed project would result in ***no additional environmental effects*** beyond what was analyzed in the 2040 General Plan Master EIR.

Question D

The proposed project would be required to comply with all building, fire, and safety codes and specific development plans would be subject to review and approval by the City's Public Works Department and the SFD. Required review by the aforementioned departments would ensure that the proposed road for the project site would provide adequate emergency access. In addition, Section 12.20.030 of the Sacramento City Code requires that a construction traffic control plan be prepared and approved prior to the beginning of project construction, to the satisfaction of the City Traffic Engineer and subject to review by all affected agencies. All work performed during construction must conform to the conditions and requirements of the approved plan. The plan would ensure that safe and efficient movement of traffic through the construction work zone(s) is maintained. At a minimum, the plan must include the following:

- Time and day of street closures;
- Proper advance warning and posted signage regarding street closures;
- Provision of driveway access plan to ensure safe vehicular, pedestrian, and bicycle movements;
- Safe and efficient access routes for emergency vehicles;
- Provisions for pedestrian safety;
- Use of manual traffic control when necessary;
- Number of anticipated truck trips, and time of day of arrival and departure of trucks;
- Provision of a truck circulation pattern and staging area with a limitation on the number of trucks that can be waiting and any limitations on the size and type of trucks appropriate for the surrounding transportation network; and
- The plan must be available at the site for inspection by the City representative during all work.

With implementation of the traffic control plan, local roadways and freeway facilities would continue to operate at acceptable operating conditions during construction, and the proposed project would result in ***no additional environmental effects*** beyond what was analyzed in the 2040 General Plan Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

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

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

ENVIRONMENTAL AND REGULATORY 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.

In response to the City's notification of the proposed project to the United Auburn Indian Community of the Auburn Rancheria (UAIC), UAIC conducted a records search for the identification of TCRs for this proposed project which included a review of pertinent literature and historic maps, and a records search using UAIC's Tribal Historic Resources Information System (THRIS). UAIC's THRIS database is composed of UAIC's areas of oral history, ethnographic history, and places of cultural and religious significance, including UAIC Sacred Lands that are submitted to the Native American Heritage Commission (NAHC). The THRIS resources shown in this region also include previously recorded indigenous resources identified through the California Historic Resources Information System Center (CHRIS) as well as historic resources and survey data.

Native American Consultation

On April 11, 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

No response was received from United Auburn Indian Community (UAIC), 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, PAR Environmental Services submitted a form on April 8, 2024, to the NAHC requesting a search of the sacred lands file. To date, there are no specific sites or resources known only to UAIC present within the project site.

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

- Cause a substantial change in the significance of a TCR as defined in PRC 21074.

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

The 2040 General Plan Master EIR evaluated the potential effects of development under the 2040 General Plan on TCRs. See Chapter 4.15). The 2040 General Plan Master EIR identified significant and unavoidable effects on historic resources and TCRs (Impacts 4.15-1 through -3). 2040 General plan policies identified as reducing such effects on TCRs include policy HCR 1.6 (Early Project Consultation) which requires consultation with the tribes early in the development review process and Policy HCR 1.14 (Archaeological, Tribal, and Cultural Resources) which requires compliance with federal and state regulations including those that would protect and potentially mitigate impacts to TCRs. Policy HCR 1.17 (Evaluation of Archeological Resources) requires the City to work with the Native American tribes during the AB 52 process and in the event TCRs are discovered during development which could include on-site monitoring or site-specific investigations. Implementing Action HCR-A.8 (Conditions for Resource Discovery) entails standard measures for the protection of TCRs that may be encountered during construction, including cessation of work in the vicinity of a discovery, notification of the City's Preservation Director (or designee), and coordination to determine the appropriate response.

ANSWERS TO CHECKLIST QUESTIONS

Questions A)i and A)ii

As discussed in the Cultural Resources Section of this Initial Study, while an archaeological survey is designed to detect resources with surface manifestations, there is always a potential for unidentified subsurface deposits. If archaeological deposits or artifacts (e.g., beads, stone or bone tools, or human remains) are identified during proposed project implementation, work should stop until a qualified archaeologist can evaluate what was found. Therefore, the proposed project could have a potentially significant impact related to damaging or destroying TCRs. However, with implementation of Mitigation Measures TCR-1a and TCR-1b, the effect can be ***mitigated to less-than-significant***.

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

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

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

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

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

Mitigation Measure TCR-1b: Implement Procedures in the Event of the Inadvertent Discovery of Human 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 proposed project relating to TCRs can be mitigated to a less-than-significant level.

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

ENVIRONMENTAL SETTING

The project site is located adjacent to existing residential development. Therefore, utility infrastructure exists in the project vicinity. The existing utilities and service systems in the project vicinity are discussed below.

Wastewater

Wastewater treatment for the project area is currently provided by the City of Sacramento Department of Utilities (DOU) and the Sacramento Regional County Sanitation District (SRCSD). Wastewater generated in the project area is collected in the City's separated sewer system through a series of sewer pipes and flows into the SRCSD interceptor system, where the wastewater is conveyed to the Sacramento Regional Wastewater Treatment Plant (SRWWTP). The SRWWTP is owned and operated by the SRCSD and provides sewage treatment for the entire City. Existing sanitary sewer service mains are within Silver Eagle and along the western project site boundary. The proposed project would connect to the existing sewer mains in the project vicinity.

Water Supply

Water service in the project vicinity is currently provided by the City of Sacramento. The City of Sacramento provides domestic water service to the City through a combination of surface water and groundwater sources. Two water treatment plants supply domestic water to residents and businesses from the American and Sacramento Rivers, as well as groundwater supply wells. The proposed project site would be situated within the City of Sacramento Retail Water Service Area. The California Water Code requires that urban water suppliers prepare and adopt an Urban Water Management Plan (UWMP) every five years. The most recent UWMP for the City of Sacramento is the 2020 Urban Water Management Plan, which considers water demand for the City under normal, single dry year, and five consecutive dry year scenarios. Water supply and demand projections include anticipated future development through 2045.

Stormwater

The proposed internal roadway would convey stormwater to the existing City storm drain pipe. Several source control measures would be included, consistent with the Stormwater Quality Design Manual for the Sacramento Region such as trash capture devices, storm drain inlet markings and signage, and low impact development control measures.

Solid Waste Disposal

The City of Sacramento does not provide commercial solid waste collection services. Rather, commercial garbage, recycling or yard waste services are provided by a franchised hauler authorized by the

Sacramento Solid Waste Authority to collect commercial garbage and commingled recycling within the City. Kiefer Landfill, located at 12701 Kiefer Boulevard in Sloughhouse, California, is the primary location for the disposal of waste by the City of Sacramento. According to the 2040 General Plan Master EIR, the landfill is permitted to accept up to 10,815 tons per day and the current peak and average daily disposal is much, much lower than the permitted amount. The landfill is anticipated to be capable of adequately serving the area, including the anticipated population growth, until the year 2085.

Electricity and Natural Gas

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. PG&E provides natural gas service to residents and businesses within the City of Sacramento. No natural gas service is required for the proposed project.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact would be considered significant if the project resulted in the need for new or altered services related to fire protection, police protection, or school facilities beyond what was anticipated in the 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 2040 General Plan 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 2040 General Plan Master EIR evaluated the impacts of increased demand for water that would occur with development under the 2040 General Plan. Policies in the 2040 General Plan would reduce the impact generally to a less-than-significant level (see Impacts 4.13-1 through -3). Impacts on wastewater facilities, solid waste facilities, energy production, transmission facilities, or telecommunications were less than significant (Impact 4.13-4). Impacts of solid waste facilities were less than significant (Impact 4.13-5)

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

The proposed project would connect to the existing water and sewer lines adjacent to the site. The proposed project would be required to pay all applicable development impact fees for water, sewer and drainage. All proposed infrastructure would be sized and designed in accordance with all applicable standards and regulations. The proposed project's effects on the capacity of the existing systems and services are discussed below.

Wastewater

The proposed project would be provided wastewater collection and treatment services by the City of Sacramento Department of Utilities and the SRCSD. Wastewater generated by the proposed project would be collected in the City's sewer system. Once collected, the sewage would flow into the SRCSD interceptor system, where the sewage would be conveyed to the SRWWTP.

Furthermore, the proposed project's consistency with the 2040 General Plan land use designation would ensure that the demand for wastewater service would not exceed the amount anticipated for buildout of the Planning Area evaluated in the Master EIR. In addition, the buildout capacity of the entire City service area was anticipated in the 2023 Sewer System Management Plan (SSMP). As such, the City has anticipated the need for wastewater services in the project area and requires development impact fees to support buildout demand of their service area (including the project site). Additionally, the SRCSD would require payment of sewer impact fees. All applicable impact fees would be required to be paid prior to issuance of a building permit.

Given the required payment of applicable impact fees, the SRCSD would be able to provide sufficient wastewater services and conveyance to serve full buildout of the City, including the project site, per the 2040 General Plan Master EIR. Therefore, adequate capacity exists to serve the project site's demands.

Stormwater Drainage
Consistent with Chapter 13.16 of the City Code, the post-development stormwater flows from the project site would be required to be equal to or less than pre-development conditions.

Water Supply
The City is responsible for providing and maintaining water service for the project site. The 2020 UWMP analyzed the water supply, water demand, and water shortage contingency planning for the City's service area, which would include the project site. According to the 2020 UWMP, under all drought conditions, the City possesses sufficient water supply entitlements to meet the demands of the City's customers up to the year 2035.

According to the 2020 UWMP, to obtain population projections for the year 2040, an assumption of a continued growth rate within the current service area and sphere of influence, consistent with the 2040 General Plan, was used. As a result, the population growth associated with development of the site with residential uses was accounted for in the regional growth estimates and adequate water supply capacity is expected to be available to serve the proposed project's water demands.

Solid Waste
Solid waste collected from residential land uses in the area is currently disposed of at the Kiefer Landfill. Kiefer Landfill, located at 12701 Kiefer Boulevard in Sloughhouse, is the primary location for the disposal of waste by the City. According to the Master EIR, the landfill is permitted to accept up to 10,815 tons per day and the current peak and average daily disposal is substantially lower than the permitted amount.

The proposed project would construct 24 new single-family residences which would produce a negligible solid waste increase in the City. The landfill is anticipated to be capable of adequately serving the area, including the anticipated population growth, until the year 2085. Therefore, the proposed project's operational waste generation could be accommodated by the existing capacity of the Kiefer Landfill.

Conclusion
Because adequate capacity exists to serve the proposed project's demands in addition to existing commitments, construction of new utilities or expansion of existing facilities would not be required. Therefore, the proposed project would have ***no additional significant environmental effect*** beyond what was previously evaluated in the 2040 General Plan Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

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

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

Answers to Checklist Questions

Question A

Implementation of the proposed project would have the potential to adversely impact special-status animals and previously undiscovered cultural, tribal cultural resources, and/or human remains. The proposed project would implement and comply with applicable 2040 General Plan policies, as discussed throughout this Initial Study. With implementation of the mitigation measures required by this Initial Study, compliance with 2040 General Plan policies, and application of standard BMPs during construction, development of the proposed project would not result in any of the following: 1) degrade the quality of the environment; 2) substantially reduce or impact the habitat of fish or wildlife species; 3) cause fish or wildlife populations to drop below self-sustaining levels; 4) threaten to eliminate a plant or animal community; 5) reduce the number or restrict the range of a rare or endangered plant or animal; or 6) eliminate important examples of the major periods of California history or prehistory. Therefore, with implementation of the mitigation measures included in this Initial Study, this impact would be ***mitigated to less-than-significant.***

Question B

The proposed project is an allowed use under the 2040 General Plan land use designation, and the population growth associated with development of the proposed project was accounted for in the regional population growth projection evaluated in the City's 2040 General Plan Master EIR. Thus, the population growth associated with development of the proposed project was included in the cumulative analysis of City buildout in the 2040 General Plan Master EIR. Applicable policies from the 2040 General Plan would be implemented as part of the proposed project, as well as the project-specific mitigation measures included in this Initial Study, to reduce the proposed project's contribution to potentially cumulative impacts. The potential impacts of the proposed project would be individually limited and would not be cumulatively considerable. As demonstrated in this Initial Study, all potential environmental impacts that could occur as a result of proposed project implementation would be reduced to a less- than-significant level with implementation of project-specific mitigation measures and compliance with applicable 2040 General Plan policies. When viewed in conjunction with other closely related past, present or reasonably foreseeable future projects, development of the proposed project would not contribute to cumulative impacts in the City. Therefore, with implementation of the mitigation measures included in this Initial Study, this impact would be ***mitigated to-less than-significant.***

Question C

Implementation of the proposed project could result in temporary impacts related to hazards during the construction period. The proposed project would be required to implement the applicable policies of the 2040 General Plan to reduce any potential direct or indirect impacts that could occur to human beings or various resources and, as demonstrated in this Initial Study, with implementation of the applicable policies of the 2040 General Plan, all impacts would be less than significant. Therefore, implementation of the proposed project would result in ***no additional environmental effects*** beyond what was analyzed in the 2040 General Plan Master EIR.

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

	Aesthetics		Hydrology and Water Quality
X	Air Quality		Noise
X	Biological Resources		Public Services
X	Cultural Resources		Recreation
	Energy		Transportation and Circulation
	Geology and Soils	X	Tribal Cultural Resources
	Greenhouse Gas Emissions		Utilities and Service Systems
	Hazards		

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

Signature

September 11, 2024

Date

Ron Bess, Associate Planner

Printed Name

REFERENCES CITED

The following documents are referenced information sources used for the analysis within this Initial Study:

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APPENDICES

Appendix A – Air Quality and GHG Emissions Modeling Output (49 pages)

Appendix B – Biological Resources Assessment (35 pages)

Appendix C – Cultural Resources Inventory (31 pages)

Appendix A – Air Quality and GHG Emissions Modeling Output (49 pages)

Silver Eagle Mabel Residential Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Silver Eagle Mabel Residential
Construction Start Date	11/1/2024
Operational Year	2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.50
Precipitation (days)	35.4
Location	38.63054102858217, -121.46332314693042
County	Sacramento
City	Sacramento
Air District	Sacramento Metropolitan AQMD
Air Basin	Sacramento Valley
TAZ	523
EDFZ	13
Electric Utility	Sacramento Municipal Utility District
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.26

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Single Family Housing	24.0	Dwelling Unit	5.00	138,085	21,780	—	67.0	—

Other Asphalt Surfaces	1.33	Acre	1.33	0.00	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.39	1.17	10.6	13.6	0.02	0.43	0.11	0.54	0.40	0.03	0.42	—	2,570	2,570	0.10	0.03	0.57	2,583
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	65.8	65.8	36.0	33.8	0.05	1.60	19.8	21.4	1.47	10.1	11.6	—	5,476	5,476	0.22	0.05	0.02	5,496
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.60	3.60	7.48	9.52	0.02	0.31	0.78	0.86	0.28	0.39	0.46	—	1,779	1,779	0.07	0.02	0.18	1,788
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.66	0.66	1.37	1.74	< 0.005	0.06	0.14	0.16	0.05	0.07	0.08	—	294	294	0.01	< 0.005	0.03	296

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.39	1.17	10.6	13.6	0.02	0.43	0.11	0.54	0.40	0.03	0.42	—	2,570	2,570	0.10	0.03	0.57	2,583
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	4.41	3.71	36.0	33.8	0.05	1.60	19.8	21.4	1.47	10.1	11.6	—	5,476	5,476	0.22	0.05	0.02	5,496
2025	65.8	65.8	16.3	18.6	0.03	0.72	7.23	7.96	0.66	3.46	4.12	—	3,111	3,111	0.12	0.03	0.02	3,123
2026	65.8	65.8	0.86	1.20	< 0.005	0.02	0.02	0.04	0.02	< 0.005	0.03	—	151	151	0.01	< 0.005	< 0.005	151
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.20	0.17	1.60	1.58	< 0.005	0.07	0.78	0.86	0.07	0.39	0.46	—	254	254	0.01	< 0.005	0.02	255
2025	1.12	0.96	7.48	9.52	0.02	0.31	0.24	0.55	0.28	0.10	0.38	—	1,779	1,779	0.07	0.02	0.18	1,788
2026	3.60	3.60	0.05	0.07	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	8.28	8.28	< 0.005	< 0.005	< 0.005	8.31
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.04	0.03	0.29	0.29	< 0.005	0.01	0.14	0.16	0.01	0.07	0.08	—	42.0	42.0	< 0.005	< 0.005	< 0.005	42.2
2025	0.20	0.18	1.37	1.74	< 0.005	0.06	0.04	0.10	0.05	0.02	0.07	—	294	294	0.01	< 0.005	0.03	296
2026	0.66	0.66	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.37	1.37	< 0.005	< 0.005	< 0.005	1.38

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.59	4.49	0.94	10.3	0.02	0.02	1.54	1.55	0.01	0.39	0.40	10.3	2,147	2,157	0.95	0.08	8.18	2,214
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.35	4.25	1.09	7.64	0.02	0.01	1.54	1.55	0.01	0.39	0.40	10.3	1,977	1,988	0.96	0.09	1.18	2,041

Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.41	4.32	1.01	8.26	0.02	0.01	1.47	1.49	0.01	0.37	0.39	10.3	1,974	1,985	0.95	0.09	4.02	2,038
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.80	0.79	0.18	1.51	< 0.005	< 0.005	0.27	0.27	< 0.005	0.07	0.07	1.71	327	329	0.16	0.01	0.67	337

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.14	1.05	0.93	8.97	0.02	0.01	1.54	1.55	0.01	0.39	0.40	—	1,921	1,921	0.09	0.08	7.19	1,954
Area	3.45	3.44	0.01	1.36	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	3.64	3.64	< 0.005	< 0.005	—	3.65
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	220	220	0.01	< 0.005	—	220
Water	—	—	—	—	—	—	—	—	—	—	—	1.81	2.97	4.77	0.01	< 0.005	—	6.11
Waste	—	—	—	—	—	—	—	—	—	—	—	8.49	0.00	8.49	0.85	0.00	—	29.7
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.99	0.99
Total	4.59	4.49	0.94	10.3	0.02	0.02	1.54	1.55	0.01	0.39	0.40	10.3	2,147	2,157	0.95	0.08	8.18	2,214
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.03	0.93	1.09	7.64	0.02	0.01	1.54	1.55	0.01	0.39	0.40	—	1,755	1,755	0.10	0.09	0.19	1,784
Area	3.32	3.32	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	220	220	0.01	< 0.005	—	220
Water	—	—	—	—	—	—	—	—	—	—	—	1.81	2.97	4.77	0.01	< 0.005	—	6.11
Waste	—	—	—	—	—	—	—	—	—	—	—	8.49	0.00	8.49	0.85	0.00	—	29.7
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.99	0.99
Total	4.35	4.25	1.09	7.64	0.02	0.01	1.54	1.55	0.01	0.39	0.40	10.3	1,977	1,988	0.96	0.09	1.18	2,041

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.00	0.91	1.00	7.33	0.02	0.01	1.47	1.48	0.01	0.37	0.39	—	1,749	1,749	0.09	0.08	3.04	1,779
Area	3.41	3.40	0.01	0.93	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	2.49	2.49	< 0.005	< 0.005	—	2.50
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	220	220	0.01	< 0.005	—	220
Water	—	—	—	—	—	—	—	—	—	—	—	1.81	2.97	4.77	0.01	< 0.005	—	6.11
Waste	—	—	—	—	—	—	—	—	—	—	—	8.49	0.00	8.49	0.85	0.00	—	29.7
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.99	0.99
Total	4.41	4.32	1.01	8.26	0.02	0.01	1.47	1.49	0.01	0.37	0.39	10.3	1,974	1,985	0.95	0.09	4.02	2,038
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.18	0.17	0.18	1.34	< 0.005	< 0.005	0.27	0.27	< 0.005	0.07	0.07	—	290	290	0.01	0.01	0.50	295
Area	0.62	0.62	< 0.005	0.17	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	0.41	0.41	< 0.005	< 0.005	—	0.41
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	36.4	36.4	< 0.005	< 0.005	—	36.4
Water	—	—	—	—	—	—	—	—	—	—	—	0.30	0.49	0.79	< 0.005	< 0.005	—	1.01
Waste	—	—	—	—	—	—	—	—	—	—	—	1.41	0.00	1.41	0.14	0.00	—	4.92
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.16	0.16
Total	0.80	0.79	0.18	1.51	< 0.005	< 0.005	0.27	0.27	< 0.005	0.07	0.07	1.71	327	329	0.16	0.01	0.67	337

3. Construction Emissions Details

3.1. Site Preparation (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	4.34	3.65	36.0	32.9	0.05	1.60	—	1.60	1.47	—	1.47	—	5,296	5,296	0.21	0.04	—	5,314
Dust From Material Movement	—	—	—	—	—	—	19.7	19.7	—	10.1	10.1	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Roa d Equipm ent	0.12	0.10	0.99	0.90	< 0.005	0.04	—	0.04	0.04	—	0.04	—	145	145	0.01	< 0.005	—	146
Dust From Material Movement	—	—	—	—	—	—	0.54	0.54	—	0.28	0.28	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Roa d Equipm ent	0.02	0.02	0.18	0.16	< 0.005	0.01	—	0.01	0.01	—	0.01	—	24.0	24.0	< 0.005	< 0.005	—	24.1
Dust From Material Movement	—	—	—	—	—	—	0.10	0.10	—	0.05	0.05	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.08	0.83	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	180	180	< 0.005	0.01	0.02	182
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	5.06	5.06	< 0.005	< 0.005	0.01	5.13
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.84	0.84	< 0.005	< 0.005	< 0.005	0.85
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.3. Grading (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.26	1.90	18.2	18.8	0.03	0.84	—	0.84	0.77	—	0.77	—	2,958	2,958	0.12	0.02	—	2,969

Dust From Material Movement	—	—	—	—	—	—	7.08	7.08	—	3.42	3.42	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.06	0.61	0.63	< 0.005	0.03	—	0.03	0.03	—	0.03	—	98.4	98.4	< 0.005	< 0.005	—	98.8
Dust From Material Movement	—	—	—	—	—	—	0.24	0.24	—	0.11	0.11	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.11	0.11	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	16.3	16.3	< 0.005	< 0.005	—	16.4
Dust From Material Movement	—	—	—	—	—	—	0.04	0.04	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.07	0.72	0.00	0.00	0.15	0.15	0.00	0.04	0.04	—	154	154	< 0.005	0.01	0.02	156

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	5.26	5.26	< 0.005	< 0.005	0.01	5.34
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.87	0.87	< 0.005	< 0.005	< 0.005	0.88
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Grading (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.07	1.74	16.3	17.9	0.03	0.72	—	0.72	0.66	—	0.66	—	2,959	2,959	0.12	0.02	—	2,970
Dust From Material Movement	—	—	—	—	—	—	7.08	7.08	—	3.42	3.42	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.38	0.42	< 0.005	0.02	—	0.02	0.02	—	0.02	—	69.5	69.5	< 0.005	< 0.005	—	69.7
Dust From Material Movement	—	—	—	—	—	—	0.17	0.17	—	0.08	0.08	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.07	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.5	11.5	< 0.005	< 0.005	—	11.5
Dust From Material Movement	—	—	—	—	—	—	0.03	0.03	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.06	0.67	0.00	0.00	0.15	0.15	0.00	0.04	0.04	—	151	151	< 0.005	0.01	0.02	153
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.64	3.64	< 0.005	< 0.005	0.01	3.69

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.60	0.60	< 0.005	< 0.005	< 0.005	0.61
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.35	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.35	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.85	0.71	6.58	8.22	0.01	0.27	—	0.27	0.25	—	0.25	—	1,511	1,511	0.06	0.01	—	1,516
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	1.20	1.50	< 0.005	0.05	—	0.05	0.05	—	0.05	—	250	250	0.01	< 0.005	—	251
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.03	0.52	0.00	0.00	0.09	0.09	0.00	0.02	0.02	—	98.1	98.1	< 0.005	< 0.005	0.38	99.5
Vendor	0.01	< 0.005	0.13	0.05	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	74.2	74.2	< 0.005	0.01	0.19	77.8
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.03	0.38	0.00	0.00	0.09	0.09	0.00	0.02	0.02	—	87.1	87.1	< 0.005	< 0.005	0.01	88.2
Vendor	0.01	< 0.005	0.14	0.05	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	74.2	74.2	< 0.005	0.01	0.01	77.6
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.25	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	56.3	56.3	< 0.005	< 0.005	0.10	57.1
Vendor	0.01	< 0.005	0.09	0.03	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	46.8	46.8	< 0.005	0.01	0.05	48.9
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.32	9.32	< 0.005	< 0.005	0.02	9.45

Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	7.74	7.74	< 0.005	< 0.005	0.01	8.10
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Paving (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.95	0.80	7.45	9.98	0.01	0.35	—	0.35	0.32	—	0.32	—	1,511	1,511	0.06	0.01	—	1,517
Paving	0.17	0.17	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.41	0.55	< 0.005	0.02	—	0.02	0.02	—	0.02	—	82.8	82.8	< 0.005	< 0.005	—	83.1
Paving	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.07	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	13.7	13.7	< 0.005	< 0.005	—	13.8

Paving	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.06	0.67	0.00	0.00	0.15	0.15	0.00	0.04	0.04	—	151	151	< 0.005	0.01	0.02	153
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.50	8.50	< 0.005	< 0.005	0.02	8.62
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.41	1.41	< 0.005	< 0.005	< 0.005	1.43
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Architectural Coating (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	0.88	1.14	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	65.6	65.6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.26	0.26	< 0.005	< 0.005	—	0.26
Architectural Coatings	0.13	0.13	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.04	0.04	< 0.005	< 0.005	—	0.04
Architectural Coatings	0.02	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.08	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	17.4	17.4	< 0.005	< 0.005	< 0.005	17.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.03	0.03	< 0.005	< 0.005	< 0.005	0.04
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.01	0.01	< 0.005	< 0.005	< 0.005	0.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.13. Architectural Coating (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.15	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	65.6	65.6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.32	7.32	< 0.005	< 0.005	—	7.34
Architectural Coatings	3.60	3.60	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.21	1.21	< 0.005	< 0.005	—	1.22
Architectural Coatings	0.66	0.66	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.07	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	17.1	17.1	< 0.005	< 0.005	< 0.005	17.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.96	0.96	< 0.005	< 0.005	< 0.005	0.97
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.16	0.16	< 0.005	< 0.005	< 0.005	0.16
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	1.14	1.05	0.93	8.97	0.02	0.01	1.54	1.55	0.01	0.39	0.40	—	1,921	1,921	0.09	0.08	7.19	1,954

Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	1.14	1.05	0.93	8.97	0.02	0.01	1.54	1.55	0.01	0.39	0.40	—	1,921	1,921	0.09	0.08	7.19	1,954
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	1.03	0.93	1.09	7.64	0.02	0.01	1.54	1.55	0.01	0.39	0.40	—	1,755	1,755	0.10	0.09	0.19	1,784
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	1.03	0.93	1.09	7.64	0.02	0.01	1.54	1.55	0.01	0.39	0.40	—	1,755	1,755	0.10	0.09	0.19	1,784
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.18	0.17	0.18	1.34	< 0.005	< 0.005	0.27	0.27	< 0.005	0.07	0.07	—	290	290	0.01	0.01	0.50	295
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.18	0.17	0.18	1.34	< 0.005	< 0.005	0.27	0.27	< 0.005	0.07	0.07	—	290	290	0.01	0.01	0.50	295

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	220	220	0.01	< 0.005	—	220

Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	220	220	0.01	< 0.005	—	220
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	220	220	0.01	< 0.005	—	220
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	220	220	0.01	< 0.005	—	220
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	36.4	36.4	< 0.005	< 0.005	—	36.4
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	36.4	36.4	< 0.005	< 0.005	—	36.4

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00

Consumer Product	2.96	2.96	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.36	0.36	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.13	0.12	0.01	1.36	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.64	3.64	< 0.005	< 0.005	—	3.65
Total	3.45	3.44	0.01	1.36	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	3.64	3.64	< 0.005	< 0.005	—	3.65
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	2.96	2.96	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.36	0.36	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	3.32	3.32	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	0.54	0.54	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.07	0.07	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Landscape Equipm	0.02	0.02	< 0.005	0.17	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.41	0.41	< 0.005	< 0.005	—	0.41
Total	0.62	0.62	< 0.005	0.17	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	0.41	0.41	< 0.005	< 0.005	—	0.41

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	1.81	2.97	4.77	0.01	< 0.005	—	6.11
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	1.81	2.97	4.77	0.01	< 0.005	—	6.11
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	1.81	2.97	4.77	0.01	< 0.005	—	6.11
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	1.81	2.97	4.77	0.01	< 0.005	—	6.11
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	0.30	0.49	0.79	< 0.005	< 0.005	—	1.01

Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.30	0.49	0.79	< 0.005	< 0.005	—	1.01

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	8.49	0.00	8.49	0.85	0.00	—	29.7
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	8.49	0.00	8.49	0.85	0.00	—	29.7
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	8.49	0.00	8.49	0.85	0.00	—	29.7
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	8.49	0.00	8.49	0.85	0.00	—	29.7
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	1.41	0.00	1.41	0.14	0.00	—	4.92

Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	1.41	0.00	1.41	0.14	0.00	—	4.92

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.99	0.99
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.99	0.99
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.99	0.99
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.99	0.99
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.16	0.16
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.16	0.16

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	11/30/2024	12/14/2024	5.00	10.0	—
Grading	Grading	12/15/2024	1/12/2025	5.00	20.0	—
Building Construction	Building Construction	1/13/2025	12/1/2025	5.00	230	—
Paving	Paving	12/2/2025	12/30/2025	5.00	20.0	—
Architectural Coating	Architectural Coating	12/31/2025	1/28/2026	5.00	20.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Tractors/Loaders/Backhoes	Diesel	Average	3.00	8.00	84.0	0.37
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	14.3	LDA,LDT1,LDT2
Site Preparation	Vendor	—	8.80	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	15.0	14.3	LDA,LDT1,LDT2
Grading	Vendor	—	8.80	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	8.64	14.3	LDA,LDT1,LDT2
Building Construction	Vendor	2.57	8.80	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	14.3	LDA,LDT1,LDT2
Paving	Vendor	—	8.80	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	1.73	14.3	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	8.80	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT

Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	279,622	93,207	0.00	0.00	3,476

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	—	—	15.0	0.00	—
Grading	—	—	20.0	0.00	—
Paving	0.00	0.00	0.00	0.00	1.59

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Single Family Housing	0.26	0%
Other Asphalt Surfaces	1.33	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	0.00	375	0.01	< 0.005
2025	0.00	375	0.01	< 0.005
2026	0.00	375	0.01	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Single Family Housing	227	229	205	81,706	2,146	2,169	1,944	774,008
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Single Family Housing	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	24
Conventional Wood Stoves	0
Catalytic Wood Stoves	0

Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
279622.125	93,207	0.00	0.00	3,476

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Single Family Housing	213,797	375	0.0129	0.0017	0.00
Other Asphalt Surfaces	0.00	375	0.0129	0.0017	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Single Family Housing	846,216	371,784
Other Asphalt Surfaces	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Single Family Housing	15.8	—
Other Asphalt Surfaces	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit

Temperature and Extreme Heat	21.4	annual days of extreme heat
Extreme Precipitation	5.75	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	0	0	N/A
Extreme Precipitation	2	0	0	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	1	0	0	N/A
Flooding	0	0	0	N/A
Drought	0	0	0	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	1	2
Extreme Precipitation	2	1	1	3
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	1	1	1	2
Flooding	1	1	1	2
Drought	1	1	1	2
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	53.7
AQ-PM	35.7
AQ-DPM	40.6
Drinking Water	16.8
Lead Risk Housing	58.9
Pesticides	0.24
Toxic Releases	24.0

Traffic	83.7
Effect Indicators	—
CleanUp Sites	46.6
Groundwater	47.4
Haz Waste Facilities/Generators	83.4
Impaired Water Bodies	72.2
Solid Waste	35.7
Sensitive Population	—
Asthma	96.8
Cardio-vascular	97.0
Low Birth Weights	83.5
Socioeconomic Factor Indicators	—
Education	82.5
Housing	79.1
Linguistic	55.1
Poverty	90.1
Unemployment	65.6

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	5.607596561
Employed	5.41511613
Median HI	9.200564609
Education	—
Bachelor's or higher	7.635057103
High school enrollment	18.45245733

Preschool enrollment	36.99473887
Transportation	—
Auto Access	21.12151931
Active commuting	62.73578853
Social	—
2-parent households	11.06120878
Voting	15.7577313
Neighborhood	—
Alcohol availability	97.0101373
Park access	57.38483254
Retail density	36.09649686
Supermarket access	26.5622995
Tree canopy	80.00769922
Housing	—
Homeownership	38.44475812
Housing habitability	15.42409855
Low-inc homeowner severe housing cost burden	6.249197998
Low-inc renter severe housing cost burden	10.30411908
Uncrowded housing	19.18388297
Health Outcomes	—
Insured adults	24.03438984
Arthritis	24.0
Asthma ER Admissions	7.0
High Blood Pressure	9.4
Cancer (excluding skin)	77.2
Asthma	2.1
Coronary Heart Disease	21.3
Chronic Obstructive Pulmonary Disease	3.6

Diagnosed Diabetes	10.1
Life Expectancy at Birth	5.4
Cognitively Disabled	36.6
Physically Disabled	22.7
Heart Attack ER Admissions	2.3
Mental Health Not Good	4.8
Chronic Kidney Disease	14.8
Obesity	10.9
Pedestrian Injuries	85.0
Physical Health Not Good	7.5
Stroke	5.6
Health Risk Behaviors	—
Binge Drinking	92.7
Current Smoker	0.9
No Leisure Time for Physical Activity	7.7
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	12.4
Elderly	85.6
English Speaking	27.7
Foreign-born	67.9
Outdoor Workers	10.2
Climate Change Adaptive Capacity	—
Impervious Surface Cover	74.2
Traffic Density	81.8
Traffic Access	23.0
Other Indices	—

Hardship	89.7
Other Decision Support	—
2016 Voting	3.7

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	85.0
Healthy Places Index Score for Project Location (b)	8.00
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Project Description.
Construction: Construction Phases	Project Description.
Operations: Energy Use	Project description.

Silver Eagle Road Mabel Residential Project - CalEEMod Version 2022.1.1.26 Inputs

Project Characteristics

Start of Construction: November 1, 2024

Land Use

Residential – Single Family Housing

Building square feet: 138085

Landscape area: 21780

Parking – other asphalt surfaces: 1.33 acres

Construction

1. Deleted Demolition Phase
2. Material imported/exported: 0 cubic yards, grading/excavation.

Operation

1. Natural Gas use set to 0.

Appendix B – Biological Resources Assessment
(35 pages)

BIOLOGICAL AND WETLANDS RESOURCES ASSESSMENT
FOR THE

±5.0-ACRE SILVER EAGLE ROAD STUDY AREA

CITY OF SACRAMENTO, SACRAMENTO COUNTY, CALIFORNIA

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MARCH 2022

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Biological and Wetlands Resources Assessment for the ±5.0-ACRE SILVER EAGLE ROAD STUDY AREA

INTRODUCTION

Project Location

Salix Consulting, Inc. (Salix) has prepared a Biological and Wetlands Resources Assessment for the ±5.0-acre Silver Eagle Road study area located on Silver Eagle Road at the terminus of Mabel Street, in the City of Sacramento, Sacramento County, California. The approximate coordinates for the center of the property are 38°37'51.77" N and 121° 27'47.64" W. It is situated within the Del Paso Land Grant (not part of the Township and Range system, which was a survey of federal lands). The parcel is located on the Rio Linda, California 7.5-minute USGS topographic quadrangle (Figure 1).

Project Setting

The site occurs in the eastern Sacramento Valley at an elevation of approximately 25 feet; it is essentially flat. The study area is primarily ruderal; it has been disked and sprayed with herbicides and has been utilized in some areas as a vehicle pass-through for adjacent parcels. Rural residential parcels are located to the north, east, and west of the study area; Silver Eagle Road and a residential subdivision are located to the south (Figure 2).

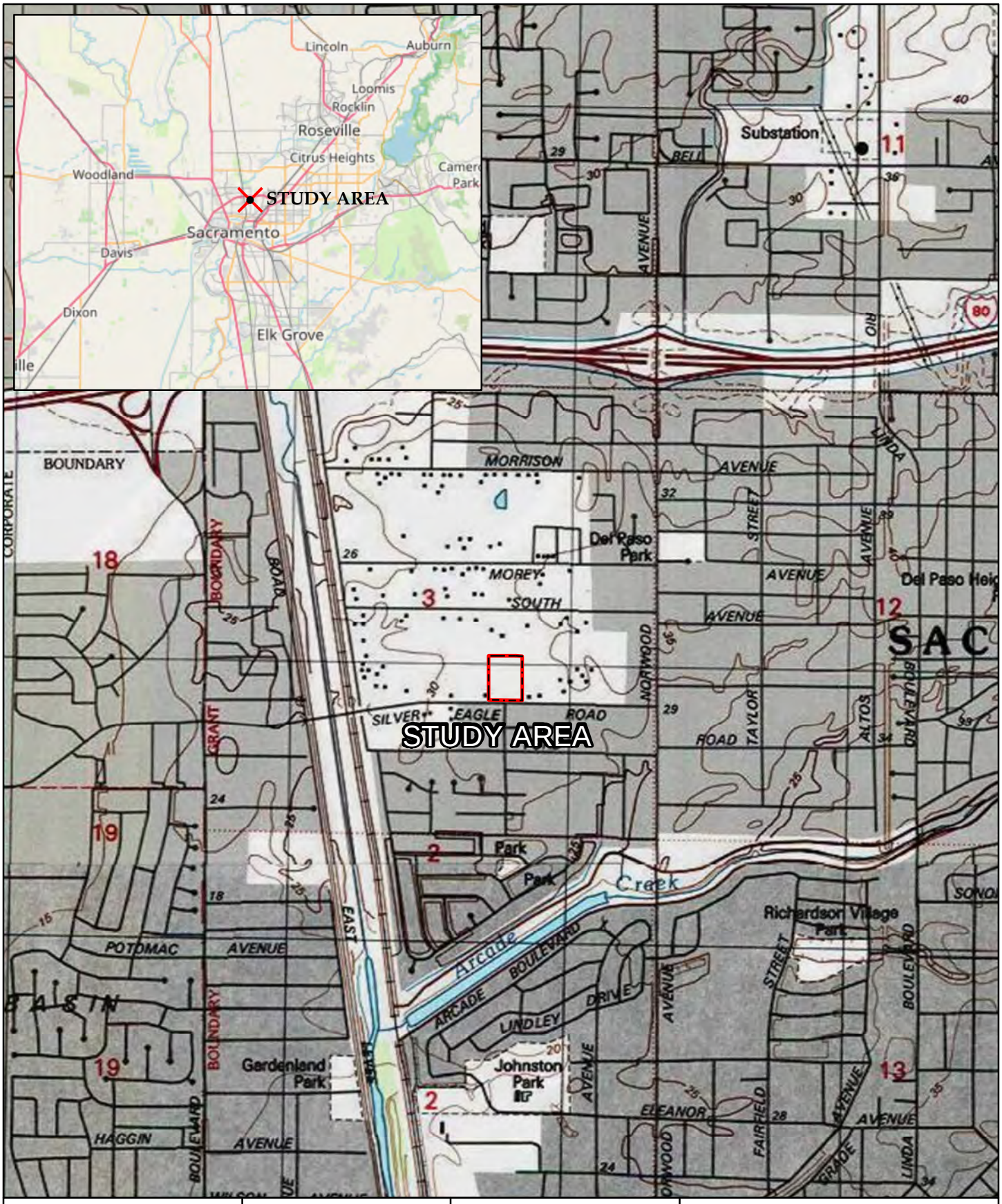
Objectives of Biological Resources Assessment

- Identify and describe the biological communities present in the study area;
- Evaluate and identify if any sensitive habitats or special-status plant and animal species exist or could exist on the site;
- Conduct an analysis to determine if aquatic resources are present, and
- Provide recommendations for further study, if necessary.

METHODS

Literature Review

For this analysis, Salix biologists reviewed aerial photographs, USGS maps, and conceptual drawings of the proposed plot plan. Standard publications were reviewed to provide information on life history, habitat requirements, and distribution of regionally occurring animal species.



N

0 1,000 2,000

Feet

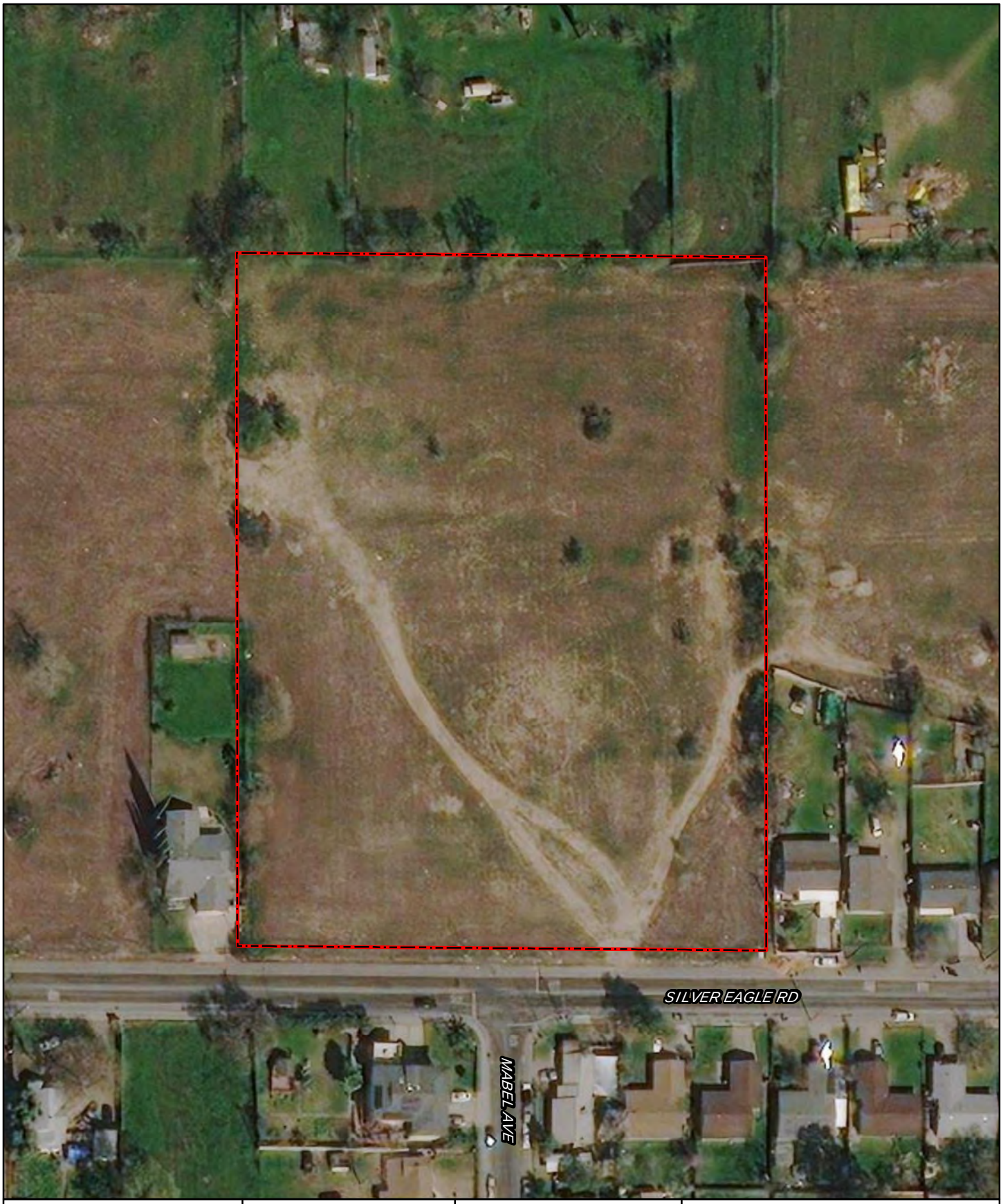
Source Maps: USGS Topographic Map
Rio Linda Quad 1:24,000
S00 (Land Grant) T9N R5E

Figure 1

SITE AND VICINITY MAP

Silver Eagle Road

City of Sacramento, CA



Salix consulting, inc.

N

0 50 100

Feet

Study Area (±5ac)

Imagery: 3-26-18 Sacramento County

Figure 2

AERIAL MAP

Silver Eagle Road

City of Sacramento, CA

Special-Status Species Reports

To assist with the determination of which special-status species could occur within or near the study area Salix biologists queried the California Natural Diversity Data Base (CDFW 2022) and the California Native Plant Society Inventory (CNPS 2022) and the USFWS Information for Planning and Consultation (USFWS IPaC 2022) database for reported occurrences of special-status fish, wildlife, and plant species in the region surrounding the study area. The six-quadrangle search area included the Rio Linda, Citrus Heights, Taylor Monument, Sacramento West, Sacramento East, and Carmichael USGS quadrangles.

For the purposes of this report, special-status species are those that fall into one or more of the following categories:

- Listed as endangered or threatened under the federal Endangered Species Act (or candidate species, or formally proposed for listing);
- Listed as endangered or threatened under the California Endangered Species Act (or proposed for listing);
- Designated as rare, protected, or fully protected pursuant to California Fish and Game Code;
- Designated a Species of Special Concern by the California Department of Fish and Wildlife, or
- Designated as Ranks 1, 2, or 3 on lists maintained by the California Native Plant Society.

Field Assessments

A field assessment of the study area was conducted by Salix Principal Biologist Jeff Glazner on February 10, 2022, to characterize existing conditions, to assess the potential for sensitive plant and wildlife resources to occur, and to determine if waters of the U.S. were present onsite. During the field assessments, biological communities were mapped and assessed for the potential to support special status species, plants and animals observed were documented, and ground photos were taken.

Plants observed are listed in Appendix A; animals observed are listed in the *Wildlife Occurrence and Use* section below. Plant names are according to the Jepson Herbarium, Jepson Flora Project (Jepson eFlora) and updated literature that appears in the eFlora. Standard manuals were used as needed to identify wildlife species observed.

Soils

Two soil units have been mapped within the study area as illustrated in Figure 3: San Joaquin fine sandy loam, 0 to 3 percent slopes and San Joaquin Urban land complex, 0 to 3 percent slopes (NRCS 2022). The components of the soil units are illustrated in Figure 3 and described below.

San Joaquin fine sandy loam, 0 to 3 percent slopes

The **San Joaquin component** makes up 85 percent of the map unit. Slopes are 0 to 3 percent. This component is on valleys, low terraces. The parent material consists of alluvium derived from granite. Depth to a root restrictive layer, duripan, is 35 to 60 inches. The natural drainage class is moderately well drained. Water movement in the most restrictive layer is very low. Available water to a depth of 60 inches (or restricted depth) is low. Shrink-swell potential is low. This soil is not flooded. It is not ponded. There is no zone of water saturation within a depth of 72 inches. Organic matter content in the surface horizon is about 1 percent. Nonirrigated land capability classification is 3s. Irrigated land capability classification is 3s. This soil does not meet hydric criteria. The calcium carbonate equivalent within 40 inches, typically, does not exceed 1 percent.

San Joaquin-Urban land complex, 0 to 3 percent slopes

The **San Joaquin component** makes up 65 percent of this map unit. Slopes are 0 to 3 percent. This component is on valleys, low terraces. The parent material consists of alluvium derived from granite. Depth to a root restrictive layer, duripan, is 35 to 60 inches. The natural drainage class is moderately well drained. Water movement in the most restrictive layer is very low. Available water to a depth of 60 inches (or restricted depth) is low. Shrink-swell potential is low. This soil is not flooded. It is not ponded. There is no zone of water saturation within a depth of 72 inches. Organic matter content in the surface horizon is about 1 percent. Nonirrigated land capability classification is 3s. This soil does not meet hydric criteria.

The **Urban land component** makes up 25% of the map unit. Urban land is a miscellaneous area. Soil descriptions do not include miscellaneous areas.

Hydrology

The site occurs in the Lower Steelhead Creek (180201110303) HUC12 watershed which is part of the greater Lower American (18020111) HUC8 watershed. Water on site trends southerly towards urban drainages along Silver Eagle Road and then presumably flows through urban drainage networks and into Steelhead Creek approximately one-half mile west of the site. Steelhead Creek flows south and then west before flowing into the Sacramento River near Discovery Park in the City of Sacramento.

Salix consulting, inc.

N

0 50 100

Feet

Study Area (±5ac)

Imagery: 3-26-18 Sacramento County

Figure 3

SOILS MAP

Silver Eagle Road

City of Sacramento, CA

Biological Communities

One biological community is present – ruderal grassland, as illustrated in Figure 4. Site photos of the study area are presented in Figures 5a through 5c. No aquatic resources are present within the study area.

Ruderal Grassland

The entire study area is highly disturbed (ruderal) annual grassland. It appears to be regularly maintained through disking and an herbicide was applied sometime in late fall or early winter. Weedy vegetation was growing on the site but sparsely and with very low species diversity. The most common plant observed was red stem filaree (*Erodium botrys*). Also abundant was wild radish (*Raphanus sativus*), wild oat (*Avena fatua*), Italian ryegrass (*Festuca perennis*), Bermudagrass (*Cynodon dactylon*), vetch (*Vicia* sp.) and dove's foot geranium (*Geranium mole*).

Valley oak (*Quercus lobata*) and interior live oak (Q. *wislizeni*) grow along the northern, eastern, and western property boundaries. Trees on adjacent properties are also present along the property line. There are no trees or shrubs on the interior of the parcel.

Potential Aquatic Resources

The study area was walked and observed carefully for the presence of aquatic resources. In addition, historic aerial photos were reviewed prior to the site visit to determine if any areas appeared to be wetland. The study area is essentially flat, and no area shows evidence of ponding or prolonged saturation long enough to be a wetland. Upland weedy vegetation is dominant throughout the entire site. No areas of potential aquatic resources are present on the property.

Wildlife Occurrence and Use

Due to the disturbed nature of the site and lack of vegetative diversity, quality wildlife habitat is minimal. However, the site is used by many common species and provides habitat for a number of animals. The ruderal grassland provides foraging habitat for many resident and migratory songbirds, raptors, and small to mid-sized mammals. Trees along the perimeter and on adjacent properties provide suitable nesting habitat for common species. Mid-sized mammals such as coyote, opossum and striped skunk may utilize the site to forage and prey on the small mammals.

Species observed during the site visit include killdeer (*Charadrius vociferous), r*ock dove (*Columba livia),* mourning dove (*Zenaida macroura),* western scrub-jay (*Aphelocoma californica),* northern mockingbird (*Mimus polyglottos),* yellow-billed magpie (*Pica nuttalli*), European starling (*Sturnus vulgaris),* lesser goldfinch (*Spinus psaltria),* house finch (*Carpodacus mexicanus*), and black-tailed jackrabbit (*Lepus californicus).* Red-tailed hawk (*Buteo jamaicensis*) and turkey vulture (*Cathartes aura*).

Salix consulting, inc.

N

0 50 100

Feet

Study Area (±5ac)

Imagery: 3-26-18 Sacramento County

Figure 4

HABITAT MAP

Silver Eagle Road

City of Sacramento, CA

Looking east along Silver Eagle Road from southwest corner of site.
Photo date 2-10-22

Looking north along western property line from southwest corner of site.
Photo date 2-10-22

Salix consulting, inc.

Figure 5a

SITE PHOTOS
Silver Eagle Road
City of Sacramento, CA

Looking northwest across site.
Photo date 2-10-22

Looking south along western boundary toward Silver Eagle Road.
Photo date 2-10-22

Salix consulting, inc.

Figure 5b

SITE PHOTOS
Silver Eagle Road
City of Sacramento, CA

Looking east along northern property line.
Photo date 2-10-22

Two large Valley oaks at northwest corner of site.
Photo date 2-10-22

Salix consulting, inc.

Figure 5c

SITE PHOTOS
Silver Eagle Road
City of Sacramento, CA

Special-Status Species

To determine potentially-occurring special-status species, the standard databases from CDFW (CNDDB), CNPS, and USFWS (IPaC) were queried and reviewed as described above. These searches provided a list of regionally-occurring special-status species and were used to determine which species have some potential to occur within or near the study area. Appendix B lists potentially-occurring special-status plants, and Appendix C lists potentially-occurring special-status animals compiled from these queries. The field survey and the best professional judgment of Salix biologists were used to further refine the tables in Appendices B and C. Additionally, CNPS Rank 4 plant species are not considered further in the document. Figure 6a shows the approximate locations of reported occurrences of CNDDB special-status plants, and Figure 6B shows the approximate locations of reported occurrences of CNDDB special-status animals within a five-mile radius of the study area.

Plants

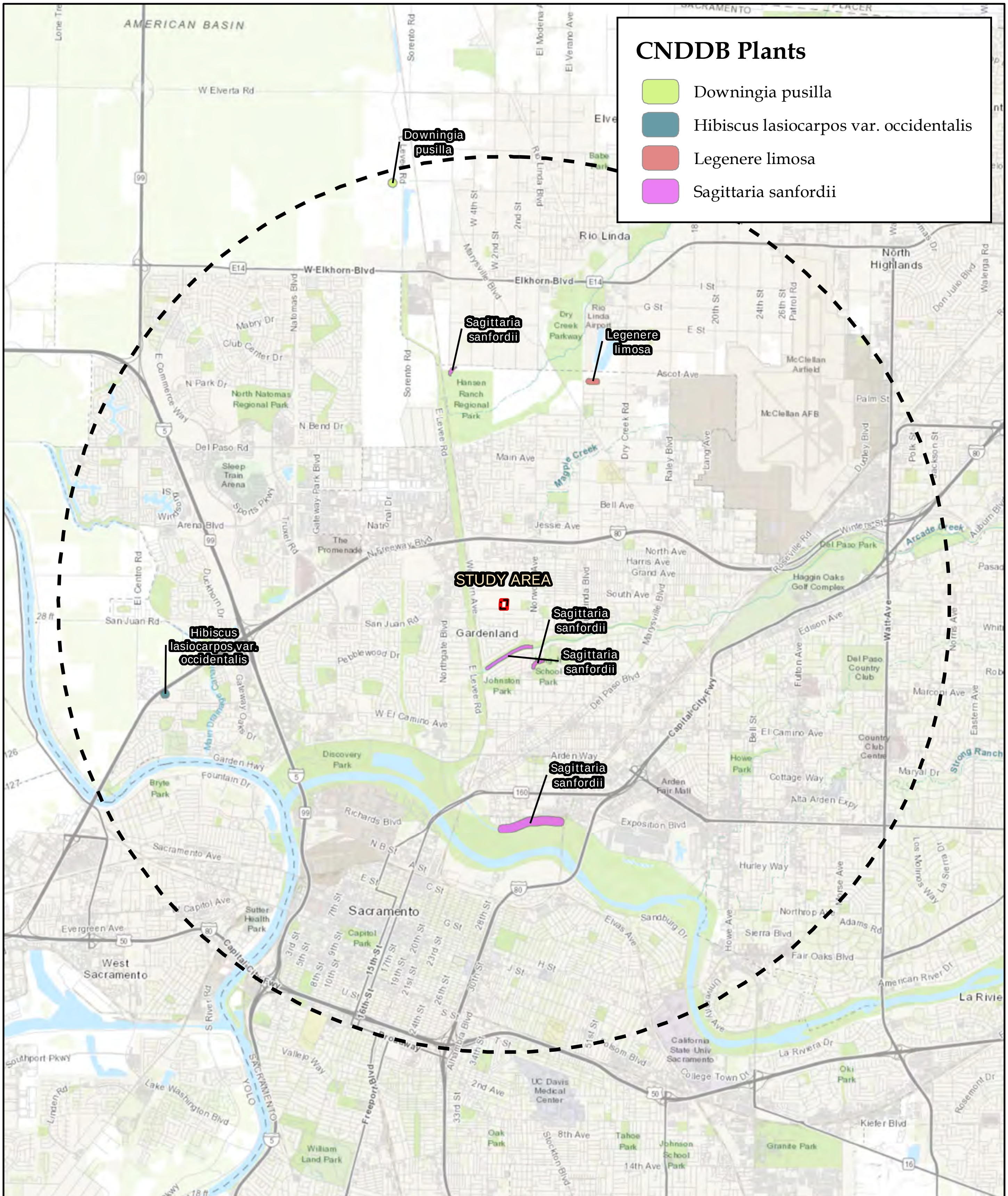
Of the nine (9) potentially-occurring plant species identified in the CNDDB query (Appendix B), four (4) were identified as occurring within or near a five-mile radius of the study area (Figure 6a), but none of these were determined to have any potential for occurring onsite due to the absence of suitable wet habitats. These include:

- Sanford's arrowhead (*Sagittaria sanfordii*) and
- Dwarf downingia (*Downingia pusilla*)
- Legenere (*Legenere limosa*) and
- Wooly rose-mallow (*Hibiscus lasiocarpos* var. *occidentalis*).

Five (5) other species identified in the CNDDB query (but not reported to occur within a 5-mile radius) were also determined to have no potential for occurring onsite due to the absence of suitable wet habitats. These include:

- Suisun Marsh aster (*Symphyotrichum lentum*)
- Ferris' milkvetch (*Astragalus tener ferrisiae*)
- Ahart's dwarf rush (*Juncus leiospermus ahartii*)
- Bogg's Lake hedge-hyssop (*Gratiola heterosepala*) and
- Sacramento Valley Orcutt grass (*Orcuttia viscida*)

In summary, nine (9) special-status plants are known from the region surrounding the study area (Appendix B), and four (4) of these plants are known from within a five-mile radius and are shown in Figure 6a. All of the plant species identified in Appendix B require wet habitats that do not occur within the study area. Therefore, all nine were determined to have no potential for occurring onsite and were eliminated from further consideration



Salix consulting, inc.

N

0 5,000 10,000

Feet

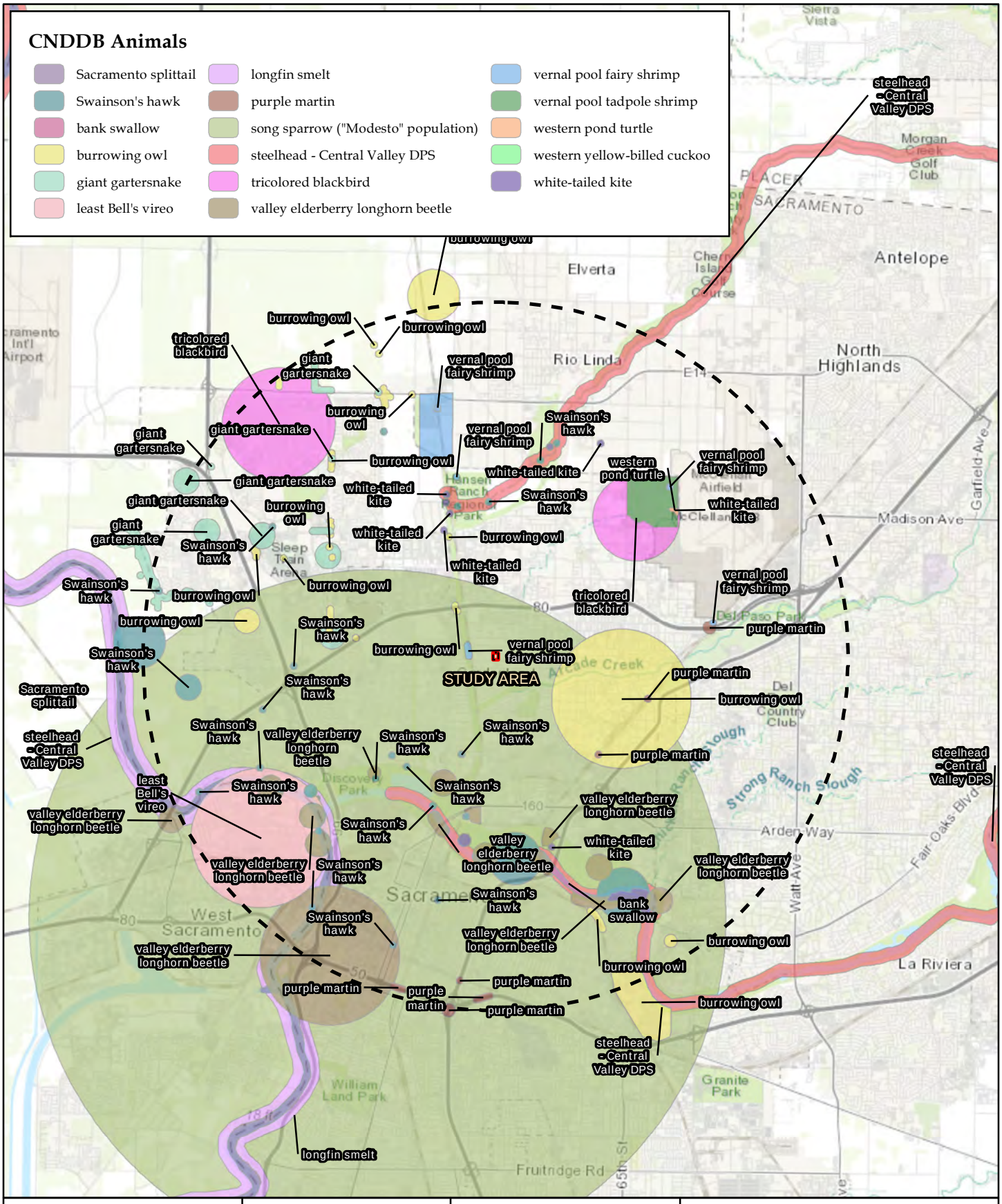
5-Mile Radius

Figure 6a

CNDDB PLANTS

Silver Eagle Road

City of Sacramento, CA


CNDDB Animals
Sacramento splittail
Swainson's hawk
bank swallow
burrowing owl
giant gartersnake
least Bell's vireo
longfin smelt
purple martin
song sparrow ("Modesto" population)
steelhead - Central Valley DPS
tricolored blackbird
valley elderberry longhorn beetle
vernal pool fairy shrimp
vernal pool tadpole shrimp
western pond turtle
western yellow-billed cuckoo
white-tailed kite
STUDY AREA
Elverta
Antelope
Rio Linda
North Highlands
Madison Ave
Garfield Ave
Arden Way
Fair Oaks Blvd
Strong Ranch Slough
Arcade Creek
La Riviera
Granite Park
Fruitridge Rd
Sleep Train Arena
Hansen Ranch Regional Park
McClellan Airfield
Del Paso Park
Del Country Club
Discovery Park
William Land Park
West Sacramento
Morgan Creek Golf Club
Cherry Island Golf Course
Sierra Vista
PLACER
SACRAMENTO
Sacramento Int'l Airport
80
160
50
5
Salix consulting, inc.
N
0
5,000
10,000
Feet
5-Mile Radius
Figure 6b
CNDDB ANIMALS
Silver Eagle Road
City of Sacramento, CA

Animals

Of the 28 animal species identified in the CNDDB and USFWS queries (Appendix C), 17 were identified as occurring within or near the five-mile radius of the study area (Figure 6b). Fourteen (14) of the species occurring within a 5-mile radius were determined to have no potential for occurring onsite due to the absence of suitable aquatic habitat and/or suitable nesting habitat. These include:

- Vernal pool fairy shrimp (*Branchinecta lynchi)*
- Vernal pool tadpole shrimp (*Lepidurus packardi)*
- Steelhead, Central Valley ESU (*Oncorhynchus mykiss irideus)*
- Giant garter snake (*Thamnophis gigas)*
- Sacramento splittail *Pogonichthys macrolepidotus)*
- Longfin smelt (*Spirinichus thaleichthys)*
- Western pond turtle (*Actinemys marmorata)*
- Swainson's hawk (*Buteo swainsoni)*
- Western yellow-billed cuckoo (*Coccyzus americanus occidentalis*)
- Least Bell's vireo (*Vireo bellii pusillus*)
- Purple martin (*Progne subis)*
- Bank swallow (*Riparia riparia*)
- Song Sparrow - Modesto population (*Melospiza melodia)*
- Tricolored blackbird (*Agelaius tricolor)*

One species occurred within a 5-mile radius but was determined to have no potential for occurring onsite due to the absence of suitable host plants.

- Valley elderberry longhorn beetle (*Desmocerus californicus dimorphus)*

Eleven (11) other species identified in the CNDDB query but not reported to occur within a 5-mile radius were also determined to have no potential for occurring onsite due to the absence of suitable habitat (or nesting habitat) or due to the site being located outside of the species' known range These include:

- Monarch butterfly (*Danaus plexippus*)
- Chinook salmon - Central Valley spring-run ESU (*Oncorhynchus tshawytscha*)
- Chinook salmon - Sacramento winter run ESU (*Oncorhynchus tshawytscha*)
- Delta smelt (*Hypomesus transpacificus)*
- Sacramento perch (*Archoplites interruptus*)
- California tiger salamander (*Ambystoma californiense)*
- Western spadefoot (*Spea hammondii*)
- California red-legged frog (*Rana draytonii)*

- Golden eagle (*Aquila chrysaetos)*
- California black rail (*Laterallus jamaicensis coturniculus*)
- American badger (*Taxidea taxusx)*

In summary, of the 28 special-status animals identified through the CNDDB query and other literature as occurring within the broader region surrounding the study area, 17 were identified as occurring within a five-mile radius of the study area, and 15 of these (listed above) were determined to have no potential for occurring on site. In addition, 11 other species (also listed above) were determined to have no potential for occurring onsite due to the absence of suitable habitat such as vernal pool or other wet/aquatic habitats, absence of a host plant or suitable nesting habitat. The study area is located outside several fish species' known range (see Appendix 6b).

In particular, the study area lacks aquatic habitats such as streams and ponds that would support California tiger salamander, western spadefoot, California red-legged frog, western pond turtle, or giant garter snake. There are no streams within the study area to support Central Valley steelhead, or any of the other listed fish species.

The study area does not contain any areas that would qualify as suitable habitat for vernal pool crustaceans (vernal pools or seasonal wetlands). No critical habitat for vernal pool crustaceans is mapped within or near the study area.

As noted in Appendix C, no suitable nesting habitat occurs within the study area to support Swainson's hawk, golden eagle, western yellow-billed cuckoo, least Bell's vireo, bank swallow, song sparrow, purple martin or tricolored blackbird.

Valley elderberry longhorn beetle is a federal-threatened species that occurs in association with live elderberry shrubs. Valley elderberry longhorn beetle has no potential for occurring within the study area due to the absence of suitable habitat (elderberry shrubs).

Two (2) animal species were determined to be unlikely to occur within the study area. They are listed in Table 1 below and discussed further following the table. No other special-status species were determined to have any potential to occur within the study area.

Table 1.
Special-Status Species Determined to Have ANY POTENTIAL to Occur Within the Silver Eagle Study Area

Species	Status* Federal	Status* State	Habitat	Potential for Occurrence Within Study Area**
Birds				
Burrowing owl *Athene cunicularia*	-	SSC -	Dry grasslands, deserts, and scrublands.	Unlikely. Site provides suitable habitat, but burrows not likely due to high adjacent human activity and presence of domestic animals.
White-tailed kite *Elanus leucurus*	-	CFP	Found in lower foothills and valley margins with scattered oaks and along river bottomlands or marshes adjacent to oak woodlands. Nests in trees with dense tops.	Unlikely. Taller trees, particularly along northern boundary, provide marginal nesting habitat.

*Status Codes:
State
CFP California Fully Protected
SSC California Species of Concern

**Definitions for the Potential to Occur:
Unlikely: Minimal or marginal quality habitat in the study area.

White-tailed kite (*Elanus leucurus)* occurs primarily at lower elevations near agricultural areas but may occasionally nest in foothill locations. It preys mostly on voles and other small, diurnal mammals, occasionally on birds, insects, reptiles, and amphibians and forages in undisturbed, open grasslands, meadows, farmlands, and emergent wetlands. White-tailed kite uses trees with dense canopies for cover, making a nest of loosely piled sticks and twigs and lined with grass, straw, or rootlets. Nest placed near top of dense oak, willow, or other tree stand; usually 20-100 feet above ground, near a foraging area.

The nearest reported occurrence of the species is 2 miles north of the study area, northeast of the intersection of Sotnip and Tunis, north of Del Paso Road, in 2002 (CNDDB 2022). White-tailed kite was not observed during spring surveys of this site. While the taller trees along the northern boundary provide marginal nesting habitat, it is unlikely that white-tailed kite would occur on the site.

Burrowing owl (*Athene cunicularia*), an SSC species, occurs in association with open, dry grasslands, deserts, agricultural areas, and rangeland throughout the Central Valley. They often occur where numerous burrowing mammals are present and frequently occupy California ground squirrel burrows (Shuford and Gardali 2008). Burrowing owls may also use man-made structures such as debris piles, culverts, and cement piles

for cover. Distinctive burrow characteristics for burrowing owl are not known. However, given the size of this owl, burrow entrances are expected to be at least seven centimeters in diameter. Circumstantial evidence of burrowing owl occurrence typically consists of the presence of molted feathers, cast pellets, prey remains, or excrement near a burrow entrance. Breeding of burrowing owl occurs from March to late August and incubation lasts between 28 to 30 days. Young are fledged at about 44 days but remain near the burrow and join the adults to forage at dusk.

The CNDDB documents the nearest burrowing owl occurrence less that one mile northwest of the study area, in the Natomas area, west of East Levee Road in a flood control levee in 2006 and 2007 (CNDDB 2022). While no evidence of occurrence of this species was observed during the field assessment of the study area, the site provides suitable habitat. However, it is unlikely that burrowing owl occupies the site due to a high level of human activity and the presence of domestic animals and pets adjacent to the site.

RECOMMENDATIONS

Aquatic Resources

As noted above, the study area is essentially flat, and no area shows signs of ponding or prolonged saturation. No aquatic land cover types (such as vernal pools, swales, seasonal wetlands, marsh, streams/creeks, open water, or riparian habitats) are present in the study area. Because no areas of potential aquatic resources are present on the property, no Clean Water Act permits (Section 404 or Section 401) will be required.

Streams, Pond, and Riparian Habitat

No streams, ponds or riparian habitat are present on the site. Thus, no Lake & Streambed Alteration Agreement (LSAA) will be required from the California Department of Fish and Wildlife (CDFW).

Tree Conservation

In the City of Sacramento, "a permit is required to perform regulated work" on "Private Protected Trees" (which includes trees formerly referred to as "*Heritage Trees*"). Private protected trees are defined as trees designated to have special historical value, special environmental value, or significant community benefit, and are located on private property. According to the City web site, private protected trees include:

- All native trees at 12 inch DBH, including Coast, Interior, Valley and Blue Oaks, CA Sycamore and Buckeye.
- All trees at 32 inch DSH with an existing single family or duplex dwelling.
- All trees at 24 inch DSH on undeveloped land or any other type of property such as commercial, industrial, and apartments.

It is recommended that a certified arborist be consulted regarding compliance with the City Tree Ordinance, and/or that consultation with the City Planning Department take place.

Special-Status Plants

The study area contains no suitable habitats for special-status plant species that may occur in the region, and none were detected during the spring survey. No further studies are recommended.

Special-Status Wildlife

Burrowing Owl

Very marginal habitat for burrowing owl occurs throughout the study area in association with the open ruderal grassland. Prior to any future work activities or ground disturbance on site, a pre-construction burrowing-owl survey should be conducted to determine presence/absence of the species within and directly adjacent to proposed work areas. Pre-construction surveys should be conducted according to the California Burrowing Owl Consortium's 1993 *Burrowing Owl Survey Protocol and Mitigation Guidelines*. In the event that active burrows are found during the pre-construction surveys, CDFW should be contacted to determine avoidance measures and mitigation responsibilities.

Nesting Raptors and Migratory Birds, including white-tailed kite

The site may provide suitable nesting habitat for white-tailed kite (state fully-protected) or other common raptors, and for other birds protected by the Migratory Bird Treaty Act. Take of any active raptor nest is prohibited under California Fish and Game Code sections 3503, 3503.5, and 3513. If tree removal or other ground disturbance takes place during the breeding/nesting season (February 1 through August 31), disturbance of nesting activities could occur. To avoid impacts to nesting birds, disturbance should occur outside of the typical nesting season, or begin outside of the nesting season and carry on into the nesting season. If disturbance occurs at any time during the nesting season, a pre-construction survey should be conducted by a qualified biologist within two weeks prior to initiation of proposed development activities. If active nests are found during the pre-construction survey, buffer zones will be established around any identified nests, and the nests will be monitored by a qualified biologist until the offspring have fledged. Consultation with the City and the California Department of Fish and Wildlife (CDFW) may be warranted.

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Appendix A.
Plant Species Observed Within the Silver Eagle Road Study Area

Appendix A

Silver Eagle Road - Plants Observed - February 2022

Angiosperms - Dicots

Asteraceae (Compositae) - Sunflower Family

**Carduus pycnocephalus*	Italian thistle
**Centaurea solstitialis*	Yellow starthistle
Centromadia fitchii	Fitch's spikeweed
**Cichorium intybus*	Chicory
**Dittrichia graveolens*	Stinkwort
Erigeron canadensis	Canadian horseweed
**Helminthotheca echioides*	Bristly ox-tongue
Holocarpha virgata subsp. virgata	Virgate tarweed
**Hypochaeris glabra*	Smooth cat's-ear
**Lactuca serriola*	Prickly lettuce
**Leontodon saxatilis*	Long-beaked hawkbit
**Matricaria discoidea*	Pineapple-weed
Pseudognaphalium canescens	Wright's rabbit-tobacco
**Senecio vulgaris*	Common groundsel
**Sonchus asper subsp. asper*	Prickly sow-thistle

Boraginaceae - Borage Family

Amsinckia menziesii	Rancher's fireweed

Brassicaceae (Cruciferae) - Mustard Family

**Brassica nigra*	Black mustard
**Hirschfeldia incana*	Short-podded mustard
**Raphanus sativus*	Wild radish

Caryophyllaceae - Pink Family

**Spergularia rubra*	Ruby sand-spurrey
**Stellaria media*	Common chickweed

Convolvulaceae - Morning-Glory Family

**Convolvulus arvensis*	Bindweed

Euphorbiaceae - Spurge Family

Croton setiger	Turkey mullein

Fabaceae (Leguminosae) - Legume Family

Acmispon americanus	Spanish lotus
**Medicago polymorpha*	California burclover
**Trifolium dubium*	Little hop clover
**Vicia villosa*	Winter vetch

Fagaceae - Oak Family

Quercus lobata	Valley oak
Quercus wislizeni	Interior live oak

Geraniaceae - Geranium Family

**Erodium botrys*	Broad-leaf filaree
**Erodium cicutarium*	Red-stem filaree

* Indicates a non-native species

**Erodium moschatum*	White-stem filaree
**Geranium dissectum*	Cut-leaf geranium
**Geranium molle*	Dove's-foot geranium

Lamiaceae (Labiatae) - Mint Family

**Lamium amplexicaule*	Deadnettle

Lythraceae - Loosestrife Family

**Lythrum hyssopifolia*	Hyssop loosestrife

Malvaceae - Mallow Family

**Malva neglecta*	Common mallow

Onagraceae - Evening Primrose Family

Epilobium brachycarpum	Summer cottonweed

Plantaginaceae - Plantain Family

**Plantago lanceolata*	English plantain

Polygonaceae - Buckwheat Family

**Polygonum aviculare*	Common knotweed
**Rumex crispus*	Curly dock

Zygophyllaceae - Caltrop Family

**Tribulus terrestris*	Puncture vine

Angiosperms -Monocots

Agavaceae - Agave Family

**Agave americana*	American century-plant

Poaceae (Gramineae) - Grass Family

**Avena fatua*	Wild oat
**Bromus diandrus*	Ripgut grass
**Bromus hordeaceus*	Soft chess
**Cynodon dactylon*	Bermudagrass
**Festuca perennis*	Italian ryegrass
**Hordeum marinum subsp. gussoneanum*	Mediterranean barley
**Hordeum murinum*	Wall barley
**Poa annua*	Annual bluegrass
**Sorghum halepense*	Johnsongrass

Appendix B.
Potentially-Occurring Special-Status Plants in the Region of the Silver Eagle Road Study Area

Appendix B

Silver Eagle Road - Potentially-occurring Special-status Plants

Family Taxon Common Name	Status*	Flowering Period	Habitat	Probability on Project Site
Alismataceae				
Sagittaria sanfordii Sanford's arrowhead	Fed: - State: - CNPS: Rank 1B.2	May-October	Marshes, shallow freshwater.	None. No suitable habitat present. No marsh or wet habitat.
Asteraceae (Compositae)				
Symphyotrichum lentum Suisun Marsh aster	Fed: - State: - CNPS: Rank 1B.2	August-November	Marshes and swamps (brackish and fresh water)	None. No suitable habitat present. No marsh or swamp.
Campanulaceae				
Downingia pusilla Dwarf downingia	Fed: - State: - CNPS: Rank 2B.2	March-May	Vernal pools and seasonal wetlands.	None. No suitable habitat present. No vernal pools or wetlands.
Legenere limosa Legenere	Fed: - State: - CNPS: Rank 1B.1	April-June	Vernal pools and seasonal wetlands.	None. No suitable habitat present. No vernal pools or wetlands.
Fabaceae (Leguminosae)				
Astragalus tener ferrisiae Ferris' milkvetch	Fed: - State: - CNPS: Rank 1B.1	April-May	Meadows (vernally mesic); valley and foothill grassland (subalkaline flats).	None. No suitable habitat present. None. site lacks moist alkaline areas.
Juncaceae				
Juncus leiospermus ahartii Ahart's dwarf rush	Fed: - State: - CNPS: Rank 1B.2	March-May	Vernal pools.	None. No suitable habitat present. No vernal pools.

Appendix B

Silver Eagle Road - Potentially-occurring Special-status Plants

Family Taxon Common Name	Status*	Flowering Period	Habitat	Probability on Project Site
Malvaceae				
Hibiscus lasiocarpos occidentalis Wooly rose-mallow	Fed: - State: - CNPS: Rank 1B.2	June-September	Marshes and swamps (freshwater).	None. No suitable habitat present. No marsh or swamp.
Plantaginaceae				
Gratiola heterosepala Bogg's Lake hedge-hyssop	Fed: - State: CE CNPS: Rank 1B.2	April-August	Vernal pools.	None. No suitable habitat present. No vernal pools.
Poaceae (Gramineae)				
Orcuttia viscida Sacramento Valley Orcutt grass	Fed: FE State: CE CNPS: Rank 1B.1	May-June	Vernal pools.	None. No suitable habitat present. No vernal pools.

***Status**

Federal:
FE - Federal Endangered
FT - Federal Threatened
FPE - Federal Proposed Endangered
FPT - Federal Proposed Threatened
FC - Federal Candidate
FSS - Forest Service Sensitive
FSW - Forest Service Watchlist

State:
CE - California Endangered
CT - California Threatened
CR - California Rare
CSC - California Species of Special Concern

CNPS (California Native Plant Society - List.RED Code):
Rank 1A - Extinct
Rank 1B - Plants rare, threatened, or endangered in California and elsewhere
Rank 2A- Plants extinct in California, but more common elsewhere
Rank 2B - Plants rare, threatened, or endangered in California, more common elsewhere
Rank 3 - Plants about which more information is needed, a review list
Rank 4 - Plants of limited distribution, a watch list
RED Code
1 - Seriously endangered (>80% of occurrences threatened)
2 - Fairly endangered (20 to 80% of occurrences threatened)
3 - Not very endangered (<20% of occurrences threatened)

Appendix C.
Potentially-Occurring Special-Status Animals in the Region of the Silver Eagle Road Study Area

Appendix C

Silver Eagle Road - Potentially-occurring Special-status Animals

	Status*	Habitat	Probability on Project Site
Invertebrates			
Vernal pool fairy shrimp *Branchinecta lynchi*	Fed: FT State: - Other: -	Vernal pools and other temporary bodies of water in southern and Central Valley of California. Most common in smaller grass or mud bottomed swales or basalt flow depression pools in unplowed grasslands.	None. No suitable habitat present. No vernal pools.
Vernal pool tadpole shrimp *Lepidurus packardi*	Fed: FE State: - Other: -	Found in vernal pools in the Central Valley of California and in the San Francisco Bay area. Inhabits vernal pools with clear to highly turbid water.	None. No suitable habitat present. No vernal pools.
Insects			
Valley elderberry longhorn beetle *Desmocerus californicus dimorphus*	Fed: FT State: - Other: *	Requires host plant, elderberry (Sambucus nigra) for its life cycle. Shrubs must have live stem diameters at ground level of 1.0 inch or greater. Occurs in Great Valley and lower foothills.	None. No suitable habitat present. No host plant present.
Monarch butterfly *Danaus plexippus*	Fed: FC State: - Other: *	Monarchs west of Rockies generally migrate to and overwinter along California coast, including those tagged in Oregon, Washington, Idaho, Arizona, and Nevada. Breeding areas must have milkweed for egg laying.	None. No suitable habitat present. No host plant present.
Fish			
Steelhead, Central Valley ESU *Oncorhynchus mykiss irideus*	Fed: FT State: - Other: -	Occurs below man-made impassable barriers in the Sacramento and San Joaquin rivers and tributaries. Adults migrate from ocean to natal freshwater streams to spawn. Yuba River has essentially the only remaining wild steelhead fishery in Central Valley.	None. No suitable habitat present. No streams.
Chinook salmon - Central Valley spring-run ES *Oncorhynchus tshawytscha*	Fed: FT State: CT Other: *	Occurs in water bodies with cool, fast-flowing water and gravel suitable for spawning. Found primarily in 4 tributaries of the Sacramento River: Butte Creek, Big Chico Creek, Deer Creek, and Mill Creek.	None. No suitable habitat present. No streams.
Chinook salmon - Sacramento winter run ESU *Oncorhynchus tshawytscha*	Fed: FE State: CE Other: -	One of 4 runs that spawns in upper Sacramento River and Battle Creek. They return to the upper Sacramento River in the winter but delay spawning until the spring and summer.	None. No suitable habitat present. No streams.

Appendix C

Silver Eagle Road - Potentially-occurring Special-status Animals

	Status*	Habitat	Probability on Project Site
Delta smelt *Hypomesus transpacificus*	Fed: FT State: CT Other: -	Endemic to the Sacramento-San Joaquin Delta in coastal and brackish waters. Occurs seasonally in Suisun and San Pablo bays. Spawning usually occurs in dead-end sloughs and shallow channels.	None. No suitable habitat present. No streams. Study area outside the range of the species.
Longfin smelt *Spirinichus thaleichthys*	Fed: FC State: CT Other:	Endemic to the lower reaches of the Sacramento-San Joaquin River system. Inhabits open waters in the Delta and Suisun Bay. After spawning, larvae are carried downstream to brackish nursery areas.	None. No suitable habitat present. No streams. Study area outside the range of the species.
Sacramento splittail *Pogonichthys macrolepidotus*	Fed: - State: CSC Other:	Found in: (1) the Delta, (2) Suisun Bay, (3) Suisun Marsh, (4) Napa River, (5) Petaluma River, and (6) other parts of the Sacramento-San Joaquin Estuary. Requires flooded vegetation for spawning and rearing.	None. No suitable habitat present. No streams. Study area outside the range of the species.
Sacramento perch *Archoplites interruptus*	Fed: - State: CSC Other:	Historically found in slow-moving rivers, sloughs, and ponds in the Central Valley.	None. No suitable habitat present. Site lacks any aquatic features.
Amphibians			
California tiger salamander *Ambystoma californiense*	Fed: FE State: CT Other: -	Occurs in annual grassland habitat (<1500 feet) and occasionally in grassy understory of valley-foothill hardwood habitats where lowland aquatic sites are available for breeding. Breeds primarily in vernal pools.	None. No suitable habitat present. No aquatic habitat.
Western spadefoot *Spea hammondii*	Fed: - State: CSC Other: -	Found primarily in grassland habitats, but may occur in valley and foothill woodlands. Requires vernal pools, seasonal wetlands, or stock ponds for breeding and egg laying. Prefers more turbid pools for predator avoidance.	None. No suitable habitat present. No aquatic habitat.
California red-legged frog *Rana draytonii*	Fed: FT State: - Other: SSC	Occurs in lowlands and foothills in deeper pools and slow-moving streams, usually with emergent wetland vegetation. Requires 11-20 weeks of permanent water for larval development.	None. No suitable habitat present. No aquatic habitat.

Appendix C

Silver Eagle Road - Potentially-occurring Special-status Animals

	Status*	Habitat	Probability on Project Site
Reptiles			
Western pond turtle *Actinemys marmorata*	Fed: - State: - Other: SSC	Inhabits ponds, marshes, rivers, streams, and irrigation ditches with aquatic vegetation. Needs suitable basking sites and upland habitat for egg laying.	None. No suitable habitat present. No aquatic habitat.
Giant garter snake *Thamnophis gigas*	Fed: FT State: CT Other: -	Primarily associated with marshes and sloughs, less with slow-moving creeks, and absent from larger rivers. Nocturnal retreats include mammal burrows and crevices. During the day, basks on emergent vegetation such as cattails and tules.	None. No suitable habitat present. No aquatic habitat.
Birds			
White-tailed kite *Elanus leucurus*	Fed: - State: - Other: CFP	Found in lower foothills and valley margins with scattered oaks and along river bottomlands or marshes adjacent to oak woodlands. Nests in trees with dense tops.	Unlikely. Taller trees, particularly along northern boundary, provide marginal nesting habitat.
Swainson's hawk *Buteo swainsoni*	Fed: - State: CT Other: *	Breeds in open areas with scattered trees; prefers riparian and sparse oak woodland habitats. Requires nearby grasslands, grain fields, or alfalfa for foraging. Rare breeding species in Central Valley.	None. No suitable nesting habitat present in study area.
Golden eagle *Aquila chrysaetos*	Fed: - State: CFP Other: -	Found in rolling foothill grassland with scattered trees. Nests on cliffs and in large trees in open areas.	None. No suitable nesting habitat present in study area.
California black rail *Laterallus jamaicensis coturniculus*	Fed: - State: CT Other: CFP	Inhabits salt, fresh, and brackish water marshes with little daily and/or annual water fluctuations. In freshwater habitats, preference is for dense bulrush and cattails. Several scattered populations documented from Butte Co. to southern Nevada Co.	None. No suitable habitat present. No aquatic habitat.
Western yellow-billed cuckoo *Coccyzus americanus occidentalis*	Fed: FT State: CE Other: -	Inhabits riparian forests along the broad, lower floodplains of larger rivers. Nests in thickets of willows and cottonwoods with an understory of blackberry, nettle, or wild grape.	None. No suitable nesting habitat present in study area. No riparian habitat.

Appendix C

Silver Eagle Road - Potentially-occurring Special-status Animals

	Status*	Habitat	Probability on Project Site
Burrowing owl *Athene cunicularia*	Fed: - State: - Other: SSC	Found in annual grasslands. Nests in burrows dug by small mammals, primarily ground squirrels.	Unlikely. Site provides suitable habitat, but burrows not likely due to high adjacent human activity and presence of domestic animals.
Least Bell's vireo *Vireo bellii pusillus*	Fed: FE State: CE Other:	Rare, local summer resident below 2000 ft in low, dense foothill riparian habitat. Inhabits low, dense growth along water. Typically associated with willows, cottonwoods, and blackberry thickets.	None. No suitable nesting habitat present in study area. No riparian habitat.
Purple martin *Progne subis*	Fed: - State: CSC Other: *	Breeds in riparian woodland, oak woodland, open coniferous forests. Secondary cavity nester. Requires nest sites close to open foraging areas of water or land.	None. No suitable nesting habitat present in study area.
Bank swallow *Riparia riparia*	Fed: - State: CT Other: *	Colonial nester near riparian and other lowland habitats. Requires vertical banks or cliffs with fine-textured, sandy soils near streams, rivers, and lakes.	None. No suitable habitat present. No suitable nesting habitat or aquatic habitat.
Song Sparrow - Modesto population *Melospiza melodia*	Fed: State: CSC Other: -	Occurs in expansive freshwater wetlands and early stage riparian thickets of Sacramento Valley. Prefers emergent freshwater marshes dominated by tules, cattails, and willow thickets.	None. No suitable nesting habitat present in study area. No aquatic habitat present.
Tricolored blackbird *Agelaius tricolor*	Fed: - State: CT Other: SSC	Colonial nester in dense cattails, tules, brambles or other dense vegetation. Requires open water, dense vegetation, and open grassy areas for foraging.	None. No suitable nesting habitat present in study area.
Mammals			
American badger *Taxidea taxus*	Fed: - State: - Other: SSC	Occurs in dry, open soils in herbaceous, shrub, and forest habitats. Needs friable, uncultivated soil. Preys on rodents.	None. No suitable habitat present. No friable, undisturbed soil.

Appendix C

Silver Eagle Road - Potentially-occurring Special-status Animals

	Status*	Habitat	Probability on Project Site

***Status**

Federal:	State:	Other:
FE - Federal Endangered	CE - California Endangered	Some species have protection under the other designations, such as the California Department of Forestry Sensitive Species, Bureau of Land Management Sensitive Species, U.S.D.A. Forest Service Sensitive Species, and the Migratory Bird Treaty Act. Raptors and their nests are protected by provisions of the California Fish and Game Code. Certain areas, such as wintering areas of the monarch butterfly, may be protected by policies of the California Department of Fish and Game.
FT - Federal Threatened	CT - California Threatened	
FPE - Federal Proposed Endangered	CR - California Rare	
FPT - Federal Proposed Threatened	CC - California Candidate	
FC - Federal Candidate	CFP - California Fully Protected	
FPD - Federal Proposed for Delisting	CSC - California Species of Special Concern	WL - CDFG Watch List

Appendix C – Cultural Resources Inventory
(31 pages)

CULTURAL RESOURCES INVENTORY FOR THE SILVER EAGLE ROAD DEVELOPMENT PROJECT, SACRAMENTO COUNTY, CALIFORNIA

Prepared for:

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May 2024

CULTURAL RESOURCES INVENTORY FOR THE SILVER EAGLE ROAD DEVELOPMENT PROJECT SACRAMENTO COUNTY, CALIFORNIA

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May 2024

EXECUTIVE SUMMARY

The Silver Eagle Road development project proposes to subdivide and develop approximately five acres on one parcel in North Sacramento. The work would include building an access road and dividing the land into single family residential lots. The project is located within the Del Paso Land Grant, Section 3 as shown on the *Rio Linda,* California, United States Geological Survey (USGS) 7.5-minute topographic quadrangle. The project is subject to permits and approvals from the City of Sacramento (City), requiring compliance with the California Environmental Quality Act (CEQA) and various City ordinances and planning conditions.

In April 2024, PAR Environmental Services, Inc. (PAR) was contracted to provide cultural resources services in support of the Project. The scope of work included a records search, an archaeological and architectural surveys of the parcel, and report preparation. Survey investigations identified no archaeological resources within the project.

As part of the record search effort, PAR contacted the Native American Heritage Commission. The NAHC responded on April 23, 2024 and noted a search of their sacred lands files had a positive result. The City is in the process of contacting tribes in compliance with CEQA and will take the lead on tribal consultation. PAR did not contact tribes.

CEQA Guidelines, Section 15064.6 (f) requires the lead agency for a project to ensure that provisions are made for accidentally discovered resources. Upon accidental discovery of an archaeological deposit, it is recommended that work be halted within 100 ft. (30 m) of the discovery until a professional archaeologist has evaluated the find.

According to Section 7050.5 of the California Health and Safety Code, in the event human remains are discovered during excavation, work must stop immediately and the county coroner must be contacted. Section 5097.94 and 5097.98 of the Public Resources Code require consultation with the Native American Heritage Commission, protection of Native American remains, and notification of most likely descendants. SB 447 (Chapter 404, Statutes of 1987) also protects Native American remains or associated grave goods.

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INTRODUCTION

The Proposed Silver Eagle Road Development Project (Project) is located on Assessor's Parcel Number (APN) 250-0130-030 in Sacramento, Sacramento County, California approximately 1.20 miles south of Interstate 80 (I-80) (Figure 1). The Project site is depicted on the U.S. Geological Survey (USGS) topographic map, *Rio Linda* quadrangle, Section 3 of the Del Paso Land Grant (Figure 2). The Project is in an urban area, surrounded by single-family homes and undeveloped lots west (Figure 3).

Currently, the parcel includes open land. The proposed project consists of subdividing the parcel into residential lots. The project is subject to permits and approvals from the City of Sacramento; thus, compliance with the California Environmental Quality Act (CEQA) and the California Register of Historical Resources is required.

In 2024, Igor Lezhnenko, the property owner, contracted with PAR Environmental Services, Inc. (PAR) to provide cultural resources services in support of the proposed project. The scope of work included a records search of the project area, a cultural resources survey of the three-acre project, Native American Heritage Commission coordination, and report preparation.

The cultural resources inventory was completed by James Gary Maniery (PAR Principal Investigator) and Andrea E. Maniery (Field Director). Gary Maniery holds B.A. degree in Environmental Studies and an M.A. degree in Anthropology. He is a Registered Professional Archaeologist (RPA) with over 40 years of professional experience and meets Secretary of Interior Professional Standards in Archaeology. Andrea Maniery holds both a B.A. and M.A in Anthropology and is an RPA with over twelve years of experience. She meets Secretary of Interior Standards for Archaeology.

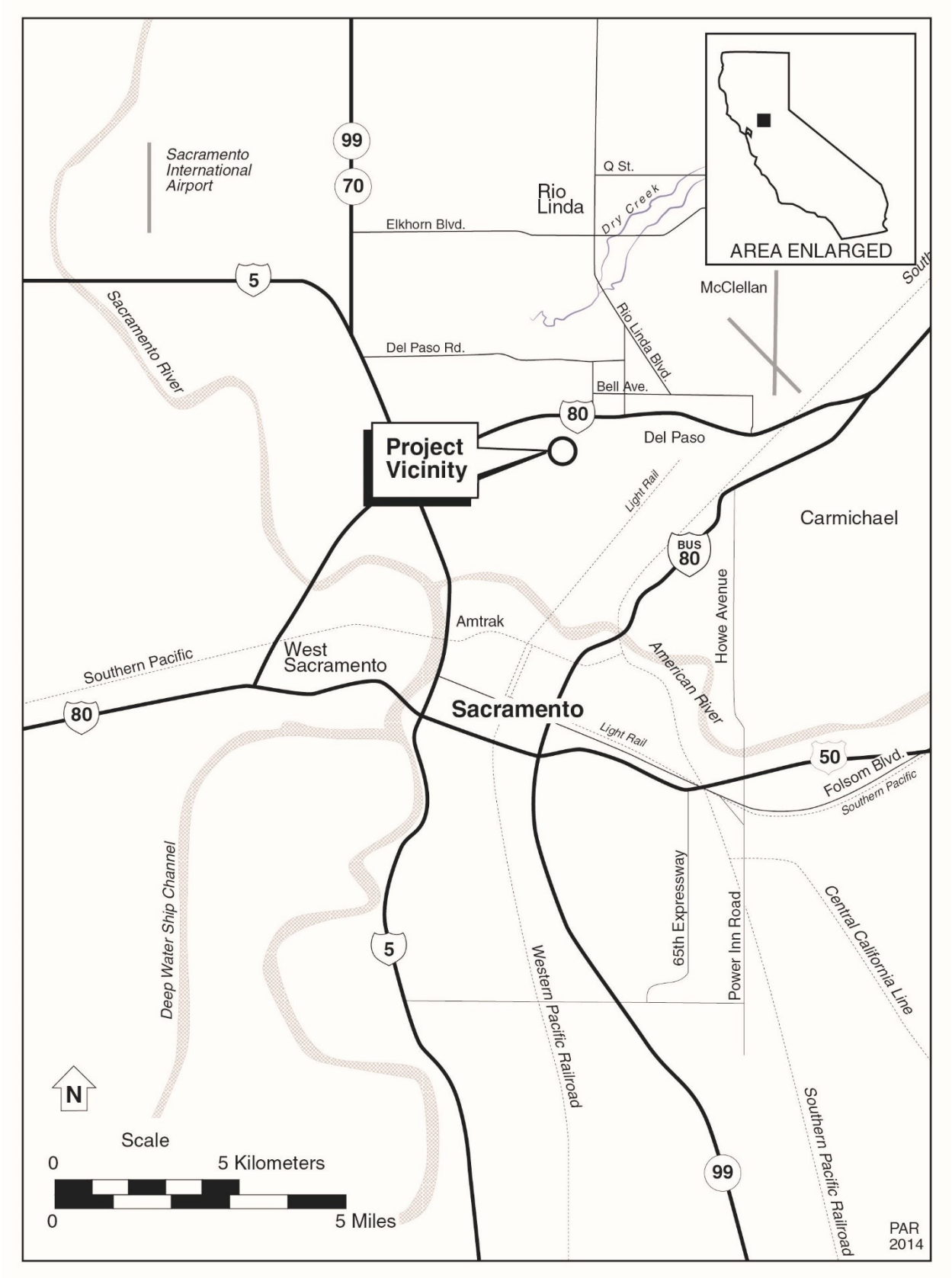

Figure 1. Project Vicinity Map

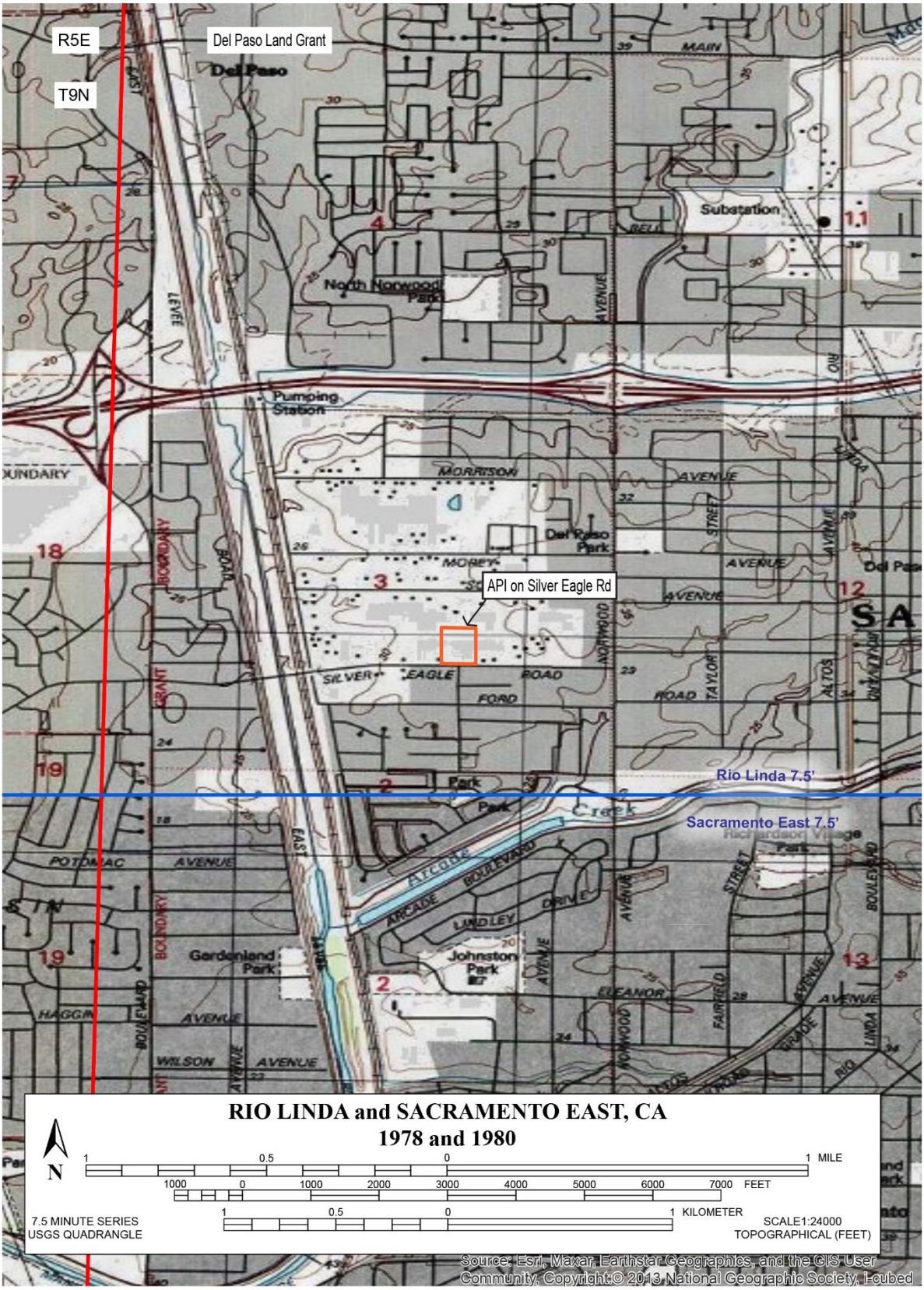

Figure 2. Project Location Map

Project Description

The Project proposes to subdivide one parcel totaling five acres into smaller lots to facilitate the development of single-family residences (Figure *3*). These parcels are located within the Single-Family Residential zone of the City of Sacramento (Rozumowicz-Kodsuntie 2022). The parcels are north of Silver Eagle Road and west of Norwood Road.

Area of Potential Impacts (API)

The current API encompasses the parcel defined by APN 250-0130-030. All work will occur within the boundary of this parcel, as depicted on Figure 3. Access to the new lots will occur from Silver Eagle Road to the south of the parcel.

Figure 3. Area of Potential Impacts

ENVIRONMENTAL SETTING

The Project is located within the Great Valley geomorphic province, an alluvial plain that drains via the Sacramento and San Joaquin rivers. The parcels are on the outskirts of an urban residential neighborhood at an elevation of 34 feet above mean sea level. Currently the Project supports non-native grassland habitat. No trees are on the parcel.

Geology

The project area is characterized primarily as Quaternary-age alluvium of the Riverbank Formation (Wagner et al. 1981). According to Youngdahl (2020), this formation is Middle to Late Pleistocene in age and consists of Arkosic alluvium that form alluvial terraces, increasing in topographic position with age. In general, most of the area that surrounds the project consists of the Riverbank Formation alluvium.

Soils

According to the United States Department of Agriculture Natural Resources Conservation Service, (USDA) 2023] soils on site are attributed to San Juaquin Fine Sandy Loam. The parent material is alluvium derived from granite; the unit is moderately well-drained, has a high runoff class, and is not prime farmland. (USDA 2023; Youngdahl 2020).

Figure 4. Middle of Project site, View Southeast

Figure 5. Overview of API facing northeast taken from southwest corner of parcel

CULTURAL SETTING

Prehistory

The prehistory of California is known to include the entire span of currently identified prehistory in North America. An abbreviated summary of archaeological periods recognized in Central California is presented below (Table 1). Terms used in the summary table are those used in Rosenthal et al. (2007). It should be noted that this summary is not a comprehensive list of known archaeological components in the region, nor does it reflect the full complexity of the archaeological literature. Various authors, notably Beardsley (1954), Chartkoff and Chartkoff (1984), Moratto (1984), Fagan (2003), and Jones and Klar (2007) have provided summaries of California archaeology and prehistory in extensive detail. These sources should be consulted for further information. The discussion below synthesizes information from each of these sources.

Archaeological evidence dating from the late Pleistocene (between 10,000 and perhaps as early as 16,000 years ago) through the protohistoric and ethnographic periods of the 18th and 19th centuries has been recognized throughout the state. A Uranium-series date was acquired on human bone from an early site (CA-KIN-32) from King County within the San Joaquin Valley and yielded an estimated age of 15,696 years (+/- 370 years). A second set of Uranium-series dates, also on human bone from the same site, yielded ages of 11,379 and 11,380 years; (Rosenthal et al. 2007:151). These dates represent some of the oldest dates on human remains in the Americas.

Table 1 Central Californian Archaeological Periods

Period	Cultural Patterns	Age Range (cal BCE/cal CE)
Upper and Lower Emergent	Augustine Phase I II	1100 cal CE-Historic
Upper Archaic	Berkeley Pattern	550 cal BCE-1100 cal CE
Middle Archaic	Windmiller Pattern (Early Horizon) and earlier unnamed components	5500 cal BCE-550 cal BCE
Lower Archaic	Western Pluvial Lake Tradition	8550 cal BCE-5550 cal BCE
Paleoindian	Various isolated regional artifact finds	11,500 cal BCE-8550 cal BCE

Paleoindian (11,500 – 8550 cal BCE)

The earliest recognized cultural artifacts found in California are of Paleoindian origin (ca. 11,500 to 8550 cal BCE) and include Clovis-like fluted points estimated to be from 11,000 to 12,000 years in age. Fluted points are thought to be the product of small, band-level societies that hunted now-extinct large Pleistocene mammals including elephant, mammoth, mastodon and bison, in addition to the common small and large game that still lives in the state. These artifacts have usually been found as scattered, isolated fragments and have been identified throughout California. They are rare in archaeological contexts. The best-known examples were found at the Borax Lake Site near Clear Lake in Lake County (Moratto 1984), though numerous

additional examples have been recovered on the edges of pluvial lakes in the Central Valley and elsewhere.

Lower Archaic (8550-5550 cal BCE)

Scattered Early Holocene discoveries, typologically similar to the Western Pluvial Lake Tradition (WPLT) from the Great Basin form the Lower Archaic between 8550-5550 cal BCE. The only archaeological deposit from the Lower Archaic identified in the Central Valley is located at Buena Vista Lake (Fredrickson and Grossman 1977). The relationship to the WPLT tradition is formed primarily through projectile point typologies. Foothill sites from this time period have a large number of milling features which may have been associated with a reliance on acorns or other nuts (Jones and Klar 2007).

Middle and Upper Archaic through Emergent (5500 cal BCE –historic period)

The Middle and Upper Archaic archaeological periods, (5500 to 1,110 cal BCE) and Emergent (Recent Prehistoric I and II [see Table 1]) archaeological periods (the last 1,100 years) are also well represented throughout the state. Reasonably unambiguous archaeological antecedents of the native, ethnographic cultures of California first appear in a recognizable form during the Emergent period. The bow and arrow, bedrock mortar, and identifiable symbols of ethnographic religious practices are first noted in the archaeological record during this span (Moratto 1984:181-216). A growing economic emphasis on the acorn as a staple food, fishing for anadromous species such as salmon, and the management of biological resources and landscapes through seasonal burning is also noted (Bean and Lawton 1993; Moratto 1984). The concurrent technological changes may or may not have accompanied population movements throughout the region. Economic systems become elaborate and the exchange networks that first appeared during the Late Archaic continue and appear to become more geographically complex. Shell beads, thought of by many researchers to be prehistoric currency, can be confidently identified in the archaeological record by the beginning of the Emergent. Craft specialization and social stratification also appear or become more evident in the archaeological record (Moratto 1984:201-216, 294-304).

Regional Archaeology

The prehistory of the project region has a diversity of artifacts and features, particularly along Dry Creek. In the 1960s, the area along Dry Creek was surveyed by Patti Palumbo at Sac State (Dougherty and Baker 2015). This study resulted in the recordation of 31 sites and the evaluation of three of these. Her evaluations of sites revealed a prehistoric presence primarily from the Middle and Late Archaic, approximately 3500-1500 rcy BP at CA-SAC-237 near Elverta Road. Later research conducted by PAR extended this particular site's boundaries and overlapped the site occupation with Palumbo's time frame, as PAR analysis revealed obsidian hydration dates between 3000-2000 BP (Dougherty and Baker 2015).

Ethnography and Ethnohistory

The Native Americans who occupied the project vicinity at the time of Euroamerican contact (ca. 1850s) were speakers of a Maiduan language known as the Nisenan (Beals 1933; Kroeber 1929; Powers 1976:313-345). As a people, they are also referred to as the Southern Maidu (Dixon 1905; Faye 1923; Kroeber 1976; Wilson and Towne 1978:387). Several ethnographers, including Beals (1933), Faye (1923), Gifford (1927), Kroeber (1976), Powers (1976) and Wilson and Towne (1978), have studied the Maiduan speaking peoples and generally agree that Nisenan territory included the drainages of the Bear, American, Yuba and southern Feather rivers. Their permanent settlements were in the foothills and mountains and were "…generally on the ridges that separated parallel streams, either on crests or on knolls or terraces part way up" (Kroeber 1976:395). Valley dwelling Nisenan tribes tended to occupy high ground near the major streams. Their houses were constructed partially underground with earth or occasionally had tule covered roofs (Kroeber 1929:259-260).

Valley Nisenan lived on the plain between the Sacramento River and foothills, and major villages were concentrated along the Sacramento River ethnographically (Wilson and Towne 1978). They traded actively with foothill Nisenan, as well as for shell beads with the Wintun (Kroeber 1976). Smaller villages were spread throughout the valley along streams and rivers "on gentle slopes with a southern exposure" (Wilson and Towne 1978:388). According to Wilson and Towne (1978:388), the nearest ethnographic villages in the Rio Linda area were *Totola* and *Pusune*. These villages are not indicated on Kroeber's (1976: Plate 37) map of village locations. The only village expressed in the Rio Linda area on Kroeber's map is called *Sutamasina.* Wilson and Towne (1978:388) do not plot *Sutamasina* on their map. The lower foothills and Great Valley were rich in natural resources and the Maidu took advantage of many available foods. Acorns were important to their diet and were supplemented with seeds, nuts, berries, herbs, and fruit. A large variety of animal was hunted and/or trapped, including lizards, snakes, and grizzly bears. Maidu were nomadic throughout much of the year, moving from place to place following game and gathering plants (Wilson and Towne 1978).

The Nisenan hunting and gathering cycle was altered drastically with the discovery of gold in Coloma in 1848. As miners poured into the Roseville and Auburn areas and adjacent streams and tributaries, the Native Americans were forced out of their winter villages, land was fenced, streams were silted, and food resources became increasingly difficult to procure. Stephen Powers, after traveling through the region in the 1870s, noted that the "Nishinam [sic] had the misfortune to occupy the heart of the Sierra mining region, in consequence of which they have been miserably corrupted and destroyed" (Powers 1976:317). By the time of his visit, Nisenan were surviving as best they could, working for whites in mines or on ranches, panning for gold, or adopting even more abstract forms of survival (Wilson and Towne 1978:396-397).

Historic Context

This property was included in Rancho del Paso, a 44,000+ acre land grant issued by the Mexican government to Elijah Grimes in 1844. Initially, the land was used as a cattle ranch. In 1852, the entire ranch was sold to Samuel Norris. For many years Norris worked with lawyers James Ben Ali Haggin and Lloyd Tevis to claim the land from the US government. After he gained title to the land in 1860 he was deeply in debt to his lawyers. He sold the Rancho to Haggin and Tevis in 1862 (Beck and Haase 1972; Reed 1923)).

Haggin and Tevis grew Rancho del Paso into a nationally known horse breeding and training facility. They established a race track and by the 1880s, the Del Paso horses became known and coveted internationally. The horse ranch shut down in 1905, as Haggin transferred his horse business to his new farm in Lexington, Kentucky. By the end of his tenure in Sacramento, home building was exploding. Haggin formed the Rancho del Paso Land Company in 1891 and began selling plots of land. In 1910 the majority of the ranch was sold in bulk to the Sacramento Valley Colonization Company (SVCC). The SVCC began to subdivide the acreage into neighborhoods, creating small parcels (one to 20 acres each) for sale (Reed 1923). Sales were slow, however, due to the annual flooding of the area.

Between the 1860s and 1910 the area was frequently inundated by the Sacramento River. Reclamation District 1000 was formed after a 50-year movement to control flooding in the Sacramento Valley, natural events that frequently turned the Sacramento Valley into a shallow lake every winter and spring. In 1911, the SAFCA passed legislation to create RD 1000, at the time one of the first and the largest reclamation efforts in the United States (Bradley and Corbett 1996; Dougherty 1999). The district included levees, pump stations, canals, and roads. The creation of these features influenced the future layout of the Natomas and Rio Linda areas. The Natomas east Main Drainage Canal, located west of the project, was constructed by 1914 and is considered a major contributor to RD 1000. It will not be impacted by the project (Bradley and Corbett 1996).

While some parcels and lots sold after the completion of the RD 1000 system, sales remained slow until after World War II. During the 1920s and 1930s, the Project area was used for agriculture (Dougherty and Baker 2015). A 1937 aerial photograph depicts the project as agricultural land. Silver Eagle Road was in place by 1947, providing access to the Project. The aerial photographs from the mid-1950s and after depict continued development of the Project vicinity, likely in response to the growth explosion that occurred in the Sacramento City and County following World War II (NETRonline 2023). This population increase was associated with the expansion of McClellan Air Force Base, founding of Aerojet, and other major businesses that found a home in Sacramento after 1950. The area's crops and orchards were slowly replaced with single family homes, surrounded by open land, similar to what is seen today.

METHODS

Record Search

A records search pertaining to the proposed project area and a one-quarter-mile radius was conducted by the North Central Information Center (NCIC) of the California Historical Resources Information System (CHRIS) on April 10, 2024. The NCIC records search included a review of the following sources (Appendix A):

- NCIC resource records on file as of April 2024;
- NCIC reports on file as of April 2024;
- Office of Historic Property Data File as of April 2024
- California Inventory of Historic Resources (1976 – obsolete);
- *California State Historical Landmarks* (1996 and updates as of April 2024);
- *California Points of Historical Interest* (1992 and updates as of April 2024);
- Historical Maps including United States Geological Survey (USGS) 1911, 1950, and 1967 7.5' Rio Linda, and 1871 Government Land Office plat maps (US Department of Interior [USDI]);
- Historical Aerials 1937-2023 (NETRonline.com);
- *California Register of Historical Resources* (CRHR). (1996 and Updates as of April 2024); and
- *National Register of Historic Places* (NRHP). (1996 and Updates as of April 2024).

The record search revealed one resources within one-quarter-mile of the Project (Table 2). A single-family residence, built in 1939 and located just east of the API was evaluated in 2018 as not eligible for the California Register (Appendix A). Historical aerials indicate that the parcel has always been a field, with no structures built within the API. Historic maps support this history, showing no improvements to the land in the last 100 years.

Five projects with reports are documented at the NCIC within the API or within a one-quarter-mile of the Project. The earliest of these occurred in 1981; the latest in 2018. The majority of these projects (four of the five) are related to improvements along Silver Eagle Road: surveys for road reconstruction, bridge crossing, or other road improvements. A list of the reports, authors, and dates is provided in Appendix A.

Table 2. Resources within or adjacent to the API (one-quarter mile buffer zone)

Primary No	Trinomial No	Other ID	Age	Notes
P-34-005509		160 Silver Eagle Road	1939	Evaluation of house for HUD; not eligible

Native American Coordination

As part of the effort to identify potentially significant historical and traditional resources that may fall within the project area, PAR submitted a form on April 08, 2024 to the Native American Heritage Commission (NAHC) requesting a search of the sacred lands file (Appendix B). The NAHC responded on April 23, 2024 and noted positive results to their search. They provided a list of Native American tribes and recommending contacting tribes for additional information. The City is in the process of contacting tribes in compliance with CEQA and is taking the lead on tribal consultation.

Field Methods

An archaeological survey of the API was completed on April 23, 2024 by Andrea E. Maniery, and Gary Maniery, PAR's Principal Investigators. Intensive survey using 15-20 meter (m)-wide transects was employed for the majority of the API (Figure 6). Fenced private residential areas were not surveyed. The staging area along Silver Eagle Road in the middle of the API was given a cursory survey, given the graveled nature of the API in these areas. The entire Project is covered with non-Native vegetation, interspersed with bare mineral soil. Overall, ground visibility was between 50 and 70-percent. Signs of OHV use was noted in the back of the parcel. Modern vegetation deterrent has been laid down and graded in the center of the parcel.

An architectural survey of the API was completed concurrent with the archaeology work. No buildings, structures, or objects were noted within the API.

Figure 6. Survey Coverage Showing Complete Coverage Throughout

REGULATORY BACKGROUND

For the purposes of identification and mitigation of the effects of projects upon the environment, cultural resources are defined by state statutes, namely CEQA. As part of this process, inventories of cultural resources are conducted where proposed projects may alter or otherwise affect the environment. In California, resources that are identified are then evaluated using the criteria of CEQA to determine whether they may be regarded as potentially eligible for listing as an historical resource for the purposes of CEQA. Resources that appear to be potentially eligible for listing in either place may require further work to mitigate the project's effects upon the resource.

California Environmental Quality Act (CEQA)

The California State Public Resources Code (PRC) Section 5024.1 establishes a CRHR that is to maintain a list of historic resources identified within the state. The section further sets out criteria to determine the significance of properties and defines how to determine if a property is eligible. Further, PRC Section 5024.1, paragraphs (b) and (c) explicitly identify the NRHP criteria as the means for determining eligibility of historic properties for listing on the CRHR.

These criteria are enumerated in PRC 5024.1 Section (c) as follows:

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

CEQA, PRC Division 13 Sections 21083.2 and 21084.1, and the CEQA Guidelines, California Code of Regulations (CCR), Title 14, Chapter 3, Section 15064.5 further regulate and clarify California law respecting historic and archaeological cultural resources.

In addition, historic resources must retain integrity. This property is discussed in CCR Title 14, Division 3, Chapter 11.5, Section 4852 (c) as follows:

> (c) Integrity. Integrity is the authenticity of an historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance. Historical resources eligible for listing in the California Register must meet one of the criteria of significance described in http://ccr.oal.ca.gov/cgi-bin/om_isapi.dll?clientID=139553&hitsperheading=on&infobase=ccr&jump=14%

3a4852&softpage=Document42 - JUMPDEST 14:4852 section 4852 (b) of this chapter and retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. Historical resources that have been rehabilitated or restored may be evaluated for listing.

Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. It must also be judged with reference to the particular criteria under which a resource is proposed for eligibility. Alterations over time to a resource or historic changes in its use may themselves have historical, cultural, or architectural significance.

It is possible that historical resources may not retain sufficient integrity to meet the criteria for listing in the National Register, but they may still be eligible for listing in the California Register. A resource that has lost its historic character or appearance may still have sufficient integrity for the California Register if it maintains the potential to yield significant scientific or historical information or specific data.

The California Register used National Register definitions of integrity to summarize a National Park Service (NPS) bulletin entitled *How to Apply the National Register Criteria for Evaluation* (Shrimpton 2002), the types of integrity are defined as follows:

- Location is the place where the historic property was constructed or the place where the historic event occurred;
- Design is the combination of elements that create the form, plan, space, structure, and style of a property;
- Setting is the physical environment of the historic property;
- Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property;
- Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory;
- Feeling is a property's expression of the aesthetic or historic sense of a particular period of time; and
- Association is the direct link between an important historic even or person and a historic property.

Integrity is based on significance: why, where and when a property is important. Only after significance is fully established is the issue of integrity addressed. Ultimately, the question of integrity is answered by whether or not the property retains the identity for which it is significant. A resource must have at least two types of integrity and meet one of the four criteria lists above in order to qualify for the CRHP. Integrity is also important in all evaluations under CEQA.

RESULTS

The parcel was negative for cultural resources. No artifacts, structures, or cultural materials were noted within the API. Disturbance from equipment staging and off-road vehicle use were noted on the parcel.

CONCLUSIONS

In April, 2024, PAR Environmental Services, Inc. (PAR) was contracted to provide cultural resources services in support of the Silver Eagle Road Development Project. The Project proposes to split approximately five acres on one parcel in North Sacramento into new residential lots, to accommodate eventual construction of new single-family residential dwellings on the new residential lots. The project is subject to permits and approvals from the City of Sacramento, requiring compliance with the California Environmental Quality Act (CEQA) and various City ordinances and planning conditions.

The scope of work included a records search, archaeological and architectural surveys of the three parcels, and report preparation. Survey investigations identified no archaeological resources within the project. No architectural resources were recorded as part of the project.

As part of the record search effort, PAR contacted the Native American Heritage Commission. The NAHC responded on April 23, 2024 with positive results and recommended contacting tribes for additional information. The City is in the process of contacting tribes in compliance with CEQA and will take the lead on tribal consultation. PAR did not contact tribes.

Unanticipated Discoveries

While an archaeological survey is designed to detect resources with surface manifestations, there is always a potential for unidentified subsurface deposits. If archaeological deposits or artifacts (e.g., beads, stone or bone tools, or human remains) are noted, work should stop until a qualified archaeologist can evaluate the find.

CEQA Guidelines, Section 15064.6 (f) requires the lead agency for a project to ensure that provisions are made for accidentally discovered resources. These requirements include preserving the find until an archaeologist can evaluate the discovery, providing for the immediate evaluation of the find by an archaeologist, and contingency planning for the time and funding to mitigate project effects upon such accidental discoveries. Upon accidental discovery of an archaeological deposit it is recommended that work be halted within 100 ft. (30 m) of the discovery until a professional archaeologist has evaluated the find.

Human Remains

According to Section 7050.5 of the California Health and Safety Code, in the event human remains are discovered during excavation, work must stop immediately and the county coroner must be contacted. Section 5097.94 and 5097.98 of the Public Resources Code require consultation with the Native American Heritage Commission, protection of Native American remains, and notification of most likely descendants. SB 447 (Chapter 404, Statutes of 1987) also protects Native American remains or associated grave goods.

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Youngdahl Consulting Group, Inc.
2020 Phase I Environmental Site Assessment, Silver Eagle Road (132 & 150), Sacramento County, CA.

APPENDIX A

Record Search Results

California Historical Resources Information System

NORTH CENTRAL INFORMATION CENTER

AMADOR
EL DORADO
NEVADA
PLACER
SACRAMENTO
YUBA

California State University, Sacramento
6000 J Street, Folsom Hall, Suite 2042
Sacramento, California 95819-6100
phone: (916) 278-6217
fax: (916) 278-5162
email: ncic@csus.edu

4/8/2024 NCIC File No.: SAC-24-55

Ellie Maniery
PAR Environmental Services, Inc.
1906 21st Street
Sacramento, CA 95811

Re: Silver Eagle Road 2 (PAR Ref. No.: 24-0004)

The North Central Information Center (NCIC) received your records search request for the project area referenced above, located on the Rio Linda USGS 7.5' quad. The following reflects the results of the records search for the project area and a ¼-mi radius.

As indicated on the data request form, the locations of resources and reports are provided in the following format: ☒ custom GIS maps ☐ GIS data

Recorded resources within project area:	None
Recorded resources outside project area, within radius:	P-34-5509
Known reports within project area:	None
Known reports outside project area, within radius:	631 1749 6390 14232

Resource Database Printout (list):	☒ enclosed	☐ not requested	☐ nothing listed/NA
Resource Database Printout (details):	☐ enclosed	☐ not requested	☒ nothing listed/NA
Resource Digital Database Records:	☐ enclosed	☐ not requested	☒ nothing listed/NA
Report Database Printout (list):	☒ enclosed	☐ not requested	☐ nothing listed/NA
Report Database Printout (details):	☐ enclosed	☐ not requested	☒ nothing listed/NA
Report Digital Database Records:	☐ enclosed	☐ not requested	☒ nothing listed/NA
Resource Record Copies:	☐ enclosed	☐ not requested	☒ nothing listed/NA
Report Copies:	☐ enclosed	☒ not requested	☐ nothing listed/NA
Built Environment Resources Directory:	☐ enclosed	☐ not requested	☒ nothing listed/NA
Archaeological Resources Directory:	☐ enclosed	☐ not requested	☒ nothing listed/NA
CA Inventory of Historic Resources (1976):	☐ enclosed	☐ not requested	☒ nothing listed/NA

Caltrans Bridge Survey:	☐ enclosed	☐ not requested	☒ nothing listed/NA
Ethnographic Information:	☐ enclosed	☒ not requested	☐ nothing listed/NA
Historical Literature:	☐ enclosed	☒ not requested	☐ nothing listed/NA
Historical Maps:	☐ enclosed	☒ not requested	☐ nothing listed/NA
Local Inventories:	☐ enclosed	☐ not requested	☒ nothing listed/NA
GLO and/or Rancho Plat Maps:	☐ enclosed	☒ not requested	☐ nothing listed/NA
Shipwreck Inventory:	☐ enclosed	☐ not requested	☒ nothing listed/NA
Soil Survey Maps:	☐ enclosed	☒ not requested	☐ nothing listed/NA

Please forward a copy of any resulting reports and resource records from this project to NCIC as soon as possible. The lead agency/authority and cultural resources consultant should coordinate sending documentation to NCIC. Digital materials are preferred and can be sent to our office via our file transfer system. Please contact NCIC for instructions. Due to the sensitive nature of archaeological site location data, we ask that you do not include resource location maps and resource location descriptions in your report if the report is for public distribution. If you have any questions regarding the results presented herein, please contact the office at the phone number listed above.

The provision of CHRIS Data via this records search response does not in any way constitute public disclosure of records otherwise exempt from disclosure under the California Public Records Act or any other law, including, but not limited to, records related to archeological site information maintained by or on behalf of, or in the possession of, the State of California, Department of Parks and Recreation, State Historic Preservation Officer, Office of Historic Preservation, or the State Historical Resources Commission.

Due to processing delays and other factors, it is possible that not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the California Historical Resources Information System (CHRIS) Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

Should you require any additional information for the above referenced project, reference the records search number listed above when making inquiries. Requests made after initial invoicing will result in the preparation of a separate invoice.

Sincerely,

Paul Rendes, Coordinator
North Central Information Center

APPENDIX B

Coordination

NATIVE AMERICAN HERITAGE COMMISSION

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,

April 23, 2024

Ellie Maniery
PAR Environmental Services, Inc.

Via Email to: aemaniery@parenvironmental.com

Re: Silver Eagle Road 2 (PAR Ref #24-0004) Project, Sacramento County

Dear Ms. Maniery:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were positive. Please contact the tribes on the attached list for more information. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance, we can assure that our lists contain current information.

If you have any questions or need additional information, please contact me at my email address: Pricilla.Torres-Fuentes@nahc.ca.gov.

Sincerely,

Pricilla Torres-Fuentes

Pricilla Torres-Fuentes
Cultural Resources Analyst

Attachment