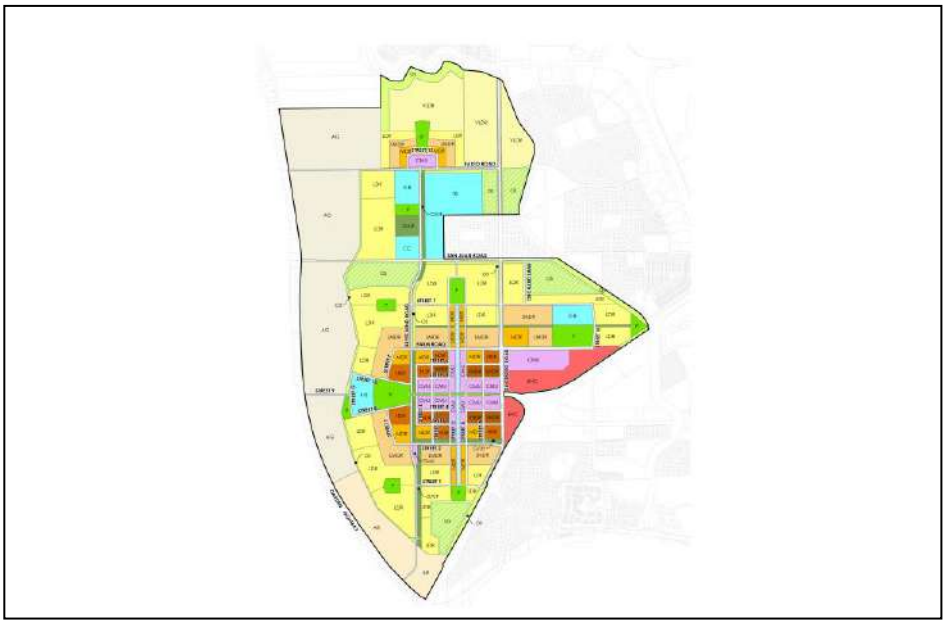
DRAFT ENVIRONMENTAL IMPACT REPORT

UPPER WESTSIDE SPECIFIC PLAN



Control Number: PLNP2018-00284
State Clearinghouse Number: 2020100069
August 2024

COUNTY OF SACRAMENTO
DEPARTMENT OF COMMUNITY DEVELOPMENT
PLANNING AND ENVIRONMENTAL REVIEW DIVISION
827 7TH STREET, ROOM 225
SACRAMENTO, CALIFORNIA 95814

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Prepared By

Environmental Science Associates

County of Sacramento
Department of Community Development, Planning and Environmental Review Division

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This environmental impact report has been prepared pursuant to the California Environmental Quality Act of 1970 (Public Resources Code Division 13). An environmental impact report is an informational document that, when this Office requires its preparation, shall be considered by every public agency prior to its approval or disapproval of a project. The purpose of an environmental impact report is to provide public agencies with detailed information about the effect that a proposed project is likely to have on the environment; to list ways in which any adverse effects of such a project might be minimized; and to suggest alternatives to such a project.

Prepared by the
COUNTY OF SACRAMENTO
DEPARTMENT OF COMMUNITY DEVELOPMENT
PLANNING AND ENVIRONMENTAL REVIEW DIVISION
827 7TH STREET, ROOM 225
SACRAMENTO, CALIFORNIA 95814
https://planning.saccounty.gov

TABLE OF CONTENTS

Executive Summary ES-1
- Mitigation Monitoring and Reporting Program ES-132
- Terminology Used in This EIR ES-132

1 Introduction 1-1
- Purpose and Use of This EIR 1-1
- CEQA Environmental Review 1-1
- Environmental Review 1-2
- Subsequent Project Approvals 1-4

2 Project Description 2-1
- Introduction 2-1
- Project Setting 2-1
- Project Background 2-11
- Project Objectives 2-13
- Requested Entitlements 2-14
- Vision 2-20
- Project Design 2-28
- Intended Uses of the EIR 2-59

3 Alternatives 3-1
- Overview 3-1
- Factors in the Selection of Alternatives 3-1
- Alternatives Considered but Dismissed from Further Evaluation 3-4
- Alternatives Selected for Further Consideration 3-8
- Overall Comparison of Alternatives 3-41
- Environmentally Superior Alternative 3-41

4 Aesthetics 4-1
- Introduction 4-1
- Environmental Setting 4-1
- Regulatory Setting 4-12
- Impacts And Analysis 4-15

5 Agricultural Resources 5-1
- Introduction 5-1
- Environmental Setting 5-1
- Regulatory Setting 5-9
- Impacts And Analysis 5-16

6 Air Quality 6-1
Introduction 6-1
Environmental Setting 6-1
Regulatory Setting 6-12
Impacts and Analysis 6-24
7 Biological Resources 7-1
Introduction 7-1
Environmental Setting 7-3
Regulatory Setting 7-28
Impacts and Analysis 7-39
8 Climate Change 8-1
Introduction 8-1
Environmental Setting 8-1
Regulatory Setting 8-4
Impacts And Analysis 8-24
9 Cultural Resources 9-1
Introduction 9-1
Regulatory Setting 9-1
Environmental Setting 9-5
Impacts And Analysis 9-22
10 Energy 10-1
Introduction 10-1
Environmental Setting 10-1
Regulatory Setting 10-5
Impacts And Analysis 10-14
11 Geology, Soils, and Paleontology 11-1
Introduction 11-1
Environmental Setting 11-1
Regulatory Setting 11-7
Impacts And Analysis 11-11
12 Hazards and Hazardous Materials 12-1
Introduction 12-1
Environmental Setting 12-1
Regulatory Setting 12-4
Impacts And Analysis 12-14

13 Hydrology and Water Quality 13-1
Introduction 13-1
Environmental Setting 13-1
Regulatory Setting 13-4
Impacts And Analysis 13-15
14 Land Use 14-1
Introduction 14-1
Environmental Setting 14-1
Regulatory Setting 14-4
Impacts and Analysis 14-17
15 Noise 15-1
Introduction 15-1
Environmental Setting 15-2
Regulatory Setting 15-15
Impacts And Analysis 15-24
16 Population and Housing 16-1
Introduction 16-1
Environmental Setting 16-2
Regulatory Setting 16-6
Impacts And Analysis 16-10
17 Public Services and Recreation 17-1
Introduction 17-1
Environmental Setting 17-2
Regulatory Setting 17-6
Impacts And Analysis 17-11
18 Transportation 18-1
Introduction 18-1
Environmental Setting 18-2
Regulatory Setting 18-4
Impacts And Analysis 18-13
19 Tribal Cultural Resources 19-1
Introduction 19-1
Environmental Setting 19-1
Regulatory Setting 19-5
Impacts and Analysis 19-6

20 Utilities 20-1
Introduction 20-1
Environmental Setting 20-1
Regulatory Setting 20-15
Impacts And Analysis 20-27
21 Other Resource Topics 21-1
Introduction 21-1
Mineral Resources 21-1
Wildfire 21-2
22 Cumulative Impacts 22-1
Introduction 22-1
Methodology 22-1
Cumulative Issue Areas 22-10
23 Growth Inducement and Urban Decay 23-1
Growth-Inducing Effects 23-1
Urban Decay 23-3
24 Other CEQA Considerations 24-1
Introduction 24-1
Significant and Unavoidable Adverse Impacts 24-2
Significant and Irreversible Environmental Changes 24-14
25 Bibliography 25-1

List of Plates

Plate PD-1: Regional Location 2-3
Plate PD-2: Vicinity Map 2-4
Plate PD-3: UWSP Area 2-5
Plate PD-4: UWSP Area Parcels 2-6
Plate PD-5: Existing Uses & Site Features 2-7
Plate PD-6: Natomas Joint Vision Area 2-12
Plate PD-7: Proposed USB/UPA Exhibit 2-15
Plate PD-8: Proposed General Plan Land Use Designation Amendment 2-17
Plate PD-9: Proposed Transportation Plan Exhibit 2-18
Plate PD-10: Active Transportation Plan 2-19
Plate PD-11: Community Form Elements 2-22
Plate PD-12: UWSP Planning Districts 2-25
Plate PD-13: UWSP Land Use Plan 2-29
Plate PD-14: UWSP Conceptual Roadway Plan 2-40
Plate PD-15: Bikeway Master Plan 2-42
Plate PD-16: Sewer Master Plan 2-44

Plate PD-17: Water Master Plan 2-46
Plate PD-18: Drainage Master Plan 2-47
Plate PD-19: Dry Utilities 2-49
Plate PD-20: Parks and Open Space Plan 2-50
Plate PD-21: Offsite Improvements 2-55
Plate PD-22: Preliminary Phasing Plan 2-60
Plate ALT-1: Infill Alternative Growth Corridors 3-6
Plate ALT-2: No Project/Existing Zoning Alternative 3-13
Plate ALT-3: Reduced Footprint Alternative 3-32
Plate AE-1: Viewpoint Locations 4-3
Plate AE-2: Viewpoints 1 and 2 4-4
Plate AE-3: Viewpoints 3 and 4 4-5
Plate AE-4: Viewpoints 5 and 6 4-6
Plate AE-5: Viewpoints 7 and 8 4-7
Plate AE-6: Viewpoints 9 and 10 4-8
Plate AE-7: Viewpoints 11 and 12 4-9
Plate AE-8: Viewpoints 13 and 14 4-10
Plate TR-1: Existing Transit Facilities 18-5
Plate TR-2: Existing Bicycle and Pedestrian Facilities 18-6
Plate TR-3: Proposed Roadway Network 18-17
Plate TR-4: Proposed Bicycle Network 18-18
Plate TR-5: Proposed Transit Network 18-20
Plate TR-6: El Centro Rd/I-80 WB Ramps/West El Camino Ave Bicycle and Pedestrian Improvements 18-25
Plate TR-7: El Centro Road & West El Camino Avenue - Existing & Existing Plus Phase I with Recommended Improvements 18-35
Plate TR-8: El Centro Road & West El Camino Avenue - Geometric Improvements 18-36
Plate CI-1: Cumulative Projects Within the Vicinity of UWSP 22-9

List of Tables

Table ES-1: Executive Summary of Impacts and Mitigation ES-3
Table PD-1: Land Use Summary 2-30
Table PD-2: Commercial Mixed Use Development Assumptions 2-35
Table PD-3: Subsequent Permits, Approvals, Review, and Consultation Requirements 2-61
Table ALT-1: Infill Corridors 3-7
Table ALT-2: No Project/Existing Zoning 3-14
Table ALT-3: Reduced Density 3-23
Table ALT-4: Reduced Footprint 3-33
Table ALT-5: Alternatives Impact Summary and Comparison 3-42
Table ALT-6: Ability of Alternatives to Meet Project Objectives 3-44
Table AG-1: Farmland in Sacramento County 5-3
Table AG-2: Agricultural Soil Evaluation 5-11
Table AG-3: UWSP Farmland Conversion 5-21

Table AQ-1: Health Effects of Main Criteria Pollutants 6-3
Table AQ-2: Summary of Air Quality Monitoring Data (2020-2022) 6-9
Table AQ-3: National and California Ambient Air Quality Standards and Major Sources 6-13
Table AQ-4: Sacramento County Attainment Status 6-15
Table AQ-5: Construction Emissions Modeling Timeline Assumptions 6-28
Table AQ-6: Unmitigated Maximum Project Construction Emissions – Phase 1 6-39
Table AQ-7: Mitigated Maximum Project Construction Emissions – Phase 1 6-40
Table AQ-8: Unmitigated Maximum Project Construction Emissions – Subsequent Phases 6-40
Table AQ-9: Unmitigated Maximum Project Operation Emissions 6-42
Table AQ-10: Mitigated Maximum Project Operation Emissions 6-43
Table AQ-11: Health Effects from Project-Generated Criteria Pollutants 6-45
Table AQ-12: Construction-Related Health Risk 6-47
Table AQ-13: Mitigated Construction-Related Health Risk 6-48
Table AQ-14: Operational Health Risk 6-49
Table BR-1: Proportion of Land Cover Classifications Within the UWSP Area and Crosswalk with NBHCP Land Cover Classifications 7-5
Table BR-2: Special-Status and NBHCP and MAP HCP Covered Species Evaluated for Potential Occurrence in the UWSP Area 7-13
Table BR-3: Evaluation of Habitat Conservation Plan Covered Species 7-77
Table CC-1: Sacramento County GHG Emissions 8-3
Table CC-2: Maximum Unmitigated Construction GHG emissions (MTCO2e per Year) 8-27
Table CC-3: Unmitigated Operational GHG emissions (MTCO2e per Year) 8-29
Table CC-4: Residential VMT per Capita and Office VMT per Employee 8-30
Table CC-5: Effect of Project's Regional Retail on VMT – Baseline Conditions 8-31
Table CC-6: Consistency with Applicable GHG Reduction Actions in the 2022 Scoping Plan Update 8-40
Table CUL-1: Previously Recorded Resources Within a 1/4 Mile of the UWSP Area 9-19
Table CUL-2: Built Environment Resources in the UWSP Area Older than 50 Years 9-20
Table EN-1: Construction Energy Use Associated with the UWSP Phase 1 Construction 10-18
Table EN-2: Construction Energy Use Associated with the UWSP Phases 2–4 Construction 10-18
Table EN-3: Operational (Annual) Energy Use at Project Buildout 10-21
Table HAZ-1: Breach 5 Effects at Critical Evacuation Route Locations 12-23
Table HAZ-2: Breach 6 Effects at Critical Evacuation Route Locations 12-24
Table LU-1: UWSP Consistency with General Plan Policy 14-21
Table LU-2: UWSP LU-120 Consistency 14-24
Table NOI-1: Typical Noise Levels 15-3
Table NOI-2: Summary of Long-Term Ambient Noise Level Measurement Results 15-8
Table NOI-3: Existing Traffic Noise along Roads in the Project Vicinity 15-11

Table NOI-4: Summary of Ambient Vibration Monitoring Results for the Plan Area . 15-14
Table NOI-5: Construction Vibration Damage Criteria 15-15
Table NOI-6: Human Response to Groundborne Vibration 15-16
Table NOI-7: Noise Standards for New Uses Affected by Traffic and Railroad Noise Sacramento County Noise Element 15-18
Table NOI-8: Non-Transportation Noise Standards Sacramento County Noise Element Median (L50) / Maximum (Lmax)1 15-20
Table NOI-9: Requirements for Acoustical Analyses Prepared in Sacramento County 15-21
Table NOI-10: Measures of a Substantial Increase in Transportation Noise Exposure 15-27
Table NOI-11: Typical Maximum Noise Levels from Construction Equipment 15-30
Table NOI-12: Vibration Levels for Construction Activity 15-35
Table NOI-13: Predicted Traffic Noise Level Increases at Existing Sensitive Receptors – Existing vs. Existing Plus Project Conditions 15-37
Table NOI-14: Predicted Future Traffic Noise Levels along Proposed Roadways within the Upper Westside Specific Plan Area 15-52
Table PH-1: Regional Population Trends (2010−2022) 16-3
Table PH-2: City and County Population Growth (2010−2022) 16-3
Table PH-3: Housing Units by Type in Unincorporated Sacramento County 16-4
Table PH-4: SACOG Population, Employment, and Housing Projections for the Sacramento Region 16-6
Table PH-5: SACOG Population, Employment, and Housing Projections for Unincorporated Sacramento County 16-6
Table PS-1: Natomas Unified School District Schools, Enrollment, and Capacities ... 17-4
Table PS-2: Natomas Unified School District Schools, Enrollment, and Capacities in the UWSP Area 17-4
Table PS-3: Student Generation Rates for Single-Family Detached, Single-Family Attached, and Multi-family Units in the Plan Area 17-13
Table PS-4: Student Generation Associated with the Proposed UWSP 17-16
Table PS-5: Parkland Associated with the Proposed Plan 17-18
Table TR-1: Project Trip Generation 18-29
Table TR-2: VMT per Capita and per Employee 18-30
Table TR-3: Regional Retail Effect on VMT 18-31
Table TR-4: Roadway Widening Effect on VMT 18-32
Table UT-1: Summary of the City of Sacramento's Post-1914 Water Rights 20-4
Table UT-2: Maximum Diversion Schedule (acre-feet per year) in the Settlement Contract between the City and Reclamation 20-5
Table UT-3: City of Sacramento Groundwater Supplies 20-6
Table UT-4: City of Sacramento Maximum Total Water Demands through 2045 (acre-feet per year) 20-9
Table UT-5: Comparison of City of Sacramento Multiple-Dry-Year Supply and Demand, 2025 through 2045 (acre-feet per year) 20-10
Table UT-6: Water Demand for the Proposed UWSP 20-29
Table UT-7: UWSP Land Use and Sewer ESDs 20-30
Table UT-8: Solid Waste Generation for the Proposed UWSP 20-31

Table CI-1: Cumulative Project List 22-2
Table CI-2: Cumulative Cancer Risk 22-18
Table CI-3: Acreage of Existing and Reasonably Foreseeable Development in the Natomas Basin 22-21
Table CI-4: Proportion of Available Reserve Lands Remaining After Build-out of Existing and Planned Development 22-31
Table CI-5: Modeled Traffic Noise Levels Year 2040 with Weekday P.M. Full Buildout of Project Mixed Uses 22-46
Table CI-6: Predicted Future Traffic Noise Levels along Roadways Affecting Development within the Plan Area Upper Westside Specific Plan 22-52
Table CI-7: Cumulative Water Demand within the City of Sacramento's Service Area 22-72

List of Appendices

INT-1 Notice of Preparation
PD-1 Proposed General Plan Text Amendments
AQ-1 Air Quality and Greenhouse Gas Impact Analysis
BIO-1 Supplemental Biological Resources Assessment Report
BIO-2 Biological Resources Assessment
BIO-3 Plant and Wildlife Species Lists for the Project Site
EN-1 Energy Estimates Summary Report
HAZ-1 Phase I Environmental Site Assessment
HYD-1 Master Drainage Study
HYD-2 Upper Westside Flood Inundation Propagation Procedural/Technical Memorandum
NOI-1 Environmental Nosie and Vibration Report
TR-1 Transportation Impact Analysis
TR-2 Local Transportation Analysis
UT-1 Water Supply Analysis
UD-1 Urban Decay Analysis

LIST OF ACRONYMS

°F	degrees Fahrenheit
µg/m^3	micrograms per cubic meter
2030 General Plan	*Sacramento County General Plan of 2005–2030*
AB	Assembly Bill
ACHP	Advisory Council on Historic Preservation
ACM	asbestos-containing materials
A.D.	Anno Domini
ADWF	average dry-weather flow
AF	acre-feet
AFY	acre-feet per year
AFY/du	acre-feet per year per dwelling unit
AG	Agriculture land use designation
Ag Buffer	agricultural buffer
ALUCP	airport land use compatibility plan
APN	Assessor's Parcel Number
APPA	Airport Planning Policy Area
AQMP	air quality mitigation plan
AR	Agricultural Residential land use designation
BAAQMD	Bay Area Air Quality Management District
BACT	Best Available Control Technology
BMP	best management practice
B.P.	years before present
Btu	British thermal units
CAA	Clean Air Act
CAAQS	California ambient air quality standards
CAISO	California Independent System Operator
CAFE	Corporate Average Fuel Economy

CAL FIRE	California Department of Forestry and Fire Protection
Cal/OSHA	California Division of Occupational Safety and Health
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CALGreen	California Green Building Standards Code
California Register	California Register of Historical Resources
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CAP	climate action plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CAS	climate adaptation strategy
CBC	California Building Code
CC	Community College land use designation
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CDPH	California Department of Public Health
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFC	California Fire Code
CFGC	California Fish and Game Code
CFR	Code of Federal Regulations
cfs	cubic feet per second
CGP	Construction General Permit
CGS	California Geological Survey
CHP	California Highway Patrol
CHRIS	California Historical Resources Information System
City	City of Sacramento
CKH Act	Cortese-Knox-Hertzberg Local Government Reorganization Act
CMS	Changeable Message Sign
CMU	Commercial Mixed Use

CMU-ET	Commercial Mixed Use—East Triangle District
CMU-TC	Commercial Mixed Use—Town Center District
CMU-YS	Commercial Mixed Use—Young Scholars District
CNDDB	California Natural Diversity Database
CNEL	community noise equivalent level
CNPS	California Native Plant Society
CNRA	California Natural Resources Agency
CNU	California Northstate University
CO	carbon monoxide
CO_2	carbon dioxide
COLE	coefficient of linear extensibility
Conference Year	extremely dry water year
Construction General Permit	National Pollutant Discharge Elimination System General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities
County	County of Sacramento
County DWR	Sacramento County Department of Water Resources
CPUC	California Public Utilities Commission
CREC	controlled recognized environmental condition
CSA-10	County Service Area 10
CSGMP	Central Sacramento County Groundwater Management Plan
CUPA	Certified Unified Program Agency
CVFPP	Central Valley Flood Protection Plan
CVP	Central Valley Project
CWA	Clean Water Act
dB	decibel(s)
dBA	A-weighted decibel(s)
dbh	diameter at breast height
DDT	dichloro-diphenyl-trichloroethane
DNL	day/night average sound level
DOT	U.S. Department of Transportation
DPM	diesel particulate matter

Draft EIR	draft environmental impact report
DSDG	Development Standards and Design Guidelines
DTSC	California Department of Toxic Substances Control
du	dwelling units
du/ac	dwelling units per acre
DWMR	Sacramento County Department of Waste Management and Recycling
DWR	California Department of Water Resources
E/HC	Employment/Highway Commercial
EFZ	Earthquake Fault Zone
EIR	environmental impact report
EMFAC	Emission Factor
ENGEO	ENGEO Incorporated
EOP	emergency operations plan
EPCRA	Emergency Planning and Community Right-to-Know Act
EPS	Economic & Planning Systems, Inc.
EQ Zapp	California Earthquake Hazards Zone Application
ESD	equivalent single-family dwelling units
ESU	Evolutionarily Significant Unit
EUI	Energy Use Intensities
EV	electric vehicle
EVSE	electric vehicle supply equipment
FAA	Federal Aviation Administration
FAR	floor area ratio
FEMA	Federal Emergency Management Agency
FESA	federal Endangered Species Act
FHWA	Federal Highway Administration
FHZ	Flood Hazard Zone
FICON	Federal Interagency Committee on Noise
Final EIR	final environmental impact report
FIRM	Flood Insurance Rate Map

FMMP	Farmland Mapping and Monitoring Program
FR	*Federal Register*
FRAP	Forest Resource Assessment Program
Friant Ranch Guidance	*Guidance to Address the Friant Ranch Ruling for CEQA Projects in the Sac Metro Air District*
FTA	Federal Transit Administration
FTE	full-time equivalent
FTIP	Federal Transportation Improvement Program
FWTP	E.A. Fairbairn Water Treatment Plant
G/UF	Greenbelt/Urban Farm land use designation
GC	General Commercial
GDF	gasoline dispensing facility
General Plan	*Sacramento County General Plan of 2005–2030*
GHG	greenhouse gas
GLO	General Land Office
GMP	groundwater management plan
GSA	groundwater sustainability agency
GSP	Groundwater Sustainability Program
GUF	Greenbelt/Urban Farm
GVWR	gross vehicle weight rating
GWh	gigawatt-hours
GWP	global warming potential
HAP	hazardous air pollutant
HARP 2	Hotspot Analysis Reporting Program Version 2 (California Air Resources Board)
HASP	health and safety plan
HCD	California Department of Housing and Community Development
HCP	habitat conservation plan
HDR	High Density Residential
HFC	hydrofluorocarbon
HMBP	hazardous materials business plan

HRA	health risk assessment
HREC	historical recognized environmental condition
HS	High School land use designation
HVAC	heating, ventilation, and air conditioning
HWCL	Hazardous Waste Control Law
Hz	hertz
I-5	Interstate 5
I-80	Interstate 80
ICE	Intersection Control Evaluation
IEPR	integrated energy policy report
in/sec	inch(es) per second
ISA	International Society of Arboriculture
ITS	intelligent transportation system
K-8	Kindergarten through 8th Grade Schools land use designation
kV	kilovolt(s)
kWh	kilowatt-hours
L_{50}	the noise level equaled or exceeded 50 percent of a specified time (the median noise level)
L_{90}	the noise level equaled or exceeded 90 percent of a specified time (the background noise level, averaged)
LAFCo	Local Agency Formation Commission
LBP	lead-based paint
lbs.	pounds
LCFS	Low Carbon Fuel Standard
LDIGR	Local Land Development and Intergovernmental Review
LDR	Low Density Residential
LED	light-emitting diode
L_{eq}	equivalent sound level
LEV	low-emissions vehicle
LID	Low Impact Design, low-impact development

L_{max}	instantaneous maximum noise level
LMDR	Low Medium Density Residential
LOS	level of service
LRA	Local Responsibility Area
LRSP	Local Roadway Safety Plan
LSA	Lake and Streambed Alteration
LTA	Local Transportation Analysis
LUST	leaking underground storage tank
LZ	lighting zone
M&I	Municipal and Industrial
MAP	Metro Air Park
MAP HCP	Metro Air Park Habitat Conservation Plan
MBTA	Migratory Bird Treaty Act
MDR	Medium Density Residential
MEIR	maximally exposed individual receptor
MERV	Minimum Efficiency Reporting Value
MG	million gallons
mgd	million gallons per day
MMBtu	million British thermal units
MMRP	Mitigation Monitoring and Reporting Program
mph	miles per hour
MPO	metropolitan planning organization
MRZ	Mineral Resource Zone
MS4	municipal separate storm sewer system
MSDS	Material Safety Data Sheet
msl	mean sea level
MSP	Municipal Stormwater Permit
$MTCO_2E$	metric tons of carbon dioxide equivalent
MTIP	Metropolitan Transportation Improvement Program
MTP/SCS	Metropolitan Transportation Plan/Sustainable Communities Strategy
M_W	magnitude

MW	megawatt(s)
MWELO	Model Water Efficient Landscape Ordinance
NAAQS	national ambient air quality standards
NAHC	Native American Heritage Commission
NARS	North Area Recovery Station
NASb	North American Subbasin
National Register	National Register of Historic Places
NBHCP	Natomas Basin Habitat Conservation Plan
NCIC	North Central Information Center
NCMWC	Natomas Central Mutual Water Company
NECPA	National Energy Conservation Policy Act
NESHAP	National Emission Standards for Hazardous Air Pollutants
NFIP	National Flood Insurance Program
NHPA	National Historic Preservation Act
NHTSA	National Highway Traffic Safety Administration
NLIP	Natomas Levee Improvement Program
NMFS	National Marine Fisheries Service
NNPS	New Natomas Pump Station
NO_2	nitrogen dioxide
NOP	Notice of Preparation
NOx	nitrogen oxides
NPPA	Native Plant Protection Act
NPDES	National Pollutant Discharge Elimination System
NRCS	U.S. Natural Resources Conservation Service
NUSD	Natomas Unified School District
NZE	net zero energy
OEHHA	Office of Environmental Health Hazard Assessment
OES	California Governor’s Office of Emergency Services
OHP	California Office of Historic Preservation
OPR	Governor’s Office of Planning and Research
OS	Open Space land use designation

OS-C	Open Space–Canal land use designation
OS-W	Water Surface overlay
OSHA	U.S. Department of Labor Occupational Safety and Health Administration
Ozone Attainment Plan	*Sacramento Regional 2008 NAAQS 8-Hour Ozone Attainment and Reasonable Further Progress Plan*
P	Parks land use designation
PA	public address
PC	performance criteria
PBID	Property/Business Improvement District
PCB	polychlorinated biphenyl
PEL	permissible exposure limit
PER	Sacramento County Office of Planning and Environmental Review
PFCs	perfluorocarbons
PFFP	Public Facilities Financing Plan
PG&E	Pacific Gas and Electric Company
Phase I assessment	Phase I Environmental Site Assessment
PHEV	plug-in hybrid electric vehicle
PJD	Preliminary Jurisdictional Determination
PM	particulate matter
$PM_{2.5}$	particulate matter 2.5 microns or less in diameter
PM_{10}	particulate matter 10 microns or less in diameter
PPV	peak particle velocity
PRC	Public Resources Code
pre-1914 rights	water rights established before 1914
PRMMP	paleontological resources monitoring and mitigation plan
proposed plan	Upper Westside Specific Plan
PSA	purveyor-specific agreement
PTO	Permit to Operate
PV	photovoltaic

Raney	Raney Planning & Management Inc.
RAST	Risk Assessment Standalone Tool
RCNM	Roadway Construction Noise Model
RCRA	Resource Conservation and Recovery Act of 1976
RD 1000	Reclamation District 1000
RD-20	land zoning of 20 dwelling units per net acre
REC	recognized environmental condition
Reclamation	U.S. Bureau of Reclamation
Regional Board	Central Valley Regional Water Quality Control Board
Regional San	Sacramento Regional County Sanitation District
RHMA	rubberized hot-mix asphalt
RHNA	Regional Housing Needs Allocation
ROG	reactive organic gases
ROW	right-of-way
ROWM	Right of Way Management
RPS	Renewable Portfolio Standard
RT	Regional Transit
RWQCB	Regional Water Quality Control Board
S	Schools land use designation
SAB	State Allocation Board
SACDOT	Sacramento County Department of Transportation
SACOG	Sacramento Area Council of Governments
SacRT	Sacramento Regional Transit
SacSewer	Sacramento Area Sewer District
SAFCA	Sacramento Area Flood Control Agency
SafeTREC	Safe Transportation Research & Education Center
SARA	Superfund Amendments and Reauthorization Act
SASD	Sacramento Area Sewer District
SB	Senate Bill
SCATP	Sacramento County Active Transportation Plan
SCBMP	Sacramento County Bicycle Master Plan

SCEMD	Sacramento County Environmental Management Department
SCPMP	Sacramento County Pedestrian Master Plan
SCS	Soil Conservation Service
SCWA	Sacramento County Water Agency
SDWA	Safe Drinking Water Act
SEIR	subsequent environmental impact report
SEL	sound exposure level
SEMS	Standardized Emergency Management System
SFD	Sacramento Fire Department
SFHA	Special Flood Hazard Area
SGA	Sacramento Groundwater Authority
SGMA	Sustainable Groundwater Management Act
SGMP	soil and groundwater management plan
SHPO	State Historic Preservation Officer
SHSP	strategic highway safety plan
SIP	State Implementation Plan
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMARA	Surface Mining and Reclamation Act
SMF	Sacramento International Airport
SMUD	Sacramento Municipal Utility District
SO_2	sulfur dioxide
SPA	Special Planning Area
SPCC	Spill Prevention, Control, and Countermeasure
SPLS	Sacramento Public Library System
SR	State Route
SRA	State Responsibility Area
SRTP	short range transit plan
SRWTP	Sacramento River Water Treatment Plant
SRWWTP	Sacramento Regional Wastewater Treatment Plant
SSC	California Species of Special Concern
SSIA	State Systemwide Investment Approach
SSMP	site-specific management plan

SSQP	Sacramento Stormwater Quality Partnership
Staff Report	*Staff Report on Burrowing Owl Mitigation*
SVAB	Sacramento Valley Air Basin
SVP	Society of Vertebrate Paleontology
SWPPP	storm water pollution prevention plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TAG	Transportation Analysis Guidelines
TAZ	Traffic Analysis Zone
TCL	Tribal Cultural Landscape
TCP	traffic control plan
TIA	Transportation Impact Analysis
TIMS	Transportation Injury Mapping System
TMA	Transportation Management Association
TNBC	The Natomas Basin Conservancy
TPH	total petroleum hydrocarbons
TPHd	total petroleum hydrocarbons–diesel
TPHg	total petroleum hydrocarbons–gasoline
TPHmo	total petroleum hydrocarbons–motor oil
TPZ	Tree Protection Zone
TRU	Transport Refrigeration Unit
TSM	transportation systems management
UARP	Upper American River Project
UCMP	University of California Museum of Paleontology
UFC	Uniform Fire Code
UIFR	unimpaired flow into Folsom Reservoir
ULOP	Urban Level of Protection
Unified Program	Unified Hazardous Waste and Hazardous Materials Management Regulatory Program
UPA	Urban Policy Area
USACE	U.S. Army Corps of Engineers

USB	Urban Services Boundary
U.S.C.	United States Code
USDA	U.S. Department of Agriculture
USDOT	U.S. Department of Transportation
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
UST	underground storage tank
UWFP	Upper Westside Financing Plan
UWMP	urban water management plan
UWSP	Upper Westside Specific Plan
VdB	vibration decibels
VHDR	Very High Density Residential
VHFHSZ	Very High Fire Hazard Severity Zone
VLDR	Very Low Density Residential
VMT	vehicle miles traveled
VOC	volatile organic compound
WEAP	Worker Environmental Awareness Program
West Drainage Canal	Witter Canal
WFA	Water Forum Agreement
WGCEP	Working Group on California Earthquake Probabilities
WHO	World Health Organization
WQ	water quality
WSA	water supply assessment
WSP	Water Shortage Policy
ZEV	zero-emission vehicle

EXECUTIVE SUMMARY

The subject of this environmental impact report (EIR) is a project known as Upper Westside Specific Plan. The Upper Westside Specific Plan area is located in the northwest portion of unincorporated Sacramento County adjacent to the existing city of Sacramento communities of North and South Natomas.

The following environmental impact and mitigation summary table (*Table ES-1: Executive Summary of Impacts and Mitigation* on page 1-3) briefly describes the project impacts and the mitigation measures recommended to eliminate or reduce the impacts. The residual impact after mitigation is also identified. Detailed discussions of each of the identified impacts and mitigation measures, including pertinent support data, can be found in the specific topic sections in the remainder of this report.

This report identifies significant and unavoidable impacts associated with aesthetics (related to degradation of existing views and visual quality, substantial degradation of existing visual character or quality, and new sources of light); agricultural resources (related to conversion of farmland to nonagricultural uses); air quality (related to a conflict with an applicable air quality plan during project operation, emissions of criteria air pollutants and precursors during project operation, and exposure of sensitive receptors to toxic air contaminants during project operation); cultural resources (related to historical and archaeological resources, including human remains); noise (related to an increase in traffic noise at existing sensitive receptors, an increase in stationary noise from plan components at existing receptors, and an increase stationary noise from plan components at proposed sensitive receptors); population and housing (related to the inducement of substantial unplanned population growth); transportation (related to a conflict with a program, plan, ordinance, or policy addressing the circulation system and hazards due to design or incompatible uses); and tribal cultural resources.

This report has identified potential project-related impacts associated with air quality (related to a conflict with an applicable air quality plan during project construction, emissions of criteria air pollutants and precursors during construction, and exposure of sensitive receptors to toxic air contaminants during construction); biological resources (related to loss of special-status plant species, giant garter snake, northwestern pond turtle, special-status bird species [including burrowing owl and Swainson's hawk], birds protected by the Migratory Bird Treaty Act, nesting raptors, pallid bat, valley elderberry longhorn beetle, protected trees and canopy, jurisdictional wetlands and waters, native wildlife movement corridors and nursery sites, as well as conflicts with local policies or ordinances protecting biological resources); climate change (related to the generation of greenhouse gas [GHG] emissions during construction and operation and conflicts with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions); geology, soils, and paleontology (related to paleontological resources), hazards and hazardous materials (related to known contaminated sites); hydrology and water quality (related to violation of water quality standards, waste discharge requirements, or substantial degradation of surface or groundwater quality); noise (related to construction noise, construction vibration, an

increase in stationary noise from plan components at existing sensitive receptors, an increase in traffic noise at proposed sensitive receptors, and an increase in stationary noise from plan components at proposed sensitive receptors); and transportation (related to a conflict with a program, plan, ordinance, or policy addressing the circulation system and hazards due to design or incompatible uses) as significant or potentially significant, which could be reduced to a less-than-significant level through implementation of recommended mitigation measures.

Impacts associated with agricultural resources (related to a conflict with existing agricultural use and zoning and other changes which could result in conversion of farmland to nonagricultural use); air quality (related to objectionable odors); biological resources (related to conflicts with applicable habitat conservation plans); energy; geology, soils, and paleontology (related to strong seismic ground shaking, seismic-related ground failure, including liquefaction, soil erosion, unstable soil, and expansive soils); hazards and hazardous materials (related to the routine transport, use, or disposal of hazardous materials, accidental release of hazardous materials, hazardous emissions or use of hazardous materials near schools, and the impairment and interference with an emergency operations plan); hydrology and water quality (related to a decrease in groundwater supplies, interference with recharge, or impediment to sustainable groundwater management, substantial alteration of drainage patterns, addition of impervious surfaces resulting in erosion, siltation, increased runoff, impedance or redirection of flood flows, risk release of pollutants due to project inundation, and a conflict with or obstruction of a water quality control plan or sustainable groundwater management plan); land use; noise (related to an increase in stationary noise from plan components at existing receptors and noise from existing airport operations); population and housing (related to displacement of housing); public services and recreation; transportation (related to conflict with a program, plan, ordinance, or policy addressing the circulation system, vehicle miles traveled [VMT], hazards due to design or incompatible uses, and emergency access); and utilities **are considered less than significant**.

Table ES-1: Executive Summary of Impacts and Mitigation

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
AESTHETICS			
AE-1: Degradation of Existing Views. The proposed UWSP would convert agricultural and rural lands to urban uses consisting of buildings of different heights and densities, open space and recreational corridors, and urban roadway infrastructure. As a result, this proposed development would block distant views of the horizons in all directions from most areas within the UWSP area. To sensitive viewer groups, particularly existing residents within and on the periphery of the UWSP area, this blockage of views would be considered a substantial adverse effect on a scenic vista and a significant impact. Aside from implementation of development standards and design guidelines already required for the proposed UWSP, no other feasible mitigation is available to reduce the magnitude of the visual changes that would occur. Therefore, this impact would be significant and unavoidable. The proposed UWSP would also include a variety of offsite improvements, which would occur in existing rights-of-way (ROWs) and would not include new structures that would substantially alter or obstruct scenic views.	PS	No feasible measures available	SU
AE-2: Substantially Degrade Existing Visual Character or Quality. The proposed UWSP would result in the development of a largely agricultural and rural area with residential, commercial, mixed use, office, school, park, open space, roadways, and other urban uses. To sensitive viewer groups, particularly existing residents within and on the periphery of the UWSP area, this could be perceived as a	PS	No feasible measures available	SU

[1] PS = Potentially Significant S = Significant SU = Significant and Unavoidable LTS = Less Than Significant

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
substantial degradation of visual character and quality and a significant impact. Aside from implementation of development standards and design guidelines already required for the proposed UWSP, no other feasible mitigation is available to reduce the magnitude of the visual changes that would occur. Therefore, this impact would be significant and unavoidable. The proposed UWSP would also include a variety of offsite improvements, which would occur within existing ROWs and would not include new structures or other physical elements that would substantially degrade existing visual character or quality.			
AE-3: New Sources of Light or Glare. The proposed UWSP would introduce new sources of light, including stadium lighting associated with a new high school, to an area with relatively few lighting sources. In addition, the proposed UWSP would also introduce new sources of glare from reflective elements such as glass and rooftop photovoltaic (PV) solar panels. Although spillover lighting, excessive lighting, and glare would be minimized due to the strict lighting standards that would be adopted as part of the project, implementation of the proposed UWSP would introduce a substantial amount of new lighting to an area that is currently rural and contains minimal lighting, thereby adversely affecting nighttime views of the area. Due to the amount of development and lighting proposed, this would be a significant impact. Implementation of Mitigation Measure AE-3 would ensure that outdoor lighting associated with development allowed under the proposed UWSP is designed in accordance with Section 140.7, Prescriptive Requirements for Outdoor Lighting, in the 2022 Building Energy Efficiency Standards, which specifies wattage allowance per lighting application based on lighting zones. However, because the proposed plan complies with	PS	**AE-3**: The UWSP shall be amended to require all lighting applications subject to 2022 Building Efficiency Standards Section 140.7 to use fixtures approved by DarkSky International.	SU

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
applicable County policies and standards aimed to minimize adverse light and glare, and because of the scale of proposed development, no additional feasible mitigation is available to further reduce this impact. For this reason, this impact would be significant and unavoidable. The proposed UWSP would also include a variety of offsite improvements, which would occur within existing ROWs and would not include substantial new sources of adverse light or glare.			
AGRICULTURAL RESOURSES			
AG-1: Conversion of Farmland to Nonagricultural Uses. Sacramento County General Plan Policy AG-5 specifies that projects resulting in the conversion of more than 50 acres of farmland shall be mitigated, except as specified by the policy, based on a 1:1 ratio for the loss of Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance. Implementation of the proposed UWSP would result in the conversion of approximately 1,372 acres of farmland subject to mitigation pursuant to General Plan Policy AG-5, and even with the implementation of Mitigation Measure AG-1, which would require preservation of farmland at a 1:1 ratio, there would still be a substantial net-loss of agricultural production within Sacramento County as a result of the proposed UWSP. Therefore, this impact would be significant and unavoidable. The proposed UWSP would also include a variety of offsite improvements, which would occur within existing ROWs and would not convert farmland to nonagricultural uses.	PS	**AG-1** The project proponent shall mitigate the loss of farmland within the plan area, except as otherwise specified in General Plan Policy AG-5 (as amended with UWSP approval), based on a 1:1 ratio through the specific planning process or individual project entitlement requests to provide in-kind or similar resource value protection (such as easements for agricultural purposes).. The impact acreage requiring offset shall be based on the most current Farmland Mapping and Monitoring Program at the time of the County's approval. Preservation land must be in-kind or of similar resource value.	SU

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
AG-2: Conflict with Existing Agricultural Use and Zoning. Though a significant portion of land in the UWSP area would be rezoned toward non-agricultural uses, such rezoning would not conflict with surrounding urban uses as the proposed UWSP includes a 30- to 50-foot-wide open space buffer corridor along the western perimeter of the Development Area to help alleviate future conflicts between agricultural operation and future urban uses. Regarding land within a Williamson Act contract, the UWSP area includes one parcel under a Williamson Act contract, which would continue to be designated as Agricultural Cropland with implementation of the proposed UWSP and would be within the 534-acre agricultural buffer to the west of the Development Area that is proposed as part of the proposed UWSP. Therefore, the proposed UWSP would not conflict with existing agricultural use and zoning, and this impact would be less than significant. The proposed UWSP would also include a variety of offsite improvements, which would occur within existing ROWs and would not conflict with existing agricultural use and zoning.	LTS	None required	NA
AG-3: Other Changes Which Could Result in Conversion of Farmland to Nonagricultural Use. The proposed UWSP would concentrate development within the established UWSP area and would not extend infrastructure to areas beyond the identified growth boundary. Furthermore, infrastructure would not be sized to serve development offsite. This impact would be less than significant. The proposed UWSP would also include a variety of offsite improvements, which would occur within existing ROWs and would not result in other changes which could result in conversion of farmland to nonagricultural use.	LTS	None required	NA

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
AIR QUALITY			
AQ-1: Conflict With or Obstruct Implementation of an Applicable Air Quality Plan			
Construction. Construction of the proposed UWSP could result in a cumulatively considerable net increase of a criteria air pollutant for which the project region is in non-attainment under an applicable air quality plan as unmitigated emission levels during construction would exceed applicable thresholds of significance. However, with the implementation of Mitigation Measure AQ-1a, which includes requirements to be implemented during construction activities, including idling restrictions, engine maintenance requirements, use of low emissions engines (i.e., Tier 4 Final), and a requirement that all portable equipment over 50 horsepower have either a valid SMAQMD permit or a valid statewide Portable Equipment Registration Program (PERP) placard and sticker issued by CARB, emissions of criteria air pollutants during construction would not exceed applicable significance thresholds. As a result, this impact would be reduced to a less-than-significant level.	PS	**AQ-1a:** Prior to the initiation of ground disturbance, the project applicant shall ensure that all heavy-duty off-road diesel-powered equipment to be used in the construction of the project (including owned, leased, and subcontractor equipment) shall be CARB Tier 4 Final or cleaner. Portable equipment over 50 horsepower must have either a valid District Permit to Operate or a valid statewide Portable Equipment Registration Program placard and sticker issued by CARB for equipment tracking purposes. These requirements shall also be included on improvement plans and submitted for review and approval by Sacramento County	LTS
Operation. Operation of the proposed UWSP could result in a cumulatively considerable net increase of a criteria air pollutant for which the project region is in non-attainment under an applicable air quality plan as emission levels during operation would exceed applicable thresholds of significance. However, even with the implementation of Mitigation Measure AQ-1b, which would require that the project applicant comply with the provisions of the Air Quality Management Plan (AQMP) prepared for the project, which includes a list of all feasible measures that the proposed UWSP can implement to reduce operational emissions, emission levels during	PS	**AQ-1b:** Prior to the approval of project improvement plans, the project applicant shall comply with the provisions of the SMAQMD AQMP prepared for the proposed UWSP and incorporate all requirements into the UWSP's conditions of approval. The measures included in the AQMP are summarized as follows: • Natural gas use shall be prohibited in all residential land uses; and • The project shall implement a Transportation Management Association (TMA), such as Jibe North	SU

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
operation would still exceed applicable thresholds of significance. Therefore, this impact would remain significant and unavoidable.		Natomas (for more information, visit https://jibe.org/). The TMA must comply with the following criteria, and is subject to approval by Sacramento County and SMAQMD: - The TMA must be legally constituted as a non-profit organization, a Property/Business Improvement District, or a government entity with a non-revocable funding mechanism, such as a community finance district, dedicated to TMA operations and services. - The TMA must provide a minimum level of transportation demand management services to employees and residents within the area covered by the AQMP sufficient to achieve the emission reductions claimed by the measure. Services must be enumerated and funded to the satisfaction of the lead agency and SMAQMD. In addition to the measures identified in the AQMP, the following measures shall also be implemented: • **Super-Compliant VOC Architectural Coatings during Operation.** Project sponsors shall include in all building rules and/or building operation plans (as applicable, depending on the parcel) a requirement that all future interior and exterior spaces be repainted only with "super-compliant" VOC (i.e., ROG) architectural coatings beyond SMAQMD requirements (i.e., Rule 442: Architectural Coatings). "Super-compliant" coatings refer to paints that meet the more stringent regulatory limits in South Coast Air Quality Management District Rule 1113, which requires a standard of 10 grams VOC per liter or less (http://www.aqmd.gov/home/regulations/compliance/architectural-coatings/super- compliant-coatings). Project sponsors shall be required to submit documentation to the County demonstrating compliance with this measure.	

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		With regard to third-party occupant owners and tenants, compliance with this measure shall be enforced through home-owner association rules and bylaws and tenant agreements that identify this project requirement. • **Best Available Emissions Controls for Stationary Emergency Generators.** To reduce emissions of ROG, NOx, and TACs associated with operation of future projects, project applicants shall implement the following measures. These features shall be submitted to the County for review and approval, and shall be included on the project drawings submitted for the construction-related permit(s) or on other documentation submitted to the County prior to the issuance of any building permits: - Permanent stationary emergency generators installed on-site shall have engines that meet or exceed CARB Tier 4 Off-Road Compression Ignition Engine Standards (California Code of Regulations Title 13, Section 2423). If the CARB adopts future emissions standards that exceed the Tier 4 requirement, the emissions standards resulting in the lowest ROG and DPM emissions shall apply. - As non-diesel-fueled emergency generator technology becomes readily available and cost effective in the future, and subject to the review and approval of the County fire department for safety purposes, non-diesel-fueled generators shall be installed in new buildings, provided that alternative fuels used in generators, such as biodiesel, renewable diesel, natural gas, or other biofuels or other non-diesel emergency power systems, are demonstrated to reduce ROG, NOx, and DPM emissions compared to diesel fuel.	

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		- For each new diesel backup generator permit submitted to the air district, project applicants shall submit the anticipated location and engine specifications to the planning department for review and approval prior to issuance of a permit for the generator. Once operational, all diesel backup generators shall be maintained in good working order for the life of the equipment, and any future replacement of the diesel backup generators must be consistent with these emissions specifications. The operator of the facility at which the generator is located shall maintain records of the testing schedule for each diesel backup generator for the life of that diesel backup generator and shall provide this information for review to the planning department within three months of requesting such information. • **Promote Use of Green Consumer Products.** To reduce ROG emissions associated with future projects, project sponsors shall provide education for residential and commercial tenants concerning green consumer products. Prior to receipt of any certificate of occupancy, project sponsors shall develop electronic correspondence to be distributed by email annually and upon any new lease signing to residential and/or commercial tenants of each building on the project site that encourages the purchase of consumer products that generate lower than typical VOC emissions. The correspondence shall encourage environmentally preferable purchasing. • **Operational Truck Emissions Reduction**. Project sponsors shall incorporate the following measures into the project design and construction contracts (as applicable) to reduce ROG and NOx emissions associated with operational trucks, along with the	

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		potential health risk caused by exposure to TACs. These featuresshall be submitted to the planning department for review and approval prior to the issuance of building permits and shall be included on the project drawings submitted for the construction-related permit or on other documentation submitted to the County. Emissions from project-related diesel trucks shall be reduced by implementing the following measures: - Equip all truck delivery bays with electrical hook-ups for diesel trucks at loading docks to accommodate plug-in electric truck transport refrigeration units (TRUs) or auxiliary power units during project operations. - Provide a notice on the lease to all new tenants or owners of the project or any portion thereof requiring any truck-intensive uses on the site, such as large grocery stores or distribution facilities with their own fleet of trucks, to use TRUs and auxiliary power units that are electric plug-in capable and trucks that use advanced exhaust technology (e.g., hybrid) or alternative fuels. - Encourage the use of trucks equipped with diesel TRUs to meet U.S. Environmental Protection Agency Tier 4 emission standards. - Prohibit TRUs from operating at loading docks for more than 30 minutes, and post signs at each loading dock presenting this TRU limit. - Prohibit trucks from idling for more than two minutes, and post “no idling” signs at the site entry point, at all loading locations, and throughout the project site.	

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		• **Electric Vehicle Charging Infrastructure.** Prior to the issuance of a certificate of occupancy for any project structure with parking, the project applicant shall demonstrate compliance with the 2022 CALGreen Tier 2 voluntary electric vehicle (EV) charging requirements or the mandatory requirements of the most recently adopted version of the County building code, whichever is more stringent. The installation of all EV charging equipment shall be included on project drawings submitted for construction-related permit(s) or on other documentation submitted to the County.	
AQ-2: Construction Emissions of Criteria Air Pollutants and Precursors. Construction of the proposed UWSP and offsite improvements could result in a cumulatively considerable net increase of a criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard as unmitigated emission levels during construction would exceed applicable thresholds of significance. However, with the implementation of Mitigation Measure AQ-1a, which includes requirements to be implemented during construction activities, including idling restrictions, engine maintenance requirements, use of low emissions engines (i.e., Tier 4 Final), and a requirement that all portable equipment over 50 horsepower have either a valid SMAQMD permit or a valid statewide PERP placard and sticker issued by CARB, emissions of criteria air pollutants during construction would not exceed the applicable significance thresholds. Therefore, this impact would be reduced to a less-than-significant level.	PS	Implement Mitigation Measure AQ-1a	LTS
AQ-3: Long-term Operational Emissions of Criteria Air Pollutants and Precursors. Operation of the proposed UWSP would result in a cumulatively considerable net increase of a criteria pollutant for which the project region is	PS	Implement Mitigation Measure AQ-1b	SU

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
in non-attainment under an applicable federal or state ambient air quality standard as emission levels during operation would exceed applicable thresholds of significance, and even with the implementation of Mitigation Measure AQ-1b, which would require that the project applicant comply with the provisions of the UWSP AQMP, which includes a list of all feasible measures that the proposed UWSP can implement to reduce operational emissions, emission levels during operation would still exceed applicable thresholds of significance. Therefore, this impact would remain significant and unavoidable.			
AQ-4: Exposure of Sensitive Receptors to TACs			
Construction. While TAC emissions associated with the construction of the proposed UWSP would not result in non-cancer, chronic hazard health risks or annual $PM_{2.5}$ concentrations at nearby existing off-site receptors that exceed the thresholds of significance, the potential does exist for the construction of the proposed UWSP to result in a cancer risk at nearby existing off-site receptors that exceeds the threshold of significance. However, with implementation of Mitigation Measure AQ-1a, which would require that off-road equipment used during construction of the proposed UWSP meet Tier 4 final engine emission standards, DPM emissions from construction equipment would not result in increased health risks at nearby existing off-site receptors that exceed significance thresholds. As a result, this impact would be reduced to a less-than-significant level.	PS	Implement Mitigation Measure AQ-1a	LTS

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
Operation			
Impact of TACs on Existing Off-Site Receptors Nearby existing off-site sensitive receptors could be exposed to increased DPM emissions associated with increased traffic on I-80 generated by the proposed UWSP. However, even with the implementation of Mitigation Measure AQ-1b, which is discussed above, Mitigation Measure AQ-4a, which would require that the specific plan design guidelines and development standards of the proposed UWSP include consideration of CARB's land use siting recommendations found in its *Air Quality and Land Use Handbook: A Community Health Perspective*, and Mitigation Measure AQ-4b, which would require the installation of a minimum efficiency reporting value (MERV 13) filter in the HVAC systems for the existing sensitive receptors to the south of the project site, across I-80, the health risk to existing sensitive receptors would remain significant and unavoidable.	PS	Implement Mitigation Measure AQ-1b **AQ-4a:** The specific plan design guidelines and development standards of the proposed UWSP shall include consideration of recommendations in land use siting found in CARB's *Air Quality and Land Use Handbook: A Community Health Perspective*. These include the following: • Prohibit siting new sensitive land uses within 500 feet of urban roads carrying 100,000 vehicles per day. • Prohibit siting new sensitive land uses within 300 feet of a large gasoline station (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50-foot separation is recommended for typical gasoline-dispensing facilities. • Prohibit siting new sensitive land uses within 300 feet of any dry-cleaning operation using perchloroethylene. For operations with two or more machines, provide 500 feet. For operations with three or more machines, consult the local air district. Do not site new sensitive land uses in the same building with dry-cleaning operations that use perchloroethylene. • Obtain facility-specific information where there are questions about siting a sensitive land use close to an industrial facility, including the amount of pollutant emitted and its toxicity, distance to nearby receptors, and types of emissions controls in place. **AQ-4b**: Coordinate with existing off-site homeowners adjacent to the proposed UWSP site that are within 1,000 feet of the I-80 right-of-way and offer financial assistance for the use of MERV 13 air filters. Financial assistance will be provided for the purchase of up to two filters per year, or per	SU

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		manufacturer recommendations. The UWSP applicants will establish an online procurement system (or similar) to facilitate the purchase and distribution of the filters to residents electing to participate in the program.	
Impact of TACs on Future On-Site Receptors While TAC emissions associated with operation of the proposed UWSP would not result in non-cancer hazard health risks or $PM_{2.5}$ concentrations at future proposed residences within the UWSP area that exceed the thresholds of significance, traffic generated by the proposed UWSP would result in a cancer risk at future proposed residences within the UWSP area that exceed the significance threshold. However, even with the implementation of Mitigation Measures AQ-1b and AQ-4a discussed above, and Mitigation Measure AQ-4c, which would require that a minimum MERV 13 filter be included in the HVAC systems for all sensitive land uses (e.g., residences, schools) within 1,000 feet of Interstate 80, the health risk to existing sensitive receptors would remain significant and unavoidable.	PS	Implement Mitigation Measures AQ-1b and AQ-4a **AQ-4c:** For future proposed sensitive land uses within 1,000 feet of I-80, the project applicant shall implement measures that include, but are not limited to, the following: • Install, operate, and maintain in good working order a central HVAC system or other air intake system in the building, or in each individual unit, that meets or exceeds a MERV of 13 or higher. The HVAC system shall include the following features: Installation of a high-efficiency filter and/or carbon filter to filter particulates and other chemical matter from entering the building. Either high-efficiency particulate air filters or American Society of Heating, Refrigeration, and Air-Conditioning Engineers - certified 85 percent supply filters shall be used. • Maintain, repair, and/or replace the HVAC system on an ongoing and as needed basis or prepare an operation and maintenance manual for the HVAC system and the filter. The manual shall include the operating instructions and the maintenance and replacement schedule. This manual shall be included in the Covenants, Conditions and Restrictions for residential projects and/or distributed to the building maintenance staff. In addition, the applicant shall prepare a separate homeowners' manual. The manual shall contain the operating instructions and the maintenance and replacement schedule for the HVAC system and the filters.	SU

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		• Locate individual and common exterior open space and outdoor activity areas proposed as part of individual projects as far away as possible within the project site boundary, facing away from major freeways, and shielded from the air pollution source (i.e., the roadway) by buildings or otherwise buffered to further reduce air pollution for project occupants. • Locate air intakes and design windows to reduce PM exposure (e.g., windows nearest to the roadway do not open). • Plant trees and/or vegetation between sensitive receptors and pollution source. Trees that are best suited to trapping PM shall be planted, including one or more of the following species: pine (*Pinus nigra* var. *maritima*), cypress (*Cupressocyparis leylandii*), hybrid popular (*Populus deltoids x trichocarpa*), California pepper tree (*Schinus molle*), and redwood (*Sequoia sempervirens*).	
AQ-5: Exposure to Objectionable Odors. With adherence to applicable State regulations and SMAQMD rules, substantial objectionable odors would not be expected to occur during either construction and/or operational activities. As a result, this impact would be less than significant.	LTS	None required	NA
BIOLOGICAL RESOURCES			
BR-1: Pre-construction Baseline Biological Resources Report. Because the proposed UWSP is anticipated to be built -out in phases by different applicants over an estimated 20 years, different suites of mitigation measures may be required specific to the potential biological resources associated with phases of the build-out. In addition, land cover, land use, and	--	**BR-1: Pre-construction Baseline Biological Resources Report** Before the construction phase–specific development applications are deemed complete by the County, a qualified biologist shall prepare a Baseline Biological Resources Report documenting current land cover, land use, plant and wildlife habitat, and the locations of potential jurisdictional	--

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
consequently, plant and wildlife habitat may change during the intervening years relative to what is documented in this EIR. To identify whether, when, and where each measure applies, Mitigation Measure BR-1 is provided, which requires that a pre-construction baseline biological resources report be prepared for each phase of development.		aquatic resources, native and non-native trees, and any other biological resources needed to reach a conclusion regarding which of the following mitigation measures are required for the specific project phase.	
BR-2: Loss of Special-Status Plant Species. Construction within the UWSP area could result in direct temporary or permanent impacts on Sanford's arrowhead (*Sagittaria sanfordii*), if present. However, by providing environmental training to construction personnel regarding special-status plant species that could be present in the construction area; designing and implementing a comprehensive, adaptive Weed Control Plan to prevent the introduction and spread of invasive plants during construction; and conducting a rare plant survey and avoiding special-status species where feasible; and, if avoidance is not feasible, implementing salvage and relocation of the plants, as required by Mitigation Measures BR-2a through BR-2c, this impact would be reduced to a less-than-significant level.	PS	**BR-2a: Worker Environmental Awareness Program** All project personnel involved in ground disturbing activities will receive a comprehensive Worker Environmental Awareness Program (WEAP) presentation on the first day on a site prior to the initiation of construction provided by a qualified biologist. The WEAP presentation will provide an overview of sensitive biological resources that may be encountered on site. The conservation status, natural history, and habitat requirements of each protected species will be reviewed and a photograph for each species will be provided for a clearer understanding of what to be watchful for while on a site. Resource and regulatory permits will be summarized, and specific conservation and species-specific avoidance and minimization measures will be reviewed. Penalties for failure to comply with all project permits will be reviewed. All project personnel involved in ground-disturbing activities shall sign an acknowledgement form indicating they have received the training, understood the training and agreed to abide by all the conditions of the project permits. The biological monitor will maintain a construction notebook with original copies of all training sign-in sheets and will provide trainings to new personnel on their first day on a site. **BR-2b: Weed Control Plan** Prior to the issuance of a grading permit, the applicant for each phase of the UWSP area development shall prepare a weed control plan for review and approval by the Environmental Coordinator. Prior to the start of construction	LTS

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		activities, the applicant shall implement a comprehensive, adaptive weed control plan for invasive weed management pre-construction, during construction, and for three years post-construction. The weed control plan shall only apply to UWSP properties that are within 100 feet of NBHCP and SAFCA reserve areas (e.g., the Alleghany Reserve and the Cummings Reserve) and the levee for the West Drainage Canal (Witter Canal) toe drain (refer to Plate BR-2), and shall include the following: • A pre-construction weed inventory (i.e., location, area, and density by species) shall be conducted in the spring (February–April) by surveying all areas subject to ground-disturbing activity, including but not limited to staging areas, access roads, and areas subject to grading. • Weed populations that are rated High for negative ecological impact in the California Invasive Plant Council database shall be mapped and described according to density and area covered. • In areas subject to ground disturbance associated with project activities, weed infestations shall be treated prior to construction according to control methods and practices for invasive weed populations, such as described in *Weed Control in Natural Areas in the Western United States*. The timing of weed control treatment shall be determined for each plant species based on its life history and reproduction with the goal of controlling populations before they start producing seeds. • Surveying and monitoring shall occur annually for years one to three post-construction. Post-construction weed cover shall not exceed the combined total area of weed cover documented in the pre-construction weed inventory, except for areas otherwise managed by a third party with a controlling easement, such as areas	

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		managed by Reclamation District 1000 along the West Drainage Canal (Witter Canal) toe drain. • An annual report of completed maintenance shall be submitted to the County. • Weed control treatments shall include all legally permitted herbicide, and manual and mechanical methods. The application of herbicides shall be in compliance with all state and federal laws and regulations under the prescription of a pest control advisor and implemented by a Licensed Qualified Applicator. • During project pre-construction and construction, vehicles and all equipment shall be washed (including wheels, undercarriages, and bumpers) prior to commencing work in off-road areas. **BR-2c: Avoid and Minimize Impacts on Rare Plant Species** Adequate measures shall be taken to avoid inadvertent take of Sanford's arrowhead (*Sagittaria sanfordii*) and other special-status plants by implementing the following steps. • Prior to the start of ground-disturbing activities, including clearing and grubbing, and/or grading, a qualified biologist shall conduct a properly timed special-status plant survey for Sanford's arrowhead within the species' suitable habitat within the project work limits. The survey will follow the CDFW Protocols for Surveying and Evaluating Impacts to Special Status Plan Populations and Sensitive Natural Communities (CDFW 2018), or the most recent guidelines. • If the survey concludes that Sanford's arrowhead or other special-status plant species are present within the project work limits, the biologist shall establish an adequate buffer area for each plant population to exclude activities	

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		that directly remove or alter the habitat of, or result in indirect adverse impacts on, the special-status plant species. A qualified biologist shall oversee installation of a temporary, plastic mesh-type construction fence (Tensor Polygrid or equivalent) at least 4 feet (1.2 meters) tall around any established buffer areas to prevent encroachment by construction vehicles and personnel. The qualified biologist shall determine the exact location of the fencing. The fencing will be strung tightly on posts set at maximum intervals of 10 feet (3 meters) and will be checked and maintained weekly until all construction is complete. The buffer zone established by the fencing will be marked by a sign stating: - "This is habitat of [list rare plant(s)] and must not be disturbed. This species is protected by [the Endangered Species Act of 1973, as amended/ California Endangered Species Act/California Native Plant Protection Act]." • As required by the CDFW *Guidelines for Assessing the Effects of Proposed Projects on Rare, Threatened, and Endangered Plants and Natural Communities*, a qualified botanist shall determine the potential presence and distribution of sensitive natural communities. • If direct impacts on special-status plants cannot be avoided, the project applicant shall prepare a plan for the County's review minimizing the impacts by one or more of the following methods: (1) salvage and replant plants at the same location following construction; (2) salvage and relocate the plants to a suitable off-site location with long-term assurance of site protection; (3) collect seeds or other propagules for reintroduction at the site or elsewhere; or (4) payment of compensatory mitigation,	

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		e.g., to a mitigation bank. As necessary, all necessary approvals from USFWS/CDFW will be obtained for any impacts to special-status plant species protected under FESA or CESA. • The success criterion for any seeded, planted, and/or relocated plants shall be full replacement at a 1:1 ratio after five years. Monitoring surveys of the seeded, planted, or transplanted individuals shall be conducted annually for a minimum of five years to ensure that the success criterion can be achieved at year five. Monitoring reports shall be submitted to the County. If it appears the success criterion would not be met after five years, contingency measures may be applied. Such measures shall include but are not limited to additional seeding and planting; altering or implementing weed management activities; or introducing or altering other management activities.	
BR-3: Loss of Giant Garter Snake. Construction within the UWSP area could result in a permanent loss of giant garter snake habitat and/or direct mortality to individual giant garter snakes. However, by providing environmental training to construction personnel; conducting construction activity during the active period for giant garter snake (May 1 through September 30), unless approved by CDFW to work outside of that period; conducting pre-construction surveys; dewatering giant garter snake habitat for at least 15 days prior to excavation or filling; designating avoided giant garter snake habitat; requiring the presence of a biological monitor during grading activities; removing temporary fill or construction debris from the site following construction, and compensating for permanent impacts on giant garter snake habitat, as required by Mitigation Measures BR-2a and BR-3, this impact would be reduced to a less-than-significant level.	PS	Implement Mitigation Measure BR-2a. **BR-3: Avoid, Minimize, and Compensate for Impacts on Giant Garter Snake** Project applicants shall obtain authorization for take of giant garter snake from USFWS and CDFW and implement all measures required therein to avoid, minimize, and compensate for impacts to giant garter snake. In addition, to avoid and minimize impacts, where construction activities will be conducted within 200 feet of aquatic giant garter snake habitat, project applicants shall: • Provide construction personnel with environmental awareness training (per BR-2a, “Worker Environmental Awareness Program”);	LTS

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		• Restrict construction activities to the giant garter snake active season; • Conduct preconstruction habitat surveys; • Dewater aquatic habitat prior to construction; • Conduct preconstruction surveys for giant garter snake presence; • Minimize vegetation clearing and avoid retained habitat; • Monitor ground-disturbing construction activities; and/or • Remove temporary fill and construction debris. To compensate for unavoidable permanent loss of aquatic giant garter snake habitat, project applicants shall either: (i) create, restore, or enhance, and preserve and manage suitable aquatic and associated upland habitat to provide giant garter snake habitat at a 1:1 or greater ratio (mitigation acreage to impact acreage), (ii) preserve and manage rice fields as habitat for giant garter snake at a 2:1 or greater ratio, and/or (iii) provide compensatory giant garter snake habitat of equal or greater ecological value as established in separate authorizations or permits by the USFWS and CDFW. Mitigation to compensate for losses of giant garter snake habitat may be fulfilled through a combination of these options assuming minimum ratios are met. These mitigation measures are described further below. • Secure Authorization from the USFWS and CDFW for the Incidental Take of Giant Garter Snake Before the commencement of any initial groundbreaking activity within 200 feet of aquatic giant garter snake habitat, project applicants shall secure take authorization from the USFWS and CDFW. The applicant shall fulfill all conditions of the biological opinion and/or incidental take permit(s) issued for the project. Unless CDFW or USFWS	

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		require other measures, the avoidance and minimization measure under "Avoid and Minimize Impacts to Giant Garter Snake," below, shall be implemented; and unless CDFW or USFWS require compensatory mitigation of equal or greater ecological value to giant garter snake, the compensatory mitigation measure "Compensate for Permanent Impacts to Giant Garter Snake Habitat," below, shall be implemented. • Avoid and Minimize Impacts on Giant Garter Snake Unless CDFW or USFWS requires other measures to avoid and minimize impacts to giant garter snake, the following measures shall apply to construction activities within 200 feet of aquatic giant garter snake habitat: - Restrict Construction Activities to the Giant Garter Snake Active Season. All construction activity involving disturbance within 200 feet of aquatic giant garter snake habitat, such as site preparation and initial grading, is restricted to the period between May 1 and September 30. - Conduct Pre-construction Habitat Surveys. Pre-construction surveys for giant garter snake shall be completed within 24 hours of the start of initial ground disturbance with 200 feet of aquatic giant garter snake habitat for all development projects by a qualified biologist approved by USFWS and CDFW. If any giant garter snake habitat is found within a specific site, the following additional measures shall be implemented to minimize disturbance of habitat and harassment of giant garter snake, unless such project is specifically exempted by USFWS and CDFW.	

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		▪ Dewatering Aquatic Habitat prior to Construction. Between April 15 and September 30, all irrigation ditches, canals, or other aquatic habitats shall be completely dewatered, with no puddled water remaining, for at least 15 consecutive days prior to the excavation or filling in of the dewatered habitat, and prior to ground-disturbing activities within 200 feet of aquatic giant garter snake habitat. ▪ Conduct Pre-construction Surveys for Giant Garter Snake Presence. For sites that contain giant garter snake habitat, no more than 24 hours prior to start of construction activities (site preparation and/or grading), the project area shall be surveyed for the presence of giant garter snake. If construction activities stop on the project site for a period of two weeks or more, a new giant garter snake survey shall be completed no more than 24 hours prior to the re-start of construction activities. ▪ Minimize Vegetation Clearing and Avoid Retained Habitat. The applicant shall confine clearing to the minimal area necessary to facilitate construction activities and shall flag and designate avoided giant garter snake habitat within or adjacent to the project site as Environmentally Sensitive Areas. Environmentally Sensitive Areas shall be avoided by all construction personnel. ▪ Monitor Ground-Disturbing Construction Activities. A qualified biological monitor shall be present during initial grading activities within 200 feet of aquatic giant garter snake habitat to ensure that construction activities do not	

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		encroach into unauthorized areas. If a live giant garter snake is found during construction activities, the biological monitor shall immediately notify USFWS and CDFW. The biological monitor shall have the authority to stop construction in the vicinity of the snake should the biological monitor have reason to believe "take" of giant garter snake could occur if construction proceeds. The monitor shall remain in the area for the remainder of the workday to make sure the snake is not harmed or, if it leaves the site, does not return. Escape routes for giant garter snake shall be determined in advance of construction, and snakes shall always be allowed to leave on their own. If the snake does not leave on its own within one working day, the biological monitor shall consult with the USFWS and CDFW to determine any necessary additional measures. The biological monitor shall also report any giant garter snake mortality within one working day to USFWS. Any project-related activity that results in giant garter snake mortality shall cease until the activity has been modified to the extent practicable to avoid future mortality. ▪ Remove Temporary Fill and Construction Debris. Because fill, or construction debris may be used by giant garter snake as an over-wintering site (hibernaculae), upon completion of the current phase of construction activities, any temporary fill and/or construction debris from the site shall be removed. If this material is situated near undisturbed giant garter snake habitat and it is to be removed between October 1 and April 30, it shall be inspected by a qualified biologist to	

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		ensure that giant garter snakes are not using it as hibernaculae. - Compensate for Permanent Impacts to Giant Garter Snake Habitat Prior to the approval of grading permits, improvement plans or building permits, whichever of these approvals occurs first, project applicants shall compensate for permanent loss of giant garter snake aquatic and upland habitat within 200 feet of giant garter snake aquatic habitat. Unless take authorizations from CDFW or USFWS require compensatory mitigation of equal or greater ecological value to giant garter snake, compensatory mitigation shall be as follows. ▪ Compensatory mitigation shall be provided through creation, preservation, and management of suitable aquatic and associated upland habitat for giant garter snake; and/or preservation and management of rice fields or other suitable aquatic habitat, as habitat for giant garter snake. ▪ Mitigation sites shall be located outside of the Natomas Basin and in the American Basin Recovery Unit as defined in the Recovery Plan for the Giant Garter Snake (*Thamnophis gigas*) (USFWS 2017). This mitigation may be provided through: • Purchase of credits from a CDFW- and USFWS-approved conservation bank; • Payment to an existing in-lieu fee program; • Creation, restoration, or enhancement, and preservation and management of suitable aquatic and associated upland habitat for giant garter snake; or	

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		• Preservation and management of existing giant garter snake habitat through acquisition of fee-title or a conservation easement and funding for long-term management of giant garter snake habitat at a site. Mitigation through creation, restoration, enhancement, preservation, and management of suitable aquatic and associated upland giant garter snake habitat, or purchase of credits for aquatic and associated upland habitat suitable for giant garter snake (e.g., constructed marsh) shall be at a ratio of at least 1:1 (mitigation aquatic and upland habitat to permanently lost aquatic and upland habitat), and mitigation through preservation and management of rice fields will be at a ratio of at least 2:1. For mitigation provided through acquisition of fee title or a conservation easement, the following requirements must be satisfied: • The selection of mitigation site(s) shall be approved by the County in coordination with CDFW and USFWS. • The form and content of the easement, and the amount of the endowment for long-term management, shall be acceptable to the County, CDFW, and USFWS, and the easement shall prohibit any activity that substantially impairs or diminishes the land's capacity as suitable giant garter snake habitat and protect any existing water rights necessary to maintain giant garter snake habitat, in accordance with then-current water allocations and in coordination with USFWS. • A habitat management plan shall be approved by the County in coordination with CDFW and USFWS. This plan shall describe long-term management and provide the schedule for monitoring and management actions,	

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		and an approach to adaptively manage its implementation. • An endowment shall be established to cover the costs of implementing the habitat management plan. The amount and structure of the endowment shall be acceptable to CDFW, USFWS, and the County. For mitigation that creates, restores, or enhances suitable aquatic and associated upland giant garter snake habitat, a restoration plan shall be developed, approved by the USFWS, CDFW, and the County. The restoration plan shall describe baseline conditions, restoration design and construction, short-term management and monitoring, and success criteria.	
BR-4: Loss of Northwestern Pond Turtle. Construction within the UWSP area could result in a permanent loss of northwestern pond turtle habitat and/or direct mortality to individual northwestern pond turtles. However, by providing environmental training to construction personnel; conducting pre-construction surveys; dewatering giant garter snake habitat, which is also northwestern pond turtle habitat, for at least 15 days prior to excavation or filling; requiring the presence of a biological monitor during grading activities; and protecting northwestern pond turtle encountered on the site during construction and allowing northwestern pond turtle to leave on its own, or coordinating with USFWS and CDFW if it does not leave on its own, as required by Mitigation Measures BR-2a and BR-4, this impact would be reduced to a less-than-significant level.	PS	Implement Mitigation Measure BR-2a **BR-4: Avoid and Minimize Impacts on Northwestern Pond Turtle** As recommended in the Natomas Basin Habitat Conservation Plan (NBHCP), take of the northwestern pond turtle as a result of habitat destruction during construction activities, including the removal of irrigation ditches and drains, and during ditch and drain maintenance, will be minimized by the dewatering requirement described under BR-4. In addition: • For sites that contain northwestern pond turtle habitat, no more than 24 hours prior to start of construction activities (site preparation and/or grading), the project area shall be surveyed for the presence of northwestern pond turtle. If construction activities stop on the project site for a period of 14 days or more, a new northwestern pond turtle survey shall be completed no more than 24 hours prior to the re-start of construction activities.	LTS

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		• Clearing shall be confined to the minimal area necessary to facilitate construction activities. • If dewatering for 15 days has occurred, as described under BR-2, or if wildlife exclusion fencing has been installed to prevent western pond turtle from entering the construction area (including access roads and staging areas), a qualified biological monitor shall be present during initial grading activities within 200 feet of aquatic northwestern pond turtle habitat to ensure that construction activities do not encroach into unauthorized areas. • If dewatering for 15 days has not occurred, and wildlife exclusion fencing has not been installed, a qualified biological monitor shall be present during all grading activities within 200 feet of aquatic northwestern pond turtle habitat to monitor for and protect the species, if present. • If a live northwestern pond turtle is found during construction activities, the biological monitor shall immediately notify USFWS and CDFW. The biological monitor shall have the authority to stop construction in the vicinity of the turtle. The turtle shall be monitored and given a chance to leave the area on its own. If the turtle does not leave on its own within one working day, the biological monitor shall consult with the USFWS and CDFW to determine any necessary additional measures. The biological monitor shall also report any northwestern pond turtle mortality within one working day to USFWS. Any project-related activity that results in northwestern pond turtle mortality shall cease so that this activity can be modified to the extent practicable to avoid future mortality.	

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		• If a live northwestern pond turtle is found during construction activities, the USFWS and CDFW and the project's biological monitor shall be immediately notified. The biological monitor shall stop construction in the vicinity of the turtle, monitor the turtle, and allow the turtle to leave on its own. The monitor shall remain in the area for the remainder of the workday to make sure the turtle is not harmed or, if it leaves the site, does not return. Escape routes for northwestern pond turtle should be determined in advance of construction, and turtles should always be allowed to leave on their own. If a northwestern pond turtle does not leave on its own within one working day, further coordination with USFWS and CDFW is required.	
BR-5: Loss of Special-Status Bird Species (other than Burrowing Owl and Swainson's Hawk), Birds Protected by the Migratory Bird Treaty Act, and Nesting Raptors. Construction within the UWSP area and offsite improvements areas could negatively impact special-status bird species (other than burrowing owls and Swainson's hawk), birds protected by the Migratory Bird Treaty Act, and nesting raptors through the removal of trees and vegetation, tree trimming, and/or demolition of buildings while an active bird nest is present. In addition, earth moving, operation of heavy equipment, and increased human presence could result in noise, vibration, and visual disturbance. However, by providing environmental training to construction personnel; limiting construction to the non-nesting season when feasible or, if avoiding the nesting season is not feasible, conducting pre-construction surveys for nesting birds and establishing no-disturbance buffers around any active nests to ensure they are not disturbed by construction; and repeating the pre-construction surveys when work resumes after being suspended for seven days, as required by Mitigation	PS	Implement Mitigation Measure BR-2a **BR-5: Avoid and Minimize Impacts on Nesting Birds** • Mitigation Measure BR-5 applies to projects that include removal of trees or vegetation, tree trimming, or use of heavy equipment (e.g., earthwork, demolition). • A qualified wildlife biologist shall conduct pre-construction nesting surveys during the avian nesting breeding season (approximately February 1 to August 31) within 7 days prior to construction. Surveys shall be performed for the project area, vehicle and equipment staging areas, and suitable habitat within 250 feet to locate any active passerine (perching bird) nests and within 500 feet to locate any active raptor (bird of prey) nests. • A pre-construction survey report of findings shall be prepared by the qualified biologist and submitted to the County for review and approval prior to initiation of construction within the no-disturbance zone during the	LTS

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
Measures BR-2a and BR-5, this impact would be reduced to a less-than-significant level.		nesting season. The report shall either confirm absence of any active nests or shall confirm that any young within a designated no-disturbance zone have fledged and construction can proceed. • If no active nests are identified during the survey period, or if construction activities are initiated during the non-breeding season (September 1 to January 31), construction may proceed with no restrictions. • If bird nests are found, an adequate no-disturbance buffer shall be established around the nest location and construction activities shall be restricted within the buffer until the qualified biologist has confirmed that any young birds have fledged and are able to leave the construction area. Required setback distances for the no-disturbance zone shall be established by the qualified biologist and may vary depending on species, line-of-sight between the nest and the construction activity, and the birds' sensitivity to disturbance. As necessary, the no-disturbance zone shall be fenced with temporary orange construction fencing if construction is to be initiated on the remainder of the development site. • Any birds that begin nesting within the project area and survey buffers amid construction activities shall be assumed to be habituated to construction-related or similar noise and disturbance levels and no-disturbance zones shall not be established around active nests in these cases; however, should birds nesting within the project area and survey buffers amid construction activities begin to show disturbance associated with construction activities, no-disturbance buffers shall be established as determined by the qualified wildlife biologist.	

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		• Any work that must occur within established no-disturbance buffers around active nests shall be monitored by a qualified biologist. If adverse effects in response to project work within the buffer are observed and the biologist determines the activities are likely to compromise the nest's success, work within the no-disturbance buffer shall halt until the nest occupants have fledged. If the qualified biologist determines that the activities are unlikely to compromise the nest's success, work can continue.	
BR-6: Loss of Burrowing Owl. Construction within the UWSP area and offsite improvements areas could negatively impact burrowing owl by destroying occupied burrows or nest sites. In addition, earth moving, operation of heavy equipment, and increased human presence could result in noise, vibration, and visual disturbance. However, by providing environmental training to construction personnel; conducting focused burrowing owl surveys, and if burrowing owls are detected, avoiding disturbance to individuals and their burrows; conducting take avoidance surveys immediately prior to the start of construction; and, where on-site avoidance is not possible, providing compensatory mitigation for disturbance and/or destruction of burrows, as required by Mitigation Measures BR-2a and BR-6, this impact would be reduced to a less-than-significant level.	PS	Implement Mitigation Measure BR-2a **BR-6: Avoid and Minimize Impacts on Western Burrowing Owl** To avoid impacts on potential burrowing owl and their habitat, the following mitigation measures shall be implemented. • A qualified biologist shall conduct focused burrowing owl surveys in suitable habitat in the area where project activities will occur, plus the surrounding 500 feet, where accessible, in accordance with the number of visits, timing, and survey methods in Appendix D of CDFW's *Staff Report on Burrowing Owl Mitigation* (Staff Report), published March 7, 2012. Surveys shall be repeated if project activities are suspended or delayed more than 14 days. • Pursuant to the Staff Report, four survey visits shall be conducted during the breeding season (February 1 to August 31), including at least one survey between February 15 and April 15, and at least three surveys at least three weeks apart, between April 15 and July 15, with at least one visit after June 15.	LTS

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		• Non-breeding season surveys shall be conducted during four site visits, spread evenly throughout the non-breeding season. • If no burrowing owls are detected, no further measures are required. If active burrowing owl burrows are detected, the following avoidance minimization, and mitigation measures shall be implemented prior to initiating project related activities that may impact burrowing owls. - Occupied burrows shall not be disturbed during nesting season (February 1 through August 31) unless a qualified biologist approved by CDFW verifies through non-invasive measures that either (1) the birds have not begun egg-laying and incubation; or (2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival. - If nest sites are found, CDFW shall be contacted regarding suitable mitigation measures, which may include on-site avoidance through establishment of a 300-foot buffer from the nest site during the breeding season (February 1 through August 31), or implementation of a relocation effort for the burrowing owl if the birds have not begun egg-laying and incubation or the juveniles from the occupied burrows are foraging independently and are capable of independent survival. If on-site avoidance is required, the location of the buffer zone will be determined by a qualified biologist. The applicant shall mark the limit of the buffer zone with yellow caution tape, stakes, or temporary fencing. The buffer will be maintained throughout the construction period.	

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		- If relocation of the burrowing owl is approved for the site by CDFW, the applicant shall hire a qualified biologist to prepare a plan for relocating the burrowing owl to a suitable site. The relocation plan must include: (1) the location of the nest and burrowing owl proposed for relocation; (2) the location of the proposed relocation site; (3) the number of burrowing owls involved and the time of year when the relocation is proposed to take place; (4) the name and credentials of the biologist who will be retained to supervise the relocation; (5) the proposed method of capture and transport for the burrowing owl to the new site; (6) a description of the site preparations at the relocation site (e.g., enhancement of existing burrows, creation of artificial burrows, one-time or long-term vegetation control); and (7) a description of efforts and funding support proposed to monitor the relocation. Relocation options may include passive relocation to another area of the site not subject to disturbance through one-way doors on burrow openings, or construction of artificial burrows in accordance with the Staff Report. • Take avoidance surveys may also be conducted. An initial take avoidance survey to determine whether any burrowing owl are using the site for foraging or nesting shall be conducted no less than 14 days prior to initiating ground-disturbing activities, using the methods outlined in Appendix D of the Staff Report. Implementation of avoidance and minimization measures would be triggered by positive owl presence on the site where project activities will occur. Implementation of additional avoidance and minimization measures would be triggered by positive owl presence on the site where project activities will occur. The development of avoidance and	

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		minimization approaches would be informed by monitoring the burrowing owls. Burrowing owls may re-colonize a site after only a few days. Time lapses between project activities trigger subsequent take avoidance surveys, including but not limited to a final survey conducted within 24 hours prior to ground disturbance. • Where on-site avoidance is not possible, disturbance and/or destruction of occupied burrows shall be offset through development of suitable habitat on upland reserves. Such habitat shall include creation of new burrows with adequate foraging area (a minimum of 6.5 acres) or 300 feet radii around the newly created burrows. Additional habitat design and mitigation measures are described in the Staff Report.	
BR-7: Loss of Swainson's Hawk. Construction within the UWSP area and offsite improvements areas could negatively impact Swainson's hawk through direct disturbance of active nests during tree removal and indirect disturbance to nests such as noise, vibration, and increased human activity. Conversion of agricultural land to developed/landscaped land in the UWSP area would also potentially result in the loss of nesting territories, displacement of nesting pairs, reduction in reproductive potential, or decreased survival rates, particularly for Swainson's hawk nesting within 1 mile of the UWSP area, but also for Swainson's hawk nesting outside of the UWSP area. However, by providing environmental training to construction personnel; conducting focused pre-construction Swainson's hawk surveys if construction activities will begin during the nesting season; and if active nests are found prior to the start of construction, developing an avoidance and minimization plan, which may include establishing a work schedule and no-disturbance buffer during critical nesting periods; having a biological monitor conduct regular	PS	Implement Mitigation Measure BR-2a **BR-7a: Avoid and Minimize Impacts on Nesting Swainson's Hawk** Project applicants for each construction phase shall avoid, minimize, and compensate for impacts on Swainson's hawk as described below. • Avoid and Minimize Impacts on Swainson's Hawk - Avoid Construction Activities during the Nesting Season. If construction activities will begin during the Swainson's hawk nesting season (March 20 to September 15), a qualified biologist shall conduct surveys in accordance with the *Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley* (Swainson's Hawk Technical Advisory Committee 2000) or the current California Department of Fish and Wildlife (CDFW)-approved protocol. All potential	LTS

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
monitoring of the nest during construction activities and halt construction if construction activities are disturbing the nest; and providing compensatory mitigation at a 1:1 ratio for project-related loss of Swainson's hawk foraging habitat, as required by Mitigation Measures BR-2a, BR-7a, and BR-7b, this impact would be reduced to a less-than-significant level.		nest trees within 0.5 mile of the proposed project footprint shall be visually examined for potential Swainson's hawk nests, if accessible. - Document Survey Results. If no active Swainson's hawk nests are identified on or within 0.5 mile of the proposed project, the project applicant shall submit a letter report documenting the survey methodology and findings to the County and CDFW, and no additional mitigation measures are required. If an active Swainson's hawk nest is found on or within 0.5 mile of the project footprint, a survey report shall be submitted to the County and CDFW, and an avoidance and minimization plan shall be developed and implemented (see below). - Develop and Implement Avoidance and Minimization Plan. An avoidance and minimization plan shall be developed and implemented in coordination with CDFW prior to the start of construction. The avoidance and minimization plan shall include measures to minimize impacts on active Swainson's hawk nest(s) depending on the location of the nest relative to the project construction footprint. These measures shall include, but are not limited to: ▪ Establish Buffer Zone and Work Schedule. A buffer zone and work schedule shall be established to avoid impacting the nest during critical periods. If possible, no work will occur within 200 yards of the nest while it is in active use. ▪ Conduct Nest Monitoring. A qualified biologist shall conduct regular monitoring of the nest during construction activities, and monitor all work within 200 yards of the nest to ensure that no work occurs within 200 yards of the nest	

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		during incubation or within 10 days after hatching (Swainson's Hawk Technical Advisory Committee 2000). ▪ Halt Construction if Nesting Birds Are Disturbed. In the event that the project biologist determines that the construction activities are disturbing the nest, construction activities shall be halted until CDFW is consulted and recommended measures to avoid disturbance to active nests are implemented. **BR-7b : Compensate for Permanent Impacts on Swainson's Hawk Foraging Habitat** • Compensation for the permanent loss of foraging habitat shall be determined for each development phase. The applicant for each development phase shall retain a Qualified Biologist to verify, map, and quantify (acres) foraging habitat (including annual grasses and forbs, field crops, grain and hay, partially irrigated crops, and truck crops), that would be permanently impacted by the current development phase. Prior to the approval of either grading permits or building permits, whichever is first, project applicants for each construction phase shall compensate for permanent loss of foraging habitat through the preservation of foraging habitat. This compensatory mitigation shall be at a ratio of at least 1:1 (mitigation habitat to permanently lost habitat). Mitigation sites shall be located outside, and within 10 miles of, the Natomas Basin. This mitigation may be provided through purchase of credits from an CDFW-approved conservation bank, or through protection of habitat, including acquisition of a conservation easement and funding long-term	

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		administration, monitoring, and enforcement of the easement. Mitigation provided through acquisition of a conservation easement must satisfy the following requirements: - The mitigation site(s) shall be subject to consultation with CDFW and approved by the County. - The form and content of the easement shall be acceptable to the County and CDFW, prohibit activities that substantially impair or diminish the land's suitability as Swainson's hawk foraging habitat, and protect any existing water rights necessary to maintain foraging habitat in agricultural production. - An endowment in an amount, form, and structure acceptable to the County and CDFW shall be established for administering, monitoring, and enforcing the conservation easement.	
BR-8: Loss of Pallid Bat. Daytime construction activities in the UWSP area could result in direct impacts to roosting bats if they were disturbed, killed, or injured by removal or trimming of a tree in which they were roosting; the offsite improvement areas are not located in or adjacent to pallid bat habitat. If roosting bats are present, construction noise could result in indirect impacts due to disturbance, avoidance, or abandonment of roosts. If tree removal in the UWSP area were to occur during periods of winter torpor or maternity roosting, any bats present would likely not survive the disturbance. However, by providing environmental training to construction personnel; conducting a pre-construction habitat assessment in the UWSP area; and if potential roosting habitat and/or active bat roosts are present, conducting initial building demolition, relocation, and any tree work (trimming or removal) when bats are active; or if seasonal avoidance is infeasible, conducting a pre-construction survey of potential	PS	Implement Mitigation Measure BR-2a **BR-8: Avoid and Minimize Impacts on Pallid Bat** A qualified biologist who is experienced with bat surveying techniques (including auditory sampling methods), behavior, roosting habitat, and identification of local bat species shall be consulted prior to building or bridge demolition, building relocation activities, or tree work to conduct a pre-construction habitat assessment of the project area (focusing on buildings to be demolished or relocated) to characterize potential bat habitat and identify potentially active roost sites. No further action is required should the pre-construction habitat assessment not identify bat habitat or signs of potentially active bat roosts within the project area (e.g., guano, urine staining, dead bats).	LTS

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
bat roost sites; establishing no-disturbance buffers around active bat roost sites; disturbing buildings and trees with potential bat roosting habitat or active roosts only under fair weather conditions, under the supervision of a qualified biologist, and following a two-step removal process to prevent bats from returning to the roost site prior to complete removal, as required by Mitigation Measures BR-2a and BR-8, this impact would be reduced to a less-than-significant level.		The following measures shall be implemented should potential roosting habitat or potentially active bat roosts be identified during the habitat assessment in bridges or buildings to be demolished or relocated, or in trees adjacent to construction activities that could be trimmed or removed within the UWSP area: • In areas identified as potential roosting habitat during the habitat assessment, initial bridge or building demolition, relocation, and any tree work (trimming or removal) shall occur when bats are active, approximately between the periods of March 1 to April 15 and August 15 to October 15, to the extent feasible. These periods avoid the bat maternity roosting season and period of winter torpor. • If seasonal avoidance of potential roosting habitat is infeasible, the qualified biologist shall conduct pre-construction surveys of potential bat roost sites identified during the initial habitat assessment no more than 14 days prior to bridge or building demolition or relocation, or any tree trimming or removal. • If active bat roosts or evidence of roosting is identified during pre-construction surveys for bridge or building demolition and relocation or tree work, the qualified biologist shall determine, if possible, the type of roost and species. A no-disturbance buffer shall be established around roost sites until the end of the seasonal avoidance windows identified above, or until the qualified biologist determines roost sites are no longer active. The size of the no-disturbance buffer would be determined by the qualified biologist and would depend on the species present, roost type, existing screening around the roost site (such as dense vegetation or a building), as well as the type of construction activity that would occur around the roost site.	

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		• Bridges, buildings, and trees with potential bat roosting habitat or active roosts shall be disturbed only under clear weather conditions when precipitation is not forecast for three days and when daytime temperatures are at least 50 degrees Fahrenheit. • The demolition or relocation of bridges or buildings containing or suspected to contain potential bat roosting habitat or active bat roosts shall be done under the supervision of the qualified biologist. When appropriate, bridges or buildings shall be partially dismantled to significantly change the roost conditions, causing bats to abandon and not return to the roost, likely in the evening and after bats have emerged from the roost to forage. Under no circumstances shall active maternity roosts be disturbed until the roost disbands at the completion of the maternity roosting season or otherwise becomes inactive, as determined by the qualified biologist. • Trimming or removal of existing trees with potential bat roosting habitat or active (non-maternity or hibernation) bat roost sites shall follow a two-step removal process, which shall occur during the time of year when bats are active, as discussed above. - On the first day and under supervision of the qualified biologist, tree branches and limbs not containing cavities or fissures in which bats could roost shall be cut using chainsaws or other handheld equipment. - On the following day and under the supervision of the qualified biologist, the remainder of the tree may be trimmed or removed, using either chainsaws or other equipment (e.g., excavator or backhoe). - All felled trees shall remain on the ground for at least 24 hours prior to chipping, off-site removal, or other processing to allow any bats to escape, or shall be	

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		inspected once felled by the qualified biologist to ensure no bats remain within the tree and/or branches.	
BR-9: Valley Elderberry Longhorn Beetle. Construction activities associated with the proposed development in the UWSP area could disturb elderberry shrubs that provide habitat for valley elderberry longhorn beetle. However, by providing environmental training to construction personnel; and conducting a pre-construction survey prior to construction related ground disturbance; and implementing measures consistent with the USFWS's Framework for Assessing Impacts to the Valley Elderberry Longhorn Beetle (*Desmocerus californicus dimorphus*), dated May 2017, as required by Mitigation Measures BR-2a, BR-9a and BR-9b, this impact would be reduced to a less-than-significant level.	PS	Implement Mitigation Measure BR-2a. **BR-9a: Avoid and Minimize Impacts on Valley Elderberry Longhorn Beetle** • A pre-construction survey will be conducted by a qualified biologist prior to construction-related ground disturbance. If such a survey determines that valley elderberry longhorn beetle habitat is present (elderberry shrub within the project footprint), and if exit holes are present in stems greater than 1 inch in diameter, the County shall require the developer to follow the following appropriate measures to avoid take and minimize of individuals: - If elderberry shrubs are found on or adjacent to the site, a 100-foot-wide avoidance buffer (measured from the dripline of the plant) will be established around all elderberry shrubs with stems greater than 1 inch in diameter at ground level and will be clearly identified in the field by staking, flagging, or fencing. - No construction activities involving mechanized equipment will occur within the buffer areas. Human access may be permitted in the buffer, provided that it does not cause disturbance to the shrubs. • Compensatory mitigation for adverse effects may include the transplanting of elderberry shrubs during the dormant season (November 1 to February 15), if feasible, to an area protected in perpetuity as well as required additional elderberry and associated native plantings as approved by the USFWS.	LTS

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		• If off-site compensation includes the dedication of conservation easements, purchase of mitigation credits, or other off-site conservation measures, the details of these measures will be included in the mitigation plan and must occur with full endowments for management in perpetuity. The plan will include information on responsible parties for long-term management, holders of conservation easements, long-term management requirements, and other details, as appropriate, for the preservation of long-term viable populations. **BR-9b: Transplant Elderberry Shrubs** • If elderberry plants cannot be avoided, or if project activities will result in the death of stems or the entire shrub, they shall be transplanted during the dormant season (November 1 to February 15) to an area protected in perpetuity and approved by the USFWS. • The elderberry shrub will be cut back 3 to 6 feet from the ground or to 50 percent of its height (whichever is taller) by removing branches and stems above this height. The trunk and all stems measuring 1 inch or greater in diameter at ground level will be replanted. Any leaves remaining on the plant will be removed. • A hole will be excavated of adequate size to receive the transplant. • The elderberry shrub will be excavated using a Vermeer® spade, backhoe, front-end loader, or other suitable equipment, taking as much of the root ball as possible, and will be replanted immediately. The plant will only be moved by the root ball. The root ball will be secured with wire and wrapped with damp burlap. The burlap will be dampened as necessary to keep the root ball wet. Care will be taken to ensure that the soil is not dislodged from around the roots of the transplant. Soil at the transplant	

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		site will be moistened prior to transplant if the soil at the site does not contain adequate moisture. • Replacement seedling plants will be provided at a ratio of 2 to 1 to 5 to 1 depending on the extent of valley elderberry longhorn beetle utilization of the plants moved or lost. An 1,800-square-foot area will be provided for each transplanted elderberry shrub or every five elderberry seedling plants.	
BR-10: Loss of Protected Trees and Canopy. The UWSP area contains trees potentially protected by the Sacramento County Tree Preservation Ordinance. Furthermore, the offsite improvements areas may also include trees potentially protected by the Sacramento County Tree Preservation Ordinance. Construction activities have the potential to damage or destroy protected trees without measures to protect them. However, by conducting a tree survey to document the species, size, and condition of all trees within the respective project footprints and any trees to be removed prior to the approval of improvement plans or building permits for individual projects; installing tree protection fencing to avoid damage to the trees and their root system; prohibiting placement of parked vehicles, construction equipment, stockpiles, etc., within the driplines of native trees; avoiding any soil-disturbing activities within the dripline of native trees; and requiring pruning to be done under supervision of an ISA-Certified Arborist, as required by Mitigation Measures BR-10a and BR-10b, this impact would be reduced to a less-than-significant level. Construction of individual projects considered under the proposed UWSP is expected to result in a loss of tree canopy of non-native trees. However, with the creation of new tree canopy equivalent to the acreage of non-native tree canopy removed through on-site mitigation or through funding	PS	**BR-10a: Native Tree Removal** Before the construction phase–specific development applications are deemed complete, project applicants for each construction phase shall conduct a tree survey by an ISA-Certified Arborist. The tree survey will document the species, size, and condition of all trees within the respective project footprint and any trees to be removed will be individually identified. The removal of native trees shall be compensated for by planting in-kind native trees equivalent to the dbh inches lost, based on the ratios listed below. On-site preservation of native trees that are less than 6 inches (< 6 inches) dbh may also be used to meet this compensation requirement. Native trees include valley oak (*Quercus lobata*), interior live oak (*Q. wislizenii*), blue oak (*Q. douglasii*), or oracle oak (*Q. morehus*), California sycamore (*Platanus racemosa*), California black walnut (*Juglans californica*), Oregon ash (*Fraxinus latifolia*), western redbud (*Cercis occidentalis),* gray pine (*Pinus sabiniana*), California white alder (*Alnus rhombifolia*), boxelder (*Acer negundo*), California buckeye (*Aesculus californica*), narrowleaf willow (*Salix exigua*), Gooding's willow (*S. gooddingii*), red willow (*S. laevigata*), arroyo willow (*S. lasiolepis*), shining willow (*S. lucida*), Pacific willow (*S. lasiandra*), and dusky willow (*S. melanopsis*).	LTS

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
contributed to the Sacramento Tree Foundation's Greenprint program in an amount proportional to the amount of tree canopy lost, as required by Mitigation Measure BR-10c, this impact would be reduced to a less-than-significant level.		Replacement tree planting shall be completed prior to approval of grading or improvement plans, whichever comes first. Equivalent compensation based on the following ratio is required: • One preserved native tree < 6 inches dbh on-site = 1 inch dbh • One D-pot seedling (40 cubic inches or larger) = 1 inch dbh • One 15-gallon tree = 1 inch dbh • One 24-inch box tree = 2 inches dbh • One 36-inch box tree = 3 inches dbh Prior to the approval of improvement plans or building permits, whichever occurs first, a replacement tree planting plan shall be prepared by a certified arborist or licensed landscape architect and shall be submitted to the Environmental Coordinator for approval. The replacement tree planting plan(s) shall include the following minimum elements: • Species, size, and locations of all replacement plantings and < 6-inch dbh trees to be preserved. • Method of irrigation. • If planting in soils with a hardpan/duripan or claypan layer, include the Sacramento County Standard Tree Planting Detail L-1, including the 10-foot-deep boring hole to provide for adequate drainage. • Planting, irrigation, and maintenance schedules. • Identification of the maintenance entity and a written agreement with that entity to provide care and irrigation of the trees for a 3-year establishment period, and to	

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		replace any of the replacement trees which do not survive during that period. • Designation of a 20-foot root zone radius and landscaping to occur within the radius of trees < 6 inches dbh to be preserved on-site. No replacement tree shall be planted within 15 feet of the driplines of existing native trees or landmark size trees that are retained on-site, or within 15 feet of a building foundation or swimming pool excavation. The minimum spacing for replacement native trees shall be 20 feet on-center. Examples of acceptable planting locations are publicly owned lands, common areas, and landscaped frontages (with adequate spacing). Generally unacceptable locations are utility easements (public utility easements sewer, storm drains), under overhead utility lines, private yards of single-family lots (including front yards), and roadway medians. Native trees < 6 inches dbh to be retained on-site shall have at least a 20-foot-radius suitable root zone. The suitable root zone shall not have impermeable surfaces, turf/lawn, dense plantings, soil compaction, drainage conditions that create ponding (in the case of oak trees), utility easements, or other overstory tree(s) within 20 feet of the tree to be preserved. Trees to be retained shall be determined to be healthy and structurally sound for future growth, by an ISA-Certified Arborist subject to Environmental Coordinator approval. If tree replacement plantings are demonstrated to the satisfaction of the Environmental Coordinator to be infeasible for any or all trees removed, then compensation shall be through payment into the County Tree Preservation Fund. Payment shall be made at a rate of $325.00 per dbh inch removed but not otherwise compensated, or at the prevailing rate at the time payment into the fund is made.	

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		BR-10b: Native Tree Construction Protection For the purpose of this mitigation measure, a native tree is defined as anyone of the following species: valley oak (*Quercus lobata*), interior live oak (*Q. wislizenii*), blue oak (*Q. douglasii*), oracle oak (*Q. morehus*), California sycamore (*Platanus racemosa*), California black walnut (*Juglans californica*), Oregon ash (*Fraxinus latifolia*), western redbud (*Cercis occidentalis),* gray pine (*Pinus sabiniana*), California white alder (*Alnus rhombifolia*), boxelder (*Acer negundo*), California buckeye (*Aesculus californica*), narrowleaf willow (*Salix exigua*), Gooding's willow (*S. gooddingii*), red willow (*S. laevigata*), arroyo willow (*S. lasiolepis*), shining willow (*S. lucida*), Pacific willow (*S. lasiandra*), and dusky willow (*S. melanopsis*) having a diameter at breast height, or dbh, of at least 6 inches, or if it has multiple trunks of less than 6 inches each, a combined dbh of at least 10 inches. With the exception of the trees removed and compensated for through Mitigation Measure BR-10a, above, all native trees on the project site, all portions of adjacent off-site native trees that have driplines that extend onto the project site, and all off-site native trees that may be impacted by utility installation and/or improvements associated with this project, shall be preserved and protected as follows: • A circle with a radius measurement from the trunk of the tree to the tip of its longest limb shall constitute the dripline protection area of the tree. Limbs must not be cut back to change the dripline. The area beneath the dripline is a critical portion of the root zone and defines the minimum protected area of the tree. Removing limbs that make up the dripline does not change the protected area.	

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		• Chain-link fencing or a similar protective barrier shall be installed 1 foot outside the driplines of the native trees prior to initiating project construction, to avoid damage to the trees and their root system. • No signs, ropes, cables (except cables that may be installed by a certified arborist to provide limb support) or any other items shall be attached to the native trees. • No vehicles, construction equipment, mobile home/office, supplies, materials or facilities shall be driven, parked, stockpiled, or located within the driplines of the native trees. • Any soil disturbance (scraping, grading, trenching, and excavation) is to be avoided within the driplines of the native trees. Where this is necessary, an ISA-Certified Arborist will provide specifications for this work, including methods for root pruning, backfill specifications, and irrigation management guidelines. • All underground utilities and drain or irrigation lines shall be routed outside the driplines of native trees. Trenching within protected tree driplines is not permitted. If utility or irrigation lines must encroach upon the dripline, they should be tunneled or bored under the tree under the supervision of an ISA-Certified Arborist. • If temporary haul or access roads must pass within the driplines of oak trees, a roadbed of 6 inches of mulch or gravel shall be created to protect the root zone. The roadbed shall be installed from outside of the dripline and while the soil is in a dry condition, if possible. The roadbed material shall be replenished as necessary to maintain a 6-inch depth. • Drainage patterns on the site shall not be modified so that water collects or stands within, or is diverted across, the dripline of oak trees.	

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		• No sprinkler or irrigation system shall be installed in such a manner that it sprays water within the driplines of the oak trees. • Tree pruning that may be required for clearance during construction must be performed by an ISA-Certified Arborist or Tree Worker and in accordance with the American National Standards Institute A300 pruning standards and the ISA "Tree Pruning Guidelines." • Landscaping beneath the oak trees may include non-plant materials such as boulders, decorative rock, wood chips, organic mulch, and non-compacted decomposed granite. Landscape materials shall be kept 2 feet away from the base of the trunk. The only plant species that shall be planted within the driplines of the oak trees are those that are tolerant of the natural semi-arid environs of the trees. Limited drip irrigation approximately twice per summer is recommended for the understory plants. • Any fence/wall that will encroach into the dripline protection area of any protected tree shall be constructed using grade beam wall panels and posts or piers set no closer than 10 feet on center. Posts or piers shall be spaced in such a manner as to maximize the separation between the tree trunks and the posts or piers to reduce impacts on the trees. • For a project constructed during the months of June, July, August, and September, deep-water trees by using a soaker hose (or a garden hose set to a trickle) that slowly applies water to the soil until water has penetrated at least 1 foot in depth. Sprinklers may be used to water deeply by watering until water begins to run off, then waiting at least an hour or two to resume watering (provided that the sprinkler is not wetting the tree's trunk).	

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		Deep-water every two weeks and suspend watering two weeks between rain events of 1 inch or more. **BR-10c: Non-Native Tree Canopy** Removal of non-native tree canopy for development shall be mitigated by creation of new tree canopy equivalent to the acreage of non-native tree canopy removed. New tree canopy acreage shall be calculated using the Sacramento County Department of Transportation's 15-year shade cover values for tree species. Preference is given to on-site mitigation, but if this is infeasible, then funding shall be contributed to the Sacramento Tree Foundation's Greenprint program in an amount proportional to the tree canopy lost (as determined by the 15-year shade cover calculations for the tree species to be planted through the funding, with the cost to be determined by the Sacramento Tree Foundation).	
BR-11: Loss of Jurisdictional Wetlands and Waters. Within the UWSP area, jurisdictional waters and potentially jurisdictional waters would be directly and permanently impacted by filling. Within the offsite improvement areas, work over or adjacent to the West Canal Drainage could directly impact potentially jurisdictional waters if the bike trail bridge crossing included bridge supports below top of bank or in the channel and if the stormwater discharge and levee bank armoring occurred below top of bank. Shading of open water due to the new bridge over the West Canal Drainage would also be considered a direct impact. Indirect impacts could occur due to construction-related erosion or spills resulting in deleterious materials entering jurisdictional waters. However, by requiring a preliminary wetland delineation and, if jurisdictional wetlands and waters are identified, avoiding the features to the extent practical, or if jurisdictional wetlands and waters cannot be avoided, restoring temporary impacts to pre-project conditions, and	PS	**BR 11: Avoidance of Impacts on Wetlands and Waters** The applicant and its contractors shall minimize impacts on waters of the United States and waters of the state, including wetlands, by implementing the following measures: Wetlands identified in the preliminary jurisdictional delineation report shall be avoided through project design, if feasible. All identified avoidance and protection measures shall be included on the plans for proposed demolition, grading, and/or building permits for construction activities within the UWSP area. The project shall be designed to avoid, to the extent practical, work within wetlands and/or waters under the jurisdiction of USACE, the Central Valley RWQCB, and/or CDFW. If applicable, permits or approvals shall be sought from the above agencies, as required. Where wetlands or other water features must be disturbed, the minimum area of disturbance	LTS

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
compensating permanent impacts through the creation, restoration, enhancement, or preservation of equivalent habitat, as required by Mitigation Measure BR-11, this impact would be reduced to a less-than-significant level.		necessary for construction shall be identified and the area outside avoided. Before the start of construction within 50 feet of any wetlands and drainages, appropriate measures shall be taken to ensure protection of the wetland from construction runoff or direct impact from equipment or materials, such as the installation of a silt fence, and signs indicating the required avoidance shall be installed. No equipment mobilization, grading, clearing, or storage of equipment or machinery, or similar activity, shall occur until a qualified biologist has inspected and approved the fencing installed around these features. The construction contractor for the specific construction activity to be undertaken shall ensure that the temporary fencing is maintained until construction activities are complete. No construction activities, including equipment movement, storage of materials, or temporary spoils stockpiling, shall be allowed within the fenced areas protecting wetlands. Where disturbance to jurisdictional wetlands or waters cannot be avoided, any temporarily affected jurisdictional wetlands or waters shall be restored to pre-construction conditions or better at the end of construction, in accordance with the requirements of USACE, Central Valley RWQCB, and/or CDFW permits. Compensation for permanent impacts on wetlands or waters shall be provided at a 1:1 ratio, or as agreed upon by CDFW, USACE, and the Central Valley RWQCB, as applicable. Compensation for loss of wetlands may be in the form of permanent on-site or off-site creation, restoration, enhancement, or preservation of habitat, or agency-approved mitigation/conservation credits. To that end, the restoration sites shall, at a minimum, meet the following performance standards by the fifth year after restoration:	

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		• Wetlands restored or constructed as federal wetlands meet the applicable federal criteria for jurisdictional wetlands, and wetlands restored or constructed as state wetlands meet the state criteria for jurisdictional wetlands. • Channelized habitat restored or constructed on-site to address the conversion of ditch habitat meet criteria as jurisdictional waters of the United States and/or state, as applicable. • Native vegetation cover shall be at least 70 percent of the baseline native vegetation cover in the impact area. • No more cover by invasive species shall be present relative to the pre-project baseline in the impact area. Restoration or compensation shall be detailed in a Wetlands and Waters Mitigation and Monitoring Plan, which shall be developed before the start of construction and in coordination with permit applications and/or conditions from applicable regulatory agencies. Such a mitigation and monitoring plan shall meet USACE requirements for mitigation plans pursuant to 33 CFR 332.4(c) (https://www.sac.usace.army.mil/Portals/43/docs/regulatory/Requirements_for_a_Mitigation_Plan.pdf) and comport with the SWRCB's State Supplemental Dredge or Fill Guidelines, Subpart J, regarding compensatory mitigation plans (https://www.waterboards.ca.gov/board_decisions/adopted_orders/resolutions/2019/040219_10_procedures_clean_v032219_conformed_final.pdf). At a minimum, the plan shall include: • Name and contact information for the property owner of the land on which the mitigation will take place. • Identification of the water source for supplemental irrigation, if needed. • Identification of depth to groundwater.	

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		• Topsoil salvage and storage methods for areas that support special-status plants. • Site preparation guidelines to prepare for planting, including coarse and fine grading. • Plant material procurement, including assessment of the risk of introduction of plant pathogens through the use of nursery-grown container stock vs. collection and propagation of site-specific plant materials, or use of seeds. • A planting plan outlining species selection, planting locations, and spacing for each vegetation type to be restored. • Planting methods, including containers, hydroseed or hydromulch, weed barriers, and cages, as needed. • Soil amendment recommendations, if needed. • An irrigation plan, with proposed rates (in gallons per minute), schedule (i.e., recurrence interval), and seasonal guidelines for watering. • A site protection plan to prevent unauthorized access, accidental damage, and vandalism. • Weeding and other vegetation maintenance tasks and schedule, with specific thresholds for acceptance of invasive species. • Performance standards, as referenced above, by which successful completion of mitigation can be assessed relative to a relevant baseline or reference site, and by which remedial actions will be triggered. • Success criteria that shall include the minimum performance standards described in 1-4 of this measure, above. • Monitoring methods and schedule.	

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		• Reporting requirements and schedule. • Adaptive management and corrective actions to achieve the established success criteria. • An educational outreach program to inform operations and maintenance departments of local land management and utility agencies of the mitigation purpose of restored areas to prevent accidental damages. The Wetlands and Waters MMP shall be developed before the start of construction and in coordination with permit applications and/or conditions from applicable regulatory oversight agencies. The plan shall be submitted to the County, prior to the issuance of any demolition, grading, or building permit that would include construction activities that would have direct impacts on wetlands and/or waters.	
BR-12: Loss of Wildlife Movement and Nursery Sites. While the UWSP area likely does not support a self-sustaining giant garter snake breeding population, individual giant garter snakes likely use the UWSP area as dispersal habitat. As construction of individual projects considered under the proposed UWSP would presumably involve removal (filling) of irrigation ditches and adjacent ground disturbance, these actions would constitute a permanent loss of giant garter snake dispersal habitat. However, through creation, preservation, and management of marsh, or preservation and management of rice fields, as habitat for giant garter snake; or enhancing or restoring connectivity of giant garter snake habitat, as required by Mitigation Measure BR-3, this impact would be reduced to a less-than-significant level. The UWSP area is within the Pacific Flyway, and as such supports some migratory bird species. Construction-related direct impacts on migratory birds could result from the removal of vegetation while an active bird nest is present. In	PS	Implement Mitigation Measures BR-2a, BR-3, and BR-5	LTS

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
addition, earthmoving, operation of heavy equipment, and increased human presence could result in noise, vibration, and visual disturbance. These conditions could indirectly result in nest failure (disturbance, avoidance, or abandonment that leads to unsuccessful reproduction), or could cause flight behavior that would expose a migratory adult to predators. These activities could cause birds that have established a nest before the start of construction to change their behavior or even abandon an active nest, putting their eggs and nestlings at risk for mortality. However, by providing environmental training to construction personnel; limiting construction to the non-nesting season when feasible or, if avoiding the nesting season is not feasible, conducting pre-construction surveys for nesting birds and establishing no-disturbance buffers around any active nests to ensure they are not disturbed by construction; and repeating the pre-construction surveys when work resumes after being suspended for seven days, as required by mitigation measures BR-2a and BR-5, this impact would be reduced to a less-than-significant level.			
BR-13: Conflict With Any Local Policies or Ordinances Protecting Biological Resources. The UWSP area includes tree species of sufficient size to be protected under the County's Tree Preservation and Protection Ordinance, and implementation of the proposed UWSP could potentially affect these trees. In addition, Sacramento County has adopted a Swainson's Hawk ordinance, which provides for the voluntary means for mitigation impacts on Swainson's hawk foraging habitat. The proposed UWSP would permanently impact over 40 acres of Swainson's hawk foraging habitat, which, if not mitigated according to the County's Swainson's Hawk Impact Mitigation Program, would be permanently lost. However, by complying with the County's tree preservation ordinance and by complying with	PS	Implement Mitigation Measures BR-7b, BR-10a, BR-10b, and BR-10c	LTS

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
the Swainson's Hawk Impact Mitigation Program, including providing compensatory mitigation at a 1:1 ratio for project-related loss of Swainson's hawk foraging habitat, as required by Mitigation Measures BR-7b and BR-10a through BR-10c, this impact would be reduced to a less-than-significant level.			
BR-14: Conflict With Natomas Basin HCP and Metro Air Park HCP. The Natomas Basin HCP and Metro Air Park HCP are adopted conservation plans with respective plan areas that cover portions of the Natomas Basin. Implementation of Mitigation Measures BR-1 through BR-9 would avoid and minimize impacts to covered species in the Natomas Basin HCP and Metro Air Park HCP and have been designed to avoid conflicts with the strategies and provisions of the respective HCPs. Given these considerations, the proposed UWSP and required offsite improvements would not conflict with the provisions of existing adopted HCPs, and the overall impact would be less than significant.	LTS	None required	NA
CLIMATE CHANGE			
CC-1: Generation of GHG Emissions			
***Construction*.** Construction of the proposed UWSP and offsite improvements could result in GHG emissions that exceed the SMAQMD significant threshold. However, with the requirement that the applicant reduce construction-related GHG emissions below the SMAQMD threshold, as required by Mitigation Measure CC-1a, this impact would be reduced to a less-than-significant level.	PS	**CC-1a:** Prior to the initiation of construction for each subsequent development project, the applicant for each project shall demonstrate that construction-related GHG emissions for all construction activities in each year of construction would be reduced to less than 1,100 MTCO2e per year. The project applicant shall submit proof to the County's Department of Planning and Environmental Review that construction emissions are reduced to less than 1,100 MTCO2e per year.	LTS

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		The project applicant(s) shall reduce construction-related GHG emissions through implementation of the following options for reducing GHG construction emissions: • Modify the construction schedule to reduce the intensity of construction to lower emissions; • Minimize the overlap of construction phases of development; • Use zero-emission off-road equipment for all off-road equipment used during construction, if commercially available. Available technologies currently include battery-electric and hydrogen fuel cell technologies. Portable equipment shall be powered by grid electricity if available. Electric equipment shall include, but is not limited to, concrete/industrial saws, sweepers/scrubbers, aerial lifts, welders, air compressors, fixed cranes, forklifts, and cement and mortar mixers, pressure washers, and pumps. To qualify for an exception, the Applicant shall provide the County with evidence supporting its conclusion that electric equipment is not commercially available and shall use the next cleanest piece of off-road equipment in terms of GHG emissions. • All portable engines, such as generators, shall be electric. If grid electricity is not available, propane or natural gas generators shall be used. • Use of renewable diesel for construction fuel rather than diesel, provided that renewable diesel fuel reduces tailpipe GHG emissions compared to non-renewable diesel fuel; • Improve fuel efficiency from construction equipment by: - Minimizing idling time either by shutting equipment off when not in use or reducing the time of idling to no more than three minutes (five-minute limit is required by the state airborne toxics control measure [Title 13,	

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		sections 2449(d)(3) and 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site; and - Using equipment with new technologies (repowered engines, electric drive trains). • Perform on-site emission reductions such as implementing on-site material hauling with trucks equipped with on-road engines (if determined to be less emissive than the off-road engines) or real, quantifiable, permanent, verifiable, and enforceable on-site emission reductions; • Use alternative fuels for generators at construction sites such as propane or solar, or use electrical power; • Use a CARB-approved low carbon fuel for construction equipment; (NOX emissions from the use of low carbon fuel must be reviewed and increases mitigated.) • Encourage and provide carpools, shuttle vans, transit passes and/or secure bicycle parking for construction worker commutes; • Reduce electricity use in the construction office by using LED bulbs, powering off computers every day, and replacing heating and cooling units with more efficient ones; • Recycle or salvage non-hazardous construction and demolition debris (goal of at least 75 percent by weight); • Minimize the amount of concrete for paved surfaces or utilize a low carbon concrete option; • Produce concrete on-site if determined to be less emissive than transporting ready mix;	

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		• Use SmartWay certified trucks for deliveries and equipment transport; and • Develop a plan to efficiently use water for adequate dust control. • Any other best technology available in the future may be included, provided that the Project applicant submits documentation to the County demonstrating that (1) the technology would result in comparable GHG emissions reductions and (2) it would not increase other air pollutant emissions or exacerbate other impacts, such as noise. This may include new alternative fuels or engine technology for certain off-road equipment (such as electric or hydrogen fuel cell equipment) that is not available as of 2024. • For purposes of this mitigation measure, zero-emission off-road equipment shall ordinarily be considered "commercially available" if the vehicle is capable of serving the intended purpose and is included in the California Air Resources Board's Advanced Clean Equipment (ACE) List, https://ww2.arb.ca.gov/our-work/programs/msei/off-road-advance-clean-equipment, included in California Air Resources Board's Clean Off-Road Equipment Voucher Incentive Project (CORE) catalog, https://californiacore.org/equipmentcatalog/, or listed as available in the US on the Global Commercial Vehicle Drive to Zero Off-Road Zero-Emission Technology Inventory (ZETI) inventory, https://globaldrivetozero.org/tools/zeti-offroad/. The County shall be responsible for the final determination of commercial availability, based on all the facts and circumstances at the time the determination is made. For the County to make a determination that such vehicles are commercially unavailable, the operator must submit documentation from a minimum of three (3) zero-emission	

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		off-road equipment dealers identified on the ACE or CORE websites demonstrating the inability to obtain the required zero-emission off-road equipment needed within 6 months. The project applicant may elect to implement any combination of the foregoing measures to reduce construction-related GHG emissions below 1,100 $MTCO_2e$ per year. All GHG emissions and reductions must be quantified using models and methods generally consistent with this Draft EIR (such as the CalEEMod model). The County shall be responsible for the final determination for feasibility regarding any of the measures identified above that the applicant(s) deem to be infeasible. The determination shall be based on all the facts and circumstances at the time the determination is made. For the County to make a determination that any of the measures are infeasible, the applicant(s) must submit documentation to the County to demonstrate infeasibility. For example, documentation could be provided from equipment providers in the area that describes the inability to obtain the required materials or vehicles needed within 6 months, or that the magnitude of additional costs or lost profitability that would be associated with implementation of the measure would be sufficiently severe. If the quantified reduction measures do not reduce construction-related GHG emissions for subsequent development projects to below 1,100 $MTCO_2e$ per year, offsite carbon credits may be purchased and retired for those years to make up the difference. "Carbon credit" means an instrument issued by an Approved Registry and shall represent the past reduction or sequestration of 1 $MTCO_2e$ achieved by a GHG emission reduction project or activity within the U.S. "Approved Registry" means: (i) the Climate Action Reserve, the American Carbon Registry, the Verified Carbon Standard, or the Clean Development Mechanism; (ii) any registry established by SMAQMD. The purchase of off-	

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		site carbon credits shall be negotiated with the County and SMAQMD at the time that credits are sought. Carbon Credit Standards: Carbon credits can result from activities that reduce, avoid, destroy or sequester an amount of GHG emissions in an off-site location to offset the equivalent amount of GHG emissions occurring elsewhere. For the purpose of mitigation, carbon credits shall consist of direct emission reductions or sequestration that are used to offset the proposed UWSP's direct and indirect emissions. All carbon credits shall be purchased from a carbon offset registry approved by CARB, which at present include the following: the American Climate Registry, Climate Action Reserve, and Verra (formerly Verified Carbon Standard). The carbon credits shall be verifiable by the County and enforceable in accordance with the registry's applicable standards, practices, or protocols. The carbon credits must substantively satisfy all six of the statutory "environmental integrity" requirements as set forth in both subdivisions (d)(1) and (d)(2) of California Health and Safety Code §38562: real, permanent, quantifiable, verifiable, enforceable, and additional. Carbon credits shall be purchased and retired and emissions must be offset for each year a subsequent development project exceeds the 1,100 $MTCO_2e$ threshold. Such credits shall not allow the use of offset projects originating outside of California, except to the extent that the quality of the offsets, and their sufficiency under the standards set forth herein, can be verified by Sacramento County and/or the SMAQMD. All offset credits shall be verified by an independent verifier who meets stringent levels of professional qualification (i.e., ANAB Accreditation Program for Greenhouse Gas Validation/ Verification Bodies or a Greenhouse Gas Emissions Lead Verifier accredited by CARB), or an expert with equivalent qualifications to the extent necessary to assist with the	

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		verification. Without limiting the generality of the foregoing, in the event that an approved registry becomes no longer accredited by CARB and the offset credits cannot be transferred to another accredited registry, the project applicant shall comply with the rules and procedures for retiring and/or replacing offset credits in the manner specified by the applicable protocol or other applicable standards including (to the extent required) by purchasing an equivalent number of credits to recoup the loss. Geographic location: Carbon credits shall be obtained from GHG reduction projects that occur in the following locations in order of priority to the extent available: (1) within proximity to the proposed UWSP site; (2) within Sacramento County; (3) within the Sacramento Valley Air Basin; (4) the State of California; and (5) the United States of America. Any carbon credits used for mitigation are subject to the approval of the County.	
***Operation*.** To demonstrate that a project would not result in a cumulatively considerable contribution to global climate change during operation, the SMAQMD recommends implementation of local measures known as Tier 1 and Tier 2 Best Management Practices (BMPs). Tier 1 BMPs require that projects be designed and constructed without natural gas infrastructure (BMP 1) and that all projects meet current CALGreen Tier 2 standards, except that all EV capable spaces should instead be EV ready (BMP 2). If Tier 1 BMPs cannot be fully implemented, then emissions, including natural gas emissions, should be estimated; on-site measures should be implemented to the maximum extent feasible; the project should have the capacity to be all-electric in the future; and BMP 2 requirements should be met. If GHG emissions exceed the SMAQMD significance threshold after applying Tier 1 BMPs, then the project must implement SMAQMD's Tier 2 BMP (BMP 3), which requires projects to	PS	**CC-1b:** Prior to the approval of project tentative maps for each individual subsequent development project, the applicant shall implement the following measures: • Consistent with SMAQMD's GHG BMP 1, natural gas shall be prohibited in all residential land uses; and • The applicant shall reduce GHG emissions associated with each phase of the proposed UWSP at a rate of 1.42 $MTCO_2e$ per year per thousand square feet of non-residential development (5,996 MTCO2e per year divided by the modeled total of 4,214 thousand square feet of non-residential development = 1.42 $MTCO_2e$ per year per thousand square foot of nonresidential development). Prior to the approval of improvement plans or grading permits, each future development project implemented under the proposed UWSP shall prepare a GHG Reduction Plan. The purpose of the plan is to document	LTS

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
reduce applicable project residential and office VMT by 15 percent compared to existing average residential and worker VMT per capita, respectively; and there shall be no increase in retail VMT. Implementation of Mitigation Measure CC-1b, which places prohibitions on natural gas infrastructure for certain uses allowed under the proposed UWSP and requires the purchase of off-site carbon credits to make up the difference for all natural gas use, and Mitigation Measure CC-1c, which requires that EV ready parking spaces be provided at the ratio found in the CALGreen Tier 2 standards, would ensure that BMPs 1 and 2 are implemented. However, even with the implementation of these BMPs, operational GHG emissions associated with the proposed UWSP would still exceed the SMAQMD significance threshold, thus triggering the implementation of BMP 3. However, according to the transportation impact analysis prepared for the proposed UWSP, residential and office VMT associated with the project would be 15 percent below the existing average residential and worker VMT per capita, respectively. Furthermore, the retail components associated with the proposed UWSP, which are situated for regional service, would reduce VMT by shortening travel distances for residents to regional retail destinations. For these reasons, the proposed UWSP would comply with BMP 3 and the associated impact would be less than significant.		GHG emissions reduction for each future development project through project specific GHG reduction measures on-site and to demonstrate that the project will achieve the required reduction of 1.42 $MTCO_2e$ per year per thousand square feet of non-residential development to meet the total reduction of 5,996 $MTCO_2e$ per year upon complete buildout of the proposed UWSP. The GHG Reduction Plan shall quantify how the individual development projects will achieve this performance standard at the time of buildout of the project. The GHG Reduction Plan shall be submitted to and approved by the County's Environmental Coordinator and SMAQMD. The GHG Reduction Plan shall include a summary of all GHG-reduction measures that would be implemented by the project and a quantification of the approximate GHG emissions reductions that will be associated with each action and mitigation measure GHG emission reductions can be achieved through any combination of the following on-site mitigation options as long as the reductions are quantified and shown to meet the performance standard: - Prohibit natural gas infrastructure in a portion of the nonresidential buildings. - Require on-site renewable energy generation for nonresidential buildings in excess of Code requirements to reduce indirect emissions associated with grid-supplied electricity. Specific actions may include on-site carbon-zero renewable energy capable of serving energy needs of any urban development within the project, including energy needed for streetlights, sewer pumps, drainage pumps, traffic signals, and water pumps; and residential photovoltaic systems designed to be	

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		scalable over time to accommodate varying energy demands. - Procure renewable energy from off-site sources within California via purchases from one or more of the following, depending on regulatory feasibility and availability: (a) SMUD; (b) a community choice aggregator such as the joint SMUD agreement with Valley Clean Energy and the East Bay Community Energy; or (c) other renewable energy provider. - Procure and retire Renewable Energy Certificates (also known as RECs, green tags, Renewable Energy Credits, Renewable Electricity Certificates, or Tradable Renewable Certificates) for projects or activities located in California. - Reduce electricity demand through implementation of reasonable and feasible design measures, such as: • electrify loading docks to reduce emission from engine idling of transport refrigeration units; and • install all-electric appliances, including water heaters and heating, ventilation, and air conditioning (HVAC) systems; - Institute a composting and recycling program in excess of local standards; and - Implement an Urban Forestry Management Plan to reduce the urban heat island effect. - Implement on-site or funding off-site carbon sequestration projects (such as tree plantings or reforestation projects). - Reduce VMT traveled by project residents and employees through implementation of reasonable and feasible design measures, such as: ▪ improve or increase access to transit;	

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		▪ increase access to common goods and services, such as groceries, schools, and daycare; ▪ incorporate affordable housing into the project; ▪ orient the project toward transit, bicycle and pedestrian facilities; ▪ improve pedestrian or bicycle networks, or transit service; ▪ provide traffic calming; ▪ provide bicycle parking; ▪ limit or eliminate parking supply; ▪ unbundle parking costs; ▪ provide parking cash-out programs; ▪ implement roadway pricing; ▪ implement or provide access to a commute reduction program; ▪ provide car-sharing, bike sharing, and ride-sharing programs; ▪ provide transit passes; ▪ shifting single occupancy vehicle trips to carpooling or vanpooling, for example providing ride-matching services; ▪ providing telework options; ▪ providing incentives or subsidies that increase the use of modes other than single-occupancy vehicle; ▪ providing on-site amenities at places of work, such as priority parking for carpools and vanpools, secure bike parking, and showers and locker rooms;	

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		▪ providing employee transportation coordinators at employment sites; and ▪ providing a guaranteed ride home service to users of non-auto modes. - If Sacramento County has adopted a Communitywide CAP, comply with the provisions of the adopted CAP, including any applicable carbon neutrality requirement. - Should new and quantifiable GHG emission reduction technology become available, the applicant may achieve the required GHG emissions reduction through other means, subject to review and approval by Sacramento County and the SMAQMD. If the above on-site and off-site mitigation options are not sufficient to achieve the required GHG reduction, off-site carbon credits may be purchased to make up the difference. “Carbon credit” means an instrument issued by an Approved Registry and shall represent the past reduction or sequestration of 1 MTCO2e achieved by a GHG emission reduction project or activity within the U.S. “Approved Registry” means: (i) the Climate Action Reserve, the American Carbon Registry, the Verified Carbon Standard, or the Clean Development Mechanism; (ii) any other entity approved by CARB to act as an “offset project registry” under the state’s Cap-and-Trade Program; or (iii) any registry established by SMAQMD. The purchase of off-site mitigation credits shall be negotiated with the County and SMAQMD at the time that credits are sought. <u>Carbon Credit Standards:</u> Carbon credits can result from activities that reduce, avoid, destroy or sequester an amount of GHG emissions in an off-site location to offset the equivalent amount of GHG emissions occurring elsewhere. For the purpose of mitigation, carbon credits	

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		shall consist of direct emission reductions or sequestration that are used to offset the proposed UWSP's direct and indirect emissions. All carbon credits shall be purchased from a carbon offset registry approved by CARB, which at present include the following: the American Climate Registry, Climate Action Reserve, and Verra (formerly Verified Carbon Standard). The carbon credits shall be verifiable by the County and enforceable in accordance with the registry's applicable standards, practices, or protocols. The carbon credits must substantively satisfy all six of the statutory "environmental integrity" requirements applicable to the CARB Cap-and-Trade Program, generally as set forth in both subdivisions (d)(1) and (d)(2) of California Health and Safety Code §38562: real, permanent, quantifiable, verifiable, enforceable, and additional. Carbon credits shall be retired and emissions must be offset for every operational year the project is consuming natural gas. Such credits shall be based on CARB-approved protocols that are consistent with the criteria set forth in subdivision (a) of Section 95972 of Title 17 of the California Code of Regulations, and shall not allow the use of offset projects originating outside of California, except to the extent that the quality of the offsets, and their sufficiency under the standards set forth herein, can be verified by Sacramento County and/or the SMAQMD. All offset credits shall be verified by an independent verifier who meets stringent levels of professional qualification (i.e., ANAB Accreditation Program for Greenhouse Gas Validation/Verification Bodies or a Greenhouse Gas Emissions Lead Verifier accredited by CARB), or an expert with equivalent qualifications to the extent necessary to assist with the verification.	

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		Without limiting the generality of the foregoing, in the event that an approved registry becomes no longer accredited by CARB and the offset credits cannot be transferred to another accredited registry, the project applicant shall comply with the rules and procedures for retiring and/or replacing offset credits in the manner specified by the applicable protocol or other applicable standards including (to the extent required) by purchasing an equivalent number of credits to recoup the loss. Geographic location: Carbon credits shall be obtained from GHG reduction projects that occur in the following locations in order of priority to the extent available: (1) within proximity to the proposed UWSP site; (2) within Sacramento County; (3) within the Sacramento Valley Air Basin; (4) the State of California; and (5) the United States of America. Any carbon credits used for mitigation are subject to the approval of the County. **CC-1c:** Consistent with SMAQMD's GHG BMP 2, prior to the issuance of a certificate of occupancy for any project structure with parking, the project applicant shall demonstrate compliance with the most recently adopted version of the California Green Building Standards (CALGreen Code) Tier 2 voluntary electric vehicle (EV) charging requirements, except all EV capable spaces (i.e., capable of supporting future EVSE) shall instead be EV ready (i.e., EVSE installed), or the mandatory requirements of the most recently adopted version of the County of Sacramento building code, whichever is more stringent. The installation of all EV charging equipment shall be included on the project drawings submitted for the construction-related permit(s) or on other documentation submitted to the County.	

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		Compliance with Mitigation Measures CC-1a, CC-1b, and CC-1c shall be ensured by the County's Department of Planning and Environmental Review.	
CC-2 Conflicts with an Applicable Plan, Policy, or Regulation. The proposed UWSP could conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of GHGs such as the 2022 Scoping Plan Update adopted by CARB, which establishes the framework for achieving the 2030 statewide GHG reduction target of 40 percent below 1990 levels and a roadmap for the state to achieve carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels no later than 2045 (as directed by AB 1279). Operation of the proposed UWSP would not align with all of the recommended project attributes outlined in the 2022 Scoping Plan and would not be consistent with the state's GHG goals. However, with the implementation of Mitigation Measures CC-1b and CC-1c, this impact would be reduced to a less-than-significant level.	PS	Implement Mitigation Measures CC-1b and CC-1c	LTS
CULTURAL RESOURCES			
CUL-1: Historical Resources. Based on the results of the background research there are historical resources and potential historical resources within the UWSP area. Construction of development or infrastructure associated with the proposed UWSP and offsite improvements could partially or completely destroy these resources, resulting in a significant impact. Development allowed under the proposed UWSP and offsite improvements would be required to comply with Mitigation Measure CUL-1, which requires that each individual project inventory and evaluate historical resources within the affected area, and if historical resources are discovered, develop an	PS	**CUL-1: Conduct Inventory and Significance Evaluation of Architectural Resources.** Before each individual development phase or off-site element subject to approval under CEQA, the project proponent shall retain the services of a Secretary of the Interior qualified architectural historian to conduct an inventory and significance evaluation of architectural resources in the affected area. The architectural historian will conduct an inventory that includes the following: • Map(s) and verbal description of the project-specific area that delineates both the horizontal and vertical extents of	SU

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
approach to avoid or minimize impacts. However, in some instances it may not be feasible to avoid a historical resource, and the resource may need to be altered or destroyed. Also, because the extent and location of actions under the proposed UWSP are not known at this time, it is not possible to conclude that the mitigation measure, or an equally effective mitigation measure, would reduce the significant impact to a less-than-significant level in all cases. Therefore, this impact would remain significant and unavoidable.		where a project could result in impacts, including both direct and indirect, on cultural resources. • A review of maps and aerial photos to see if existing buildings, roads, or other built features are in the project-specific area. • If so, and the age of these features is either unknown or is known to be older than 45 years, an inventory and evaluation shall be completed that includes documentation of the resource on the appropriate California Department of Parks and Recreation 523 forms and an evaluation for California Register eligibility (i.e., whether they qualify as historical resources, as defined in CEQA Guidelines Section 15064.5). • If California Register-eligible resources are present, an assessment of potential project impacts shall be conducted. Where possible, the project shall be configured or redesigned to avoid impacts on eligible or listed resources. Alternatively, resources may be preserved in place if possible, as suggested under California Public Resources Code Section 21083.2. Where impacts cannot be avoided, an analysis shall be completed of whether the project's potential impacts on the historical resource would be consistent with the U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties and applicable guidelines. If potentially significant impacts on historical resources are identified, an approach for avoiding or minimizing such impacts shall be developed before project implementation and in coordination with interested parties (e.g., historical societies, local communities). Typical measures for avoiding or minimizing impacts include: • Modifying the project to avoid impacts on historical resources.	

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		• Documentation of historical resources, to the standards of and to be included in the Historic American Buildings Survey, Historic American Engineering Record, or Historic American Landscapes Survey, as appropriate. As described in the above standards, the documentation shall be conducted by a qualified architectural historian, defined above, and shall include large-format photography, measured drawings, written architectural descriptions, and historical narratives. The completed documentation shall be submitted to the U.S. Library of Congress. • Relocation of historical resources in conformance with the U.S. Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings. • Monitoring construction-related and operational vibrations at historical resources. • For historical resources that are landscapes, preservation of the landscape's historic form, features, and details that have evolved over time, in conformance with the U.S. Secretary of the Interior's Guidance for the Treatment of Cultural Landscapes. • Development and implementation of interpretive programs or displays, and community outreach.	
CUL-2: Archaeological Resources. Based on the results of the background research there are indigenous and historic-era archaeological resources present within the UWSP area as well as the potential for previously unrecorded archaeological resources to be in the area. Construction of development or infrastructure associated with the proposed UWSP and offsite improvements could partially or completely destroy these resources, resulting in a significant impact.	PS	**CUL-2a: Conduct Inventory and Significance Evaluation of Archaeological Resources.** Before each individual development phase or off-site element subject to approval under CEQA, the project proponent shall retain the services of a Secretary of the Interior qualified archaeologist to conduct an inventory and significance evaluation of archaeological resources in the project-specific area. The archaeologist will conduct an inventory, including a	SU

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
Development allowed under the proposed UWSP and offsite improvements would be required to comply with Mitigation Measure CUL-2a, which requires that each individual project inventory and evaluate archaeological resources within the affected area, and if archaeological resources are discovered, develop an approach to avoid or minimize impacts, and Mitigation Measure 2b, which discusses steps to take if unknown archaeological resources are discovered during construction or operation. However, in some instances it may not be feasible to avoid an archaeological resource, and the resource may need to be altered or destroyed. Also, because the extent and location of actions under the proposed UWSP are not known at this time, it is not possible to conclude that the mitigation measures, or equally effective mitigation measures, would reduce the significant impact to a less-than-significant level in all cases. As a result, this impact would remain significant and unavoidable.		review of the Cultural Resources Conservation Strategy, (HELIX 2022) that includes the following: • Map(s) and verbal description of the project-specific area that delineates both the horizontal and vertical extents of where a project could result in impacts, including both direct and indirect, on cultural resources. • Communication with consulting California Native American tribes to determine whether any indigenous archaeological resource or tribal cultural resources could be affected by the project. Project proponents shall request a list of consulting tribes from the County and coordinate determination of tribal cultural resources according to Mitigation Measure TCR-1a. For projects requiring additional CEQA review, consultation shall be completed pursuant to PRC Section 21080.3. • An updated records search of the project-specific area from the Northwest Information Center of the California Historical Resources Information System. • An archaeological sensitivity analysis to assess the potential for buried archaeological resources using geologic and historic maps, soils data, and other sources. • An archaeological field survey that includes, at a minimum, a pedestrian survey. If the archaeological sensitivity analysis suggests a high potential for buried archaeological resources, a subsurface survey may also be required. Any archaeological resources identified during the survey shall be recorded on the appropriate California Department of Parks and Recreation 523 forms. Based on the results of the inventory, when monitoring has been recommended for construction-related ground-disturbing activity, a Secretary of the Interior qualified archaeologist shall develop a monitoring plan to ensure that	

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		the procedures for unanticipated discoveries are addressed expeditiously and in accordance with the plan. The plan shall be reviewed by the consulting Native American tribe(s) and the County. The plan will include (but not be limited to) the following components: • Training program for all construction and field workers involved in site disturbance; on-site personnel shall attend a mandatory pre-project training led by a Secretary of the Interior-qualified archaeologist and consulting Native American tribe(s). The training will outline the general cultural sensitivity of the area and the procedures to follow in the event cultural materials and/or human remains are inadvertently discovered. • Where monitoring will be completed and under what circumstances based on soil types, geology, distance to known sites, and other factors. • Person(s) responsible for conducting monitoring activities, including a request to consulting Native American tribe(s) for a tribal monitor. If tribal monitors do not respond within 24 hours of the notification for monitoring or are unavailable, the project proponent will notify the County that contact was made with no response received. • How the monitoring shall be conducted and the required format and content of monitoring reports; • Schedule for submittal of monitoring reports and person(s) responsible for review and approval of monitoring reports; • Protocol for notifications in case of encountering cultural resources, as well as methods of dealing with the encountered resources (e.g., collection, identification, curation);	

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		• Methods to ensure security of cultural resources sites; • Protocol for notifying local authorities (i.e. Sheriff, Police) should site looting and other illegal activities occur during construction. During the course of the monitoring, the archaeologist and tribal monitor may adjust the frequency—from continuous to intermittent—of the monitoring based on the conditions and professional judgment regarding the potential to impact resources. If resources are identified, they shall be evaluated for California Register eligibility (i.e., whether they qualify as historical resources, as defined in CEQA Guidelines Section 15064.5 or unique archaeological resources, as defined in PRC Section 21083.2). Such evaluation may require archaeological testing (excavation), potentially including laboratory analysis. If California Register-eligible resources are present, an assessment of potential project impacts shall be conducted. Where possible, the project shall be configured or redesigned to avoid impacts on eligible or listed resources. Alternatively, resources may be preserved in place, if possible, as suggested under California Public Resources Code Section 21083.2. Where impacts cannot be avoided, an analysis shall be conducted of whether the project's potential impacts would materially alter the resource's physical characteristics that convey its historical significance and that justify its eligibility for inclusion in the California Register. If potentially significant impacts on archaeological resources that qualify as historical resources (per CEQA Guidelines Section 15064.5) and/or unique archaeological resources (per PRC Section 21083.2) are identified, an approach for avoiding or minimizing such impacts shall be developed, in coordination with interested or consulting parties (e.g., Native	

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		American representatives, historical societies, or local communities as appropriate). Typical measures for avoiding or minimizing impacts include: • Modify the project to avoid impacts on resources. • Plan parks, green space, or other open space to incorporate the resources. • Develop and implement a detailed archaeological resources management plan to recover the scientifically consequential information from archaeological resources before any excavation at the resource's location. Treatment for most archaeological resources consists of (but is not necessarily limited to) sample excavation, artifact collection, site documentation, and historical research, with the aim to target the recovery of important scientific data contained in the portion(s) of the resource to be affected by the project. • Develop and implement interpretive programs or displays, and conduct community outreach. **CUL-2b: Implement Measures to Protect Archaeological Resources during Project Construction or Operation.** Before the start of ground-disturbing activities, the project proponent shall retain Secretary of Interior-qualified cultural resources specialist to conduct training for construction workers, to educate them about the possibility of encountering buried cultural resources, and inform them of the proper procedures should cultural resources be encountered. This training shall be provided to all new workers within their first week of employment at the project site, along the linear facilities routes, and at laydown areas, roads, and other ancillary areas. The training shall be prepared in consultation with consulting Native Americans	

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		and shall incorporate the traditions and beliefs of local Native American groups into the presentation. If cultural materials are encountered during construction or operation of any project implemented under the UWSP, all activity within 100 feet of the find shall cease and the find shall be flagged for avoidance. The County of Sacramento and a qualified archaeologist, defined as one meeting the U.S. Secretary of the Interior's Professional Qualifications Standards for Archeology, shall be immediately informed of the discovery. The qualified archaeologist shall inspect the discovery and notify the lead agency of their initial assessment. If the qualified archaeologist determines that the resource is or is potentially indigenous in origin, the lead agency shall consult with consulting Native American tribes to assess the find and determine whether it is potentially a tribal cultural resource. If potentially significant impacts on archaeological resources that qualify as historical resources (per CEQA Guidelines Section 15064.5) and/or unique archaeological resources (per PRC Section 21083.2) are identified, an approach for avoiding or minimizing such impacts shall be developed, in coordination with interested or consulting parties (e.g., Native American representatives, historical societies, or local communities as appropriate). Typical measures for avoiding or minimizing impacts include: • Modify the project to avoid impacts on resources. • Plan parks, green space, or other open space to incorporate the resources. • Develop and implement a detailed archaeological resources management plan to recover the scientifically consequential information from archaeological resources before any excavation at the resource's location. Treatment for most archaeological resources consists of	

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		(but is not necessarily limited to) sample excavation, artifact collection, site documentation, and historical research, with the aim to target the recovery of important scientific data contained in the portion(s) of the resource to be affected by the project. • Develop and implement interpretive programs or displays, and conduct community outreach.	
CUL-3: Human Remains. Based on the background research, there is the potential that the UWSP area has been used for human burial purposes and the possibility of encountering human remains, including those interred outside of dedicated cemeteries, during project-related ground disturbing activities cannot be entirely discounted. Construction of development allowed under the proposed UWSP and offsite improvements could partially or completely destroy these remains, resulting in a significant impact. Development allowed under the proposed UWSP and offsite improvements would be required to comply with Mitigation Measure CUL-3, which discusses steps to take if unknown human remains are discovered during construction or operation. However, in some instances it may not be feasible to avoid human remains and they may be altered or destroyed. Also, because the extent and location of such actions are not known at this time, it is not possible to conclude that the mitigation measure, or an equally effective mitigation measure, would reduce the significant impact to a less-than-significant level in all cases. For these reasons, this impact would remain significant and unavoidable.	PS	**CUL-3: Implement Measures to Protect Human Remains during Project Construction or Operation.** If human remains are encountered during construction of any project implemented under the UWSP, all work shall immediately halt within 100 feet of the find, and the lead agency shall contact the Sacramento County Coroner to evaluate the remains and follow the procedures and protocols set forth in CEQA Guidelines Section 15064.5(e)(1). If the coroner determines that the remains are Native American in origin, the coroner shall contact the California Native American Heritage Commission, in accordance with California Health and Safety Code Section 7050.5(c) and PRC Section 5097.98. Per PRC Section 5097.98, the County shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located is not damaged or disturbed by further development activity until the County has discussed and conferred, as prescribed PRC Section 5097.98, with the most likely descendants and the property owner regarding their recommendations, if applicable, taking into account the possibility of multiple human remains.	SU

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
ENERGY			
EN-1: Wasteful, Inefficient, or Unnecessary Consumption of Energy During Project Construction. The proposed UWSP is not expected to result in a significant environmental impact due to wasteful, inefficient, or unnecessary consumption of fuel or energy during construction as the use of diesel fuel and gasoline during construction would not be substantial relative to the total sales of transportation fuels in Sacramento County and all project construction equipment and vehicles would be subject to vehicle and equipment fuel efficiency standards. Therefore, this impact would be less than significant.	LTS	None required	NA
EN-2: Wasteful, Inefficient, or Unnecessary Consumption of Energy During Project Operation. The proposed UWSP is not expected to result in a significant environmental impact due to wasteful, inefficient, or unnecessary consumption of fuel or energy during operation as the project-related increase in electricity consumption is not expected to adversely affect local and regional energy supplies, or to require additional generation capacity beyond the statewide planned increase to accommodate projected energy demand growth. Furthermore, given the proximity of the UWSP area to existing urban areas and amenities (e.g., jobs, shopping, entertainment), the proposed UWSP would use less fuel for transportation compared to a project on the urban fringe. For these reasons, this impact would be less than significant.	LTS	None required	NA
EN-3: Obstruct a State or Local Plan for Renewable Energy or Energy Efficiency. The proposed UWSP would not conflict with applicable energy standards and plans, including the County's CAP. The proposed UWSP would comply with existing energy standards and plans, including	LTS	None required	NA

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
state and local standards designed to minimize the use of fuel in construction vehicles, maximize energy efficiency in buildings, and encourage the use of renewable energy. As a result, this impact would be less than significant.			
GEOLOGY, SOILS, AND PALEONTOLOGY			
GEO-1: Strong Seismic Ground Shaking. Strong seismic ground shaking could occur within the UWSP area due to the presence of the Huntington-Berryessa fault system, as well as other active faults located farther away. However, as new development and the offsite improvements would be subject to the California Building Code (CBC) and County building codes, which require that structural elements undergo appropriate design-level geotechnical evaluations prior to final design and construction, this impact would be less than significant.	LTS	None required	NA
GEO-2: Seismic Related Ground Failure, including Liquefaction. Based on the available data, new development within the UWSP area, including the offsite improvements, could be subject to soil liquefaction, depending on the soil conditions of a particular site. However, as any new development, including offsite improvements, would be subject to the seismic design criteria of the CBC and County building codes, this impact would be less than significant.	LTS	None required	NA
GEO-3: Soil Erosion. Construction of development allowed under the proposed UWSP and the offsite improvements would include ground-disturbing activities that could increase the risk of erosion or sediment transport, if not managed appropriately. However, with preparation and implementation of a storm water pollution prevention plan (SWPPP) that identifies BMPs to control stormwater from construction work	LTS	None required	NA

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
sites, as required by the NPDES Construction General Permit, this impact would be less than significant.			
GEO-4: Unstable Soil. The potential for development allowed under the proposed UWSP to be affected by the damaging effects of liquefaction and subsidence is present. However, as the final design-level geotechnical investigations for individual projects would be required to analyze site-specific conditions, and provide specific measures to address relevant site preparation, design, or other requirements consistent with the current version of the CBC, should any potential hazards be identified, this impact would be less than significant.	LTS	None required	NA
GEO-5: Expansive Soils. Natural Resources Conservation Service data indicate that most of the soils underlying the UWSP area have a low to high expansion potential. As project design and construction activities for individual onsite and offsite projects would be required to comply with CBC and County building code regulations and requirements and would employ standard engineering and building practices common to construction projects throughout California (e.g., soil removal and replacement with engineered soil), this impact would be less than significant.	LTS	None required	NA
GEO-6: Paleontological Resources. There is moderate to high potential for the UWSP area to contain significant paleontological resources, and construction of development or infrastructure associated with the proposed UWSP could partially or completely destroy these resources. However, with the implementation of Mitigation Measure GEO-6, which requires that qualified technical specialists provide oversight and worker training, and that clear parameters for resource monitoring and steps to be executed if a paleontological	PS	**GEO-6a: Project Paleontologist** The project applicant for each individual project shall retain a qualified professional paleontologist (qualified paleontologist) meeting the SVP standards as set forth in the "Definitions" section of *Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources* prior to the approval of grading permits. The qualified paleontologist shall attend the project kick-off meeting and project progress meetings on a regular basis, shall report to	LTS

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
resource is discovered be provided, this impact would be reduced to a less-than-significant level. The offsite improvements would only disturb relatively shallow soils that have already been disturbed; paleontological resources are not anticipated in the offsite improvement locations.		the site in the event potential paleontological resources are encountered, and shall implement the duties outlined below. **GEO-6b: Worker Training** Prior to the start of any ground-disturbing activity, the qualified paleontologist shall prepare paleontological resources sensitivity training materials for use during Project-wide Worker Environmental Awareness Training (or equivalent). The paleontological resources sensitivity training shall be conducted by a qualified environmental trainer working under the supervision of the qualified paleontologist. In the event construction crews are phased, additional trainings shall be conducted for new construction personnel. The training session shall focus on the recognition of the types of paleontological resources that could be encountered within the UWSP site and the procedures to be followed if they are found, as outlined in an approved Paleontological Resources Monitoring and Mitigation Plan (discussed below). The Project Applicant shall retain documentation demonstrating that all construction personnel attended the training prior to the start of work on the site and shall provide the documentation upon request. **GEO-6c: Paleontological Monitoring** The qualified paleontologist shall prepare, and the project applicant shall implement, a paleontological resources monitoring and mitigation plan (PRMMP). The project applicant shall submit the plan to the County for review and approval at least 30 days prior to the start of construction. This plan shall address specifics of monitoring and mitigation and comply with the recommendations of the SVP, as follows: • The qualified paleontologist shall identify, and the project applicant or its contractor(s) shall retain, qualified	

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		paleontological resource monitors (qualified monitors) meeting the SVP standards. • The qualified paleontologist and/or the qualified monitors under the direction of the qualified paleontologist shall conduct full-time paleontological resources monitoring for all ground-disturbing activities in previously undisturbed sediments in the UWSP area that have high paleontological sensitivity. This includes any disturbance below 6 feet in Holocene-age deposits, and any depth of excavation into the Riverbank Formation. The PRMMP shall clearly map these portions of the project based on final design. • If multiple pieces of heavy equipment are in use simultaneously but at diverse locations, each location will need to be individually monitored. • Monitors shall have the authority to temporarily halt or divert work away from exposed fossils in order to evaluate and recover the fossil specimens, establishing a 50-foot buffer. • If construction or other project personnel discover any potential fossils during construction, regardless of the depth of work or location and regardless of whether the site is being monitored, work at the discovery location shall cease in a 50-foot radius of the discovery until the qualified paleontologist has assessed the discovery and made recommendations as to the appropriate treatment. • The qualified paleontologist shall determine the significance of any fossils discovered and shall determine the appropriate treatment for significant fossils in accordance with the SVP standards. • Monitors shall prepare daily logs detailing the types of activities and soils observed, and any discoveries. The qualified paleontologist shall prepare a final monitoring	

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		and mitigation report to document the results of the monitoring effort and any curation of fossils. **GEO-6d: Significant Fossil Treatment** If any find is deemed significant, as defined in the SVP standards, the qualified paleontologist shall salvage and prepare the fossil for permanent curation with a certified repository with retrievable storage following the SVP standards.	
HAZARDS AND HAZARDOUS MATERIALS			
HAZ-1: Routine Transport, Use, or Disposal of Hazardous Materials.			
Construction. Routine use of substances commonly used during construction of the proposed UWSP and offsite improvements could pose a hazard to people or the environment. However, this impact would be less than significant through compliance with numerous laws and regulations that govern the transportation, use, handling, and disposal of hazardous building materials during construction.	LTS	None required	NA
Operation. Routine use of substances commonly used during operation of the proposed UWSP could pose a hazard to people or the environment. The offsite improvements would not use hazardous materials. However, this impact would be less than significant through compliance with numerous laws and regulations that govern the transportation, use, handling, and disposal of hazardous building materials during operation.	LTS	None required	NA

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
HAZ-2: Accidental Release of Hazardous Materials.			
Construction. Some buildings and structures proposed for removal and demolition under the proposed UWSP may include hazardous building materials, such as asbestos-containing materials, lead-based paint, and polychlorinated biphenyls. If improperly managed, the demolition activities could result in exposures to construction workers, the public, and the environment. The offsite improvements would not encounter structures with hazardous materials. However, this impact would be less than significant through compliance with numerous laws and regulations that govern the transportation, use, handling, and disposal of hazardous materials during construction.	LTS	None required	NA
Operation. Residences and retail operations allowed under the proposed UWSP would use and store small quantities of chemicals typical in residences and retail stores, such as household cleaning solutions, paints and thinners, and fuel and motor fuel that could pose a risk to people with the UWSP area if not properly managed. The offsite improvements would not use hazardous materials. However, this impact would be less than significant through compliance with numerous laws and regulations that govern the transportation, use, handling, and disposal of hazardous materials during operation.	LTS	None required	NA
HAZ-3: Hazardous Emissions or Use of Hazardous Materials Near Schools. There are three existing schools within 0.25 mile of the UWSP area, and hazardous materials utilized during the construction of future development within the UWSP area and offsite improvements could be routed past these schools, thus potentially exposing school children, school staff, and workers to hazardous materials in the event of an accident or spill. However, as numerous regulations	LTS	None required	NA

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
address the transportation, use, storage, and disposal of hazardous materials during construction, this impact would be less than significant.			
HAZ-4: Known Contaminated Sites. The Phase I Environmental Site Assessment (Phase I assessment) prepared for the UWSP area identified four closed leaking underground storage tank (LUST) cleanup sites, and despite the status of these sites as closed, it is still possible that construction workers, the public, and the environment could be exposed to hazardous materials if they are encountered during construction and not properly handled. None of the offsite improvement locations are known to contain contamination. Furthermore, residual pesticides from agricultural land use, lead, arsenic, sumps/tanks, septic systems, ACM, LBP, and PCBs are all potentially present within the UWSP area, although not under any of the offsite improvement locations. However, with the implementation of Mitigation Measure HAZ-4a, which requires that a Phase 1 assessment be prepared prior to the demolition of any existing buildings and prior to ground-disturbing activities on land previously used for industrial and commercial uses, as well as any land listed as an active hazardous materials cleanup site; Mitigation Measure HAZ-4b, which requires the preparation of a site-specific Health and Safety Plan (HASP) if the Phase 1 assessment for a site identifies hazardous materials issues; and Mitigation Measure HAZ-4c, which requires the preparation of a Soil and Groundwater Management Plan to support the HASP, this impact would be reduced to a less-than-significant level.	PS	**HAZ-4a: Site Investigation** Future entitlement applications on land previously used for industrial and commercial uses, past or current agricultural land uses, as well as listed active and closed hazardous materials cleanup sites, shall complete a Phase I environmental site assessment for that property in accordance with American Society for Testing and Materials Standard E1527 for those active hazardous materials sites to ascertain their current status prior to the application being deemed complete. If the Phase I assessment identifies any hazardous conditions that may present risks to human health or the environment, prior to start of ground-disturbing activities, including grading, trenching, or excavation, or structure demolition, a subsurface site investigation shall be performed to evaluate for the presence of residual pesticides from agricultural land use, ACM, LBP, PCBs, or any other hazardous building materials. Additionally, near surface soil samples shall be collected to determine if lead, arsenic, or organochlorine pesticides are present. Finally, the former gas/oil well present within the UWSP area in the vicinity of the intersection of Radio Road and El Centro Road shall be located, and the well seal confirmed prior to development to ensure that development does not break the well seal. In addition, the Well Abandonment Report and attached well location information provided by California Geologic Energy Management Division shall be provided in any Phase I assessment that may encounter the abandoned well.	LTS

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		HAZ-4b: Health and Safety Plan For those properties for which the Phase I assessment identified hazardous materials issues, prior to the start of ground-disturbing activities, including grading, trenching, or excavation, or structure demolition, the project applicant shall require that the construction contractor(s) retain a qualified professional to prepare a site-specific health and safety plan (HASP) in accordance with federal Occupational Safety and Health Administration regulations (29 CFR 1910.120) and California Occupational Safety and Health Administration regulations (8 CCR Section 5192). The HASP shall be implemented by the construction contractor to protect construction workers, the public, and the environment during all ground-disturbing and structure demolition activities. The HASP shall include designation of a site health and safety officer, a summary of the anticipated risks, a description of personal protective equipment and decontamination procedures, and procedures to follow if evidence of potential soil or groundwater contamination is encountered. **HAZ-4c: Soil and Groundwater Management Plan** In support of the HASP described in Mitigation Measure HAZ-1b, for any property within the UWSP area that is identified in a Phase I assessment, and for which a HASP has been prepared, the project applicant shall require that its contractor(s) develop and implement a Soil and Groundwater Management Plan (SGMP) for the management of soil and groundwater before any ground-disturbing activity. The SGMP shall describe the hazardous materials that may be encountered, the roles and responsibilities of on-site workers and supervisors, training for site workers focused on the recognition of and response to encountering hazardous materials, and protocols for the materials (soil and/or	

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		dewatering effluent) testing, handling, removing, transporting, and disposing of all excavated materials and dewatering effluent in a safe, appropriate, and lawful manner.	
HAZ-5: Impair Implementation of or Physically Interfere with an Emergency Operations Plan.			
Construction. While no road closures are planned during the construction of individual projects allowed under the proposed UWSP and offsite improvements, road work and/or other construction activities associated with the construction of this development could cause traffic congestion and/or interrupt the flow of traffic. However, this impact would be less than significant with the preparation of a Traffic Control Plan.	LTS	None required	NA
Operation. Once development allowed under the proposed UWSP is constructed, no lane closures or restrictions would be required for operations. Furthermore, the proposed UWSP and offsite improvements would provide additional roadway infrastructure to and through the project area, enhancing the level of emergency access to the area. Finally, an inundation study prepared for the Natomas Basin found that development allowed under the proposed UWSP would not substantially impair emergency response or evacuation in the event of a flood. This impact would be less than significant.	LTS	None required	NA

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
HYDROLOGY AND WATER QUALITY			
HYD-1: Violation of Water Quality Standards, Waste Discharge Requirements, or Substantial Degradation of Surface or Groundwater Quality			
Construction. The proposed UWSP and offsite improvements could violate water quality standards, waste discharge requirements, or substantially degrade surface or groundwater quality during construction. However, with the implementation of Mitigation Measures HAZ-4a through HAZ-4c and HDY-1, and adherence to existing regulatory controls (e.g., NPDES construction general permit requirements), this impact would be reduced to a less-than-significant level.	PS	Implement Mitigation Measures HAZ-4a, HAZ-4b, and HAZ-4c **HYD-1**: Before approval of future tentative maps, the Project Applicant or future developer(s) shall submit a drainage study in accordance with the requirements outlined in the Sacramento Stormwater Quality Partnership's 2018 Stormwater Quality Design Manual (or subsequent updates). The study shall describe permanent stormwater quality treatment facilities capable of treating stormwater to the satisfaction of County DWR.	LTS
Operation. The proposed UWSP and offsite improvements could violate water quality standards, waste discharge requirements, or substantially degrade surface or groundwater quality during operation. However, with the implementation of Mitigation Measures HAZ-4a through HAZ-4c and HYD-1, and adherence to existing regulatory controls governing runoff and stormwater during operation, this impact would be reduced to a less-than-significant level.	PS	Implement Mitigation Measures HAZ-4a, HAZ-4b, HAZ-4c and HYD-1	LTS

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
HYD-2: Decrease Groundwater Supplies, Interfere with Recharge, or Impede Sustainable Groundwater Management			
Construction. Water demand during construction of the proposed UWSP and offsite improvements would not substantially decrease groundwater supplies or impede sustainable management of groundwater resources as water for construction use would be brought in from offsite sources (e.g., using water trucks) and presumably could be obtained at least in part through reclaimed water sources. As a result, this impact would be less than significant.	LTS	None required	NA
Operation. The City of Sacramento would serve the potable water demands of the proposed UWSP, and the City has determined that it can meet the water supply demand of the proposed UWSP during normal, single dry and multiple dry years over a 20-year dry period. The offsite improvements would not use groundwater supplies. Thus, the impact relative to groundwater supplies would not be substantial. Furthermore, with the incorporation of design features, such as Low Impact Development design and sustainability measures, development within the UWSP area would not substantially interfere with recharge or impede conditions for groundwater sustainability. In addition, the offsite roadway improvements would comply with Caltrans road design requirements that would route stormwater runoff into the existing stormwater drainage system, as it does now for those locations. For these reasons, this impact would be less than significant.	LTS	None required	NA

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
HYD-3: Substantial Alteration of Drainage Patterns, Addition of Impervious Surfaces Resulting in Erosion, Siltation, Increased Runoff, or Impedance or Redirection of Flood Flows. The proposed UWSP would not result in erosion, siltation, increased runoff, or impedance or redirection of flood flows as the proposed project would comply with existing regulations and would include project design features to control stormwater. As a result, this impact would be less than significant.	LTS	None required	NA
HYD-4: In a Flood Hazard Zone, Risk Release of Pollutants Due to Project Inundation. The proposed UWSP and offsite improvements would not risk release of pollutants due to project inundation as nearby levees provide protection from a 100-year flood event and are currently being improved to provide protection from a 200-year flood event. Therefore, this impact would be less than significant.	LTS	None required	NA
HYD-5: Conflict with or Obstruct Implementation of a Water Quality Control Plan or Sustainable Groundwater Management Plan. The proposed UWSP would not conflict with or obstruct implementation of the applicable water quality control plan and sustainable groundwater management plan as compliance with existing regulations would maintain water quality and groundwater supplies in furtherance of these plans. As a result, this impact would be less than significant.	LTS	None required	NA
LAND USE			
LU-1: Physically Divide an Established Community. The proposed UWSP would not physically divide an established community as the proposed project would not include any features that could serve as a barrier to site access, nor would it remove any features that currently provide access to	LTS	None required	NA

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
surrounding communities. Therefore, this impact would be less than significant.			
LU-2: Conflict with Sacramento County's Land Use Plans. The proposed UWSP would not conflict with Sacramento County's Land Use Plans as Consistency with the 2030 General Plan is required by State law. Furthermore, no zoning, tentative maps, parcel maps, or public works projects can be approved, adopted, or undertaken unless they are consistent with the adopted UWSP. For these reasons, this impact would be less than significant.	LTS	None required	NA
LU-3: Conflict with Sacramento County's Urban Policy Area/General Plan Growth Management Policy. The proposed UWSP would not conflict with Sacramento County's Urban Policy Area/General Plan Growth Management Policy (General Plan Policy LU-120) as the proposed project would comply with each performance criteria (PC-1 through PC-10) and performance metric (CB-1 through CB-5) outlined in Policy LU-120. As a result, this impact would be less than significant.	LTS	None required	NA
LU-4: Conflict With SACOG Blueprint And MTP/SCS. Although the UWSP area and the proposed UWSP are not anticipated for development in either the Blueprint or the current MTP/SCS, the proposed UWSP would not conflict with these plans as it aligns with many of the principles contained in the Blueprint and the County's smart growth policy LU-120. Therefore, this impact would be less than significant	LTS	None required	NA

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
NOISE			
NOI-1: Generate Construction Noise. Construction of development allowed under the proposed UWSP and offsite improvements would result in a substantial temporary increase in noise levels at nearby existing sensitive receptors, thus resulting in a significant impact. However, with the implementation of Mitigation Measure NOI-1, which would ensure that all feasible noise reduction strategies for noise-generating construction activity would be applied, this impact would be reduced to a less-than-significant level.	PS	**NOI-1:** Prior to the approval of any grading or site-improvement plans for new construction within the UWSP area, the project applicant shall prepare a Master Construction Noise Reduction Plan, to be implemented as development occurs throughout the UWSP area to address demolition and construction of buildings within 500 feet of residential uses. The primary purpose of the Plan is to establish a performance standard that limits localized increases in daytime construction noise levels to 10 dBA or less over existing ambient noise at noise-sensitive land uses. The baseline noise levels for this standard may be adapted using the daytime and nighttime L_{50} values presented in Table NOI-2 based on generalized proximity. The plan shall be submitted to the Director of Planning, Building and Code Enforcement, or the Director's designee, for review and approval, and implementation of the identified measures shall be required as a condition of each grading or site-improvement plan approval. This Master Construction Noise Reduction Plan shall consider the following noise reduction measures: • Schedule: Loud activities such as rock breaking and pile driving shall occur only between 8:00 a.m. and 4:00 p.m., every day (with pile driving and rock breaking to start no earlier than 9:00 a.m. on weekends). Similarly, other activities with the potential to create extreme noise levels exceeding 90 dBA shall be avoided where possible. Where such activities cannot be avoided, they shall also occur only between 8:00 a.m. and 4:00 p.m. Any proposed nighttime construction activities, such as nighttime concrete pours or other nighttime work necessary to achieve satisfactory results or to avoid traffic	LTS

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		impacts, shall undergo review and approval by the Director of Planning, Building and Code Enforcement, or the Director's designee. • Site Perimeter Barrier: To reduce noise levels for work occurring adjacent to residences, schools, or other noise-sensitive land uses, a noise barrier(s) shall be constructed on the edge of the work site facing the receptor(s). Barriers shall be constructed either with two layers of 0.5-inch-thick plywood (joints staggered) and K-rail or other support, or with a limp mass barrier material weighing 2 pounds per square foot. If commercial barriers are employed, such barriers shall be constructed of materials with a Sound Transmission Class rating of 25 or greater. • Stationary-Source Equipment Placement: Stationary noise sources, such as generators and air compressors, shall be located as far from adjacent properties as possible. These noise sources shall be muffled and enclosed within temporary sheds, shall incorporate insulation barriers, or shall use other measures as determined by the Director of Planning, Building, and Code Enforcement, or the Director's designee, to provide equivalent noise reduction from stationary noise sources. • Stationary-Source Equipment Local Barriers: For stationary equipment, such as generators and air compressors, that will operate for more than one week within 500 feet of a noise-sensitive land use, the project contractor shall provide additional localized barriers around such stationary equipment that break the line of sight to neighboring properties. • Temporary Power: The project applicant shall use temporary power poles instead of generators, where feasible.	

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		• Construction Equipment: Exhaust mufflers shall be provided on pneumatic tools when in operation for more than one week within 500 feet of a noise-sensitive land use. All equipment shall be properly maintained. • Truck Traffic: The project applicant shall restrict individual truck idling to no more than two consecutive minutes per trip end. Trucks shall load and unload materials in the construction areas, rather than idling on local streets. If truck staging is required, the staging area shall be located along major roadways with higher traffic noise levels or away from the noise-sensitive receivers, where such locations are available. • Methods: The construction contractor(s) shall consider means to reduce the use of heavy impact tools, such as pile driving, and shall locate these activities away from the property line, as practicable. Alternative methods of pile installation, including drilling, could be employed if noise levels are found to be excessive. Piles could be pre-drilled, as practicable, and a wood block placed between the hammer and pile to reduce metal-to-metal contact noise and “ringing” of the pile. • Noise Complaint Liaison: A noise complaint liaison shall be identified to field complaints regarding construction noise and interface with the project construction team. Contact information shall be distributed to nearby noise-sensitive receivers. Signs that include contact information shall be posted at the construction site. • Notification and Confirmation: Residents within 500 feet shall be notified by certified mail at least one month before the start of extreme noise-generating activities (to be defined in the Construction Noise Reduction Plan). The notification shall include, at a minimum, the	

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		estimated duration of the activity, construction hours, and contact information. • Nighttime Construction: If monitoring confirms that nighttime construction activities substantially exceed the ambient noise level (to be defined for receptors near each nighttime construction area in the site-wide Master Construction Noise Reduction Plan) and complaints occur regularly (generally considered to be two or more per week), additional methods shall be implemented, such as installing additional storm windows in specific residences and/or constructing additional local barriers. The specific approach shall be refined as the construction activities and noise levels are refined. • Complaint Protocol: Protocols shall be implemented for receiving, responding to, and tracking received complaints. A noise complaint liaison shall be designated by the applicant and shall be responsible for responding to any local complaints about construction noise. The community liaison shall determine the cause of the noise complaint and require that measures to correct the problem be implemented. Signage that includes the community liaison's telephone number shall be posted at the construction site and the liaison's contact information shall be included in the notice sent to neighbors regarding the construction schedule.	
NOI-2: Generate Construction Vibration. Existing sensitive structures near the UWSP area would not be affected by substantial ground-borne vibration during project construction, including offsite improvements. This impact would be less than significant. The proposed offsite improvements would occur within existing ROWs (e.g., within existing roadway corridors, facility footprints, and/or underground). The proposed offsite	PS	**NOI-2**: All entry and receiving pits for jack-and-bore or horizontal directional drilling activities requiring the installation of sheet piles shall be located by project engineers at a distance of 50 feet or more from the nearest residential use or modern structure to avoid annoyance and damage impacts. Additionally, a distance of 65 feet from historic structures shall be maintained.	LTS

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
improvements would occur within existing ROWs. Potential jack-and-bore methods of extending water lines beneath I-80 may require installation of sheet piles using vibratory techniques at entry and exit pits.			
NOI-3: Increase in Traffic Noise at Existing Sensitive Receptors. Traffic generated by development allowed under the proposed UWMP would result in a substantial permanent increase in noise levels at nearby existing sensitive receptors, thus resulting in a significant impact. Mitigation Measure NOI-3a would require that speed reductions be considered along El Centro Road to determine feasibility and that a cost-benefit analysis be performed to determine the feasibility of barriers along Arena Boulevard while Mitigation Measure NOI-3b would require the use of rubberized asphalt or another equally effective type of noise-reducing pavement within the Specific Plan area. However, the availability of feasible mitigation along many other offsite segments is limited and largely unavailable from a cost, engineering, or safety standpoint, may not fully mitigate noise impacts, or could require the consent of the impacted receptor. As such, the successful implementation of these measures cannot be guaranteed, and thus, this impact would remain significant and unavoidable. The proposed offsite improvements would occur within existing ROWs (e.g., within existing roadway corridors, facility footprints, and/or underground). Potential improvements or expansion of the I-80 interchange at West El Camino Avenue may require subsequent noise analysis by Caltrans and/or the Federal Highway Administration if such improvements would result in freeway lane or ramp relocations that would be closer to noise-sensitive receptors.	PS	**NOI-3a**: Speed Reductions. The feasibility of speed reductions on El Centro Road, north of Arena Boulevard, shall be considered with coordination with the Sacramento County Department of Transportation (DOT). Furthermore, the feasibility of erecting noise barriers for existing residential uses along Arena Boulevard between El Centro Road and Duckhorn Drive shall be considered using a cost-benefit analysis to determine feasibility. **NOI-3b:** Rubberized Asphalt. The County shall require the use of rubberized hot-mix asphalt (RHMA) or another equally effective type of noise-reducing pavement (a) along future arterial and thoroughfare roadway construction within the plan area and (b) at the time of the next repaving of the roadway segment. The RHMA overlay shall be designed with appropriate thickness and rubber component quantity (typically 15 percent by weight of the total blend), such that traffic noise levels are reduced by an average of 4 to 6 dB (noise levels vary depending on travel speeds, meteorological conditions, and pavement quality) as compared to noise levels generated by vehicle traffic traveling on standard asphalt.	SU

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
NOI-4: Increase in Stationary Noise from Plan Components at Existing Receptors.			
Commercial Mixed-Use Parking Noise. The impact of commercial mixed-use parking noise at nearby existing sensitive receptors would be less than significant as noise levels at these receptors from this source would be below Sacramento County General Plan daytime and nighttime exterior and interior noise level limits and ambient noise level conditions.	LTS	None required	NA
Commercial Mixed-Use Delivery Truck Noise. The impact of commercial mixed-use delivery truck noise at nearby existing sensitive receptors would be less than significant as noise levels at these receptors from this source would be below Sacramento County General Plan daytime and nighttime exterior and interior noise level limits and ambient noise level conditions.	LTS	None required	NA
Commercial Mixed-Use HVAC Equipment Noise. The impact of commercial mixed-use HVAC equipment noise at nearby existing sensitive receptors would be less than significant as noise levels at these receptors from this source would be below Sacramento County General Plan daytime and nighttime exterior and interior noise level limits and ambient noise level conditions.	LTS	None required	NA
Employment/Highway Commercial Use Parking Noise. The impact of employment/highway commercial use parking noise at nearby sensitive receptors would be less than significant as noise levels at these receptors from this source would be below Sacramento County General Plan daytime and nighttime exterior and interior noise level limits and ambient noise level conditions.	LTS	None required	NA

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
Employment/Highway Commercial Use Delivery Truck Noise. The impact of employment/highway commercial use delivery truck noise at nearby existing sensitive receptors would be less than significant as noise levels at these receptors from this source would be below Sacramento County General Plan daytime and nighttime exterior and interior noise level limits and ambient noise level conditions.	LTS	None required	NA
Employment/Highway Commercial Use HVAC Equipment Noise. The impact of employment/highway commercial use HVAC noise at nearby existing sensitive receptors would be less than significant as noise levels at these receptors from this source would be below Sacramento County General Plan daytime and nighttime exterior and interior noise level limits and ambient noise level conditions.	LTS	None required	NA
Employment/Highway Commercial Use Drive-Through Restaurant Noise. The impact of employment/highway commercial use drive-through restaurant noise at nearby existing sensitive receptors would be less than significant as noise levels at these receptors from this source would be below Sacramento County General Plan daytime and nighttime exterior and interior noise level limits and ambient noise level conditions.	LTS	None required	NA
Employment/Highway Commercial Use Car Wash Operations Noise. The impact of employment/highway commercial use car wash operations noise at nearby existing sensitive receptors would be less than significant as noise levels at these receptors from this source would be below Sacramento County General Plan daytime and nighttime exterior and interior noise level limits and ambient noise level conditions.	LTS	None required	NA

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
School Use Parking Noise. The impact of school use parking noise at nearby existing sensitive receptors would be potentially significant given that the location of parking lots within the school use areas are currently unknown, and thus noise levels at these receptors from this source may exceed the conditions of the Sacramento County General Plan daytime and nighttime noise level limits. Further, noise levels from school parking areas could potentially exceed existing ambient conditions at nearby residential uses. However, with the implementation of Mitigation Measure NOI-4a, which would require the project applicant to submit an acoustical study that evaluates the potential noise generated by school component parking activities at the nearest existing noise-sensitive uses, and identifies, as warranted, any noise controls necessary to meet a project-specific exterior noise performance standard of 55 dB L_{50}/75 dB L_{max}, consistent with the County's General Plan requirements, this impact would be reduced to a less-than-significant level.	PS	**NOI-4a:** During subsequent application review for proposed school uses, when specific development plans are completed, the project applicant shall submit to the County Planning Department an acoustical study prepared by a qualified noise consultant that evaluates the potential noise generated by school component parking activities at the nearest existing noise-sensitive uses and identifies, as warranted, any noise controls, necessary to meet a project-specific exterior noise performance standard of 55 dB L_{50}/ 75 dB L_{max}, consistent with the County's General Plan requirements. Available methods of achieving this performance standard include provision of a buffer distance of 50 feet or more between parking areas and exterior building locations, or erection of a sound wall between along the parking area perimeter shielding the school use.	LTS
Elementary School Use Playground and Playing Field Noise. The impact of elementary school use playground and playing field noise at nearby existing sensitive receptors would be less than significant as noise levels at these receptors from this source would be below Sacramento County General Plan daytime and nighttime exterior and interior noise level limits and ambient noise level conditions.	LTS	None required	NA
High School Use Sports Fields and Stadium Noise. The impact of high school use sports fields and stadium noise at nearby existing sensitive receptors would be potentially significant given that the nearest existing noise-sensitive land uses are residences located directly adjacent to the proposed high school site in the River View subdivision and, as the design of the high school site is unknown, noise levels at	PS	**NOI-4b:** During subsequent application review for proposed high school use sports fields and stadium noise uses, when specific development plans are completed, the project applicant shall submit to the County Planning Department an acoustical study prepared by a qualified noise consultant that includes an analysis of stadium noise exposure at the nearest existing noise-sensitive uses (residential) and	SU

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
these receptors from this source may exceed the conditions of the Sacramento County General Plan daytime and nighttime exterior and interior noise level limits. Further, noise levels from stadium sporting events could potentially exceed existing ambient conditions at nearby residential uses. However, even with the implementation of Mitigation Measure NOI-4b, which would require the project applicant to submit an acoustical study that includes an analysis of stadium noise exposure at the nearest existing noise-sensitive uses, and identifies, as warranted, any noise controls necessary to meet a project-specific exterior noise performance standard of 55 dB L_{50}/75 dB L_{max}, consistent with the County's General Plan requirements, this impact would remain significant and unavoidable as previous studies have indicated that while available noise control mitigation for noise from stadium events may reduce associated noise levels, given the overall size of crowds and the potential for nighttime events, noise impacts cannot always be mitigated, depending on the proximity of receptors.		identifies mitigation measures (as appropriate) to reduce stadium noise levels, including crowd and PA system noise, to a state of compliance with, a project-specific exterior noise performance standard of 55 dB L_{50}/75 dB L_{max}, consistent with the County's General Plan requirements. Available methods of achieving this performance standard include locating sports field as far from noise sensitive receptors as possible, erecting intervening structures between sports fields and existing noise sensitive receptors, and operational limits on amplified sound equipment.	
Park Activity Noise. The impact of park activity noise at nearby existing sensitive receptors would be potentially significant as the west-central portion of the proposed 25.8-acre park proposed in the west-central portion of the UWSP area would include an outdoor pavilion area where amplified music events may occur. Although specific designs for this park have yet to be developed, the pavilion area would likely be located approximately one-half mile from the nearest residences to the west along Garden Highway. Given this setback distance, the County's daytime noise standard of 50 dBA L_{50} (after application of the 5 dBA adjustment for sound consisting of music) could be exceeded if amplified sound levels were to exceed 80 dBA L_{50} at a reference distance of 100 feet from the music generation location (i.e., speakers).	PS	**NOI-4c:** The applicant or operator of all amplified music events within the park shall prepare and implement a Noise Control Plan for operations at the proposed entertainment venues to reduce the potential for noise impacts from public address and/or amplified music. This Noise Control Plan shall contain the following elements: • The sound generation area of the pavilion shall be located as close as feasible to the eastern park boundary at Bryte Bend Road, and ideally at least 2,500 feet from the nearest residence to the west. • All activities held at the pavilion consisting of amplified speech or music shall be limited to daytime hours of 7 am to 10 pm.	SU

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
However, even with the implementation of Mitigation Measure NOI-4c, which would require the applicant or operator of all amplified music events within the park to prepare and implement a Noise Control Plan for operations at the proposed entertainment venues to reduce the potential for noise impacts from public address systems and/or amplified music, this impact would remain significant and unavoidable as it cannot be demonstrated with certainty that noise impacts can always be sufficiently mitigated to achieve noise standards, depending on proximity of receptors and the operational volume of the performer.		• Amplified speech or music levels shall be maintained at or below a median level of 80 dBA L_{50} at a distance of 100 feet from the sound source (i.e., speakers).	
NOI-5: Noise from Existing Airport Operations. The UWSP area is located approximately three miles from the Sacramento International Airport. While the UWSP area is not located with the Noise Impact Area of the airport given this distance, it is located within Referral Area 2 of the Airport Influence Area, and thus subject to noise from aircraft overflights which has the potential to be a nuisance and could generate objections by residents and other sensitive receptors. However, with the placement of standard conditions of approval on all proposed residential uses, such as a minimum noise insulation standard and a disclosure requirement, this impact would be less than significant.	LTS	None required	NA
NOI-6: Increase in Traffic Noise at Proposed Sensitive Receptors.			
Future Exterior Traffic Noise Levels. Traffic generated by development allowed under the proposed UWMP could expose new onsite sensitive receptors to substantial exterior interior noise levels, thus resulting in a significant impact. However, with the implementation of Mitigation Measure NOI-6a, which presents a menu of available measures to be	PS	**NOI-6a:** To satisfy the Sacramento County General Plan 65 dB DNL exterior noise level standard at the outdoor activity areas of future residential uses proposed within the plan area, the following noise mitigation measures shall be implemented either singularly or in combination during project design as part of subsequent application review, depending	LTS

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
implemented to address compliance with General Plan Policy NO-1 which establishes interior and exterior noise standards and guidelines for locating new development, this impact would be reduced to a less-than-significant level. The proposed offsite improvements would occur within existing ROWs (e.g., within existing roadway corridors, facility footprints, and/or underground) and would not generate new vehicle trips.		on the level of sound attenuation required for the proposed location of residential uses. • Residential outdoor activity areas may be located beyond the 65 dBA DNL noise contour distances shown in Table NOI-14. This includes individual backyards of single-family residences and common outdoor use areas of multi-family residences. OR • Residential outdoor activity areas proposed within the 65 dBA DNL noise contour distances shown in Table NOI-14 may be screened from view of the roadway by intervening structures or sound barriers. If sound barriers are proposed, project- specific grading plans need to be considered to determine the location and heights of barrier necessary to achieve compliance with the County's noise standards. With the exception of residences proposed in proximity to I-80, noise barriers along other roadways would not need to exceed 6 feet in height to provide the required traffic noise attenuation. For residential uses located within 500 feet of I-80, a potential barrier height would need to be determined based on a detailed site plan. If noise barriers are to be constructed within the plan area, the traffic noise barriers shall take the form of a masonry wall, earthen berm, or combination of the two, or, if reviewed and approved by an acoustical consultant as providing comparable performance prior to construction, other materials may be acceptable (i.e., wood or wood composite fence with overlapping slat construction). OR	

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		• Single-family residences may be oriented such that the front of the residence faces the roadway segment where levels exceeding 65 dBA DNL would occur, thereby using the residence to shield the backyard from the roadway and creating a larger setback between the roadway centerline and backyard outdoor activity area.	
Future Interior Traffic Noise Levels. Traffic generated by development allowed under the proposed UWMP could expose new onsite sensitive receptors to substantial interior noise levels, thus resulting in a significant impact. However, with the implementation of Mitigation Measure NOI-6b, which requires that project plans be reviewed to ensure that appropriate construction upgrades (typically higher-rated STC values for windows) are specified to ensure compliance with the County's interior noise standard at locations where residential building facades are proposed in future noise environments exceeding 70 dBA DNL, this impact would be reduced to a less-than-significant level.	PS	**NOI-6b:** At locations where residential building facades are proposed in future noise environments exceeding 70 dBA DNL, project plans shall reflect the recommendations of an acoustical analysis to be prepared by a qualified acoustical consultant to ensure that appropriate construction upgrades (typically higher-rated Sound Transmission Class values for windows) are specified to ensure compliance with the County's interior noise standard. Project plans and the acoustical report shall be provided to the Planning Department during subsequent application review.	LTS
NOI-7: Increase in Stationary Noise from Plan Components at Proposed Sensitive Receptors			
Commercial Mixed-Use Parking Noise. The impact of commercial mixed-use parking noise at the nearest proposed residential uses within the UWSP area would be potentially significant as noise levels at these nearby receptors from this source may exceed Sacramento County General Plan daytime and nighttime exterior and interior noise level limits. However, with the implementation of Mitigation Measure NOI-7a, which would require the project applicant to submit an acoustical study that evaluates the potential noise generated by commercial mixed-use component parking activities at the nearest proposed noise-sensitive uses, and identifies, as	PS	**NOI-7a:** As part of the subsequent application review process and prior to issuance of a building permit for any proposed commercial mixed use land uses, when specific development plans are completed, the project applicant shall submit to the County Planning Department an acoustical study prepared by a qualified noise consultant that evaluates the potential noise generated by commercial mixed-use component parking activities at the nearest proposed noise-sensitive uses and identifies, as warranted, any noise controls, necessary to meet a project-specific exterior noise performance standard of 55 dB L_{50}/75 dB L_{max}, consistent with the County's General	LTS

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
warranted, any noise controls necessary to meet a project-specific exterior noise performance standard of 55 dB L_{50}/75 dB Lmax, consistent with the County's General Plan requirements, this impact would be reduced to a less-than-significant level.		Plan requirements. Available methods of achieving this performance standard include provision of a buffer distance of 150 feet or more between parking areas and exterior building locations, or erection of a sound wall along the parking area perimeter shielding the adjacent residential uses.	
Commercial Mixed-Use Delivery Truck Noise. The impact of commercial mixed-use delivery truck noise at the nearest proposed residential uses within the UWSP area would be potentially significant as noise levels at these nearby receptors from this source may exceed Sacramento County General Plan daytime and nighttime exterior and interior noise level limits. However, with the implementation of Mitigation Measure NOI-7b, which would require that truck delivery unloading areas within commercial components be located 150 feet from proposed residential uses, or alternatively, that specific measures be designed to shield noise and/or that restrictions be placed on the hours for commercial deliveries, this impact would be reduced to a less-than-significant level.	PS	**NOI-7b**: Truck delivery unloading areas within commercial components shall be 150 feet from proposed residential boundaries. The combined commercial delivery truck activities would result in an exposure of 42 dB L_{50} and 70 dB L_{max} at a reference distance of 150 feet. This would ensure compliance with the County's requirement of exterior nighttime noise level standards of 50 dB L_{50} and 70 dB L_{max}, and would satisfy the County's requirement of interior (anytime) noise level standards of 35 dB L_{50} and 55 dB L_{max} with standard residential building construction. Alternatively, specific design measures could be implemented that may include but are not limited to shielding from features integrated into site design, and/or restrictions on hours for commercial deliveries within the Commercial Mixed-Use areas. Such measures shall be determined by a site-specific noise impact study that addresses Commercial Mixed-Use truck delivery activities to be completed by a qualified noise consultant once site- specific development plans are completed but must be designed to sufficiently achieve the County's requirement of exterior nighttime noise level standards of 50 dB L_{50} and 70 dB L_{max}.	LTS
Commercial Mixed-Use HVAC Equipment Noise. The impact of commercial mixed-use HVAC equipment noise at the nearest proposed residential uses within the UWSP area would be potentially significant as noise levels at these nearby receptors from this source may exceed Sacramento	PS	**NOI-7c**: As part of the subsequent application review process and prior to the issuance of any building permit for commercial mixed use and employment/highway commercial uses within 100 feet of noise-sensitive land uses, the project applicant shall ensure that all mechanical equipment is	LTS

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
County General Plan daytime and nighttime exterior and interior noise level limits. However, with the implementation of Mitigation Measure NOI-7c, which would require the project applicant to ensure that all mechanical equipment is selected and designed to reduce impacts on surrounding uses by meeting a project-specific exterior nighttime noise performance standard of 50 dB L_{50}, and an interior (anytime) noise level standard of 35 dB L_{50}, consistent with the County's General Plan requirements, this impact would be reduced to a less-than-significant level.		selected and designed to reduce impacts on surrounding uses by meeting a project-specific exterior nighttime noise performance standard of 50 dB L_{50}, and an interior (anytime) noise level standard of 35 dB L_{50}, consistent with the County's General Plan requirements. Methods of achieving these standards include using low-noise-emitting HVAC equipment, locating HVAC and other mechanical equipment within a rooftop mechanical penthouse, and using shields and parapets to reduce noise levels to adjacent land uses. An acoustical study shall be prepared by a qualified acoustical engineer during final building design and submitted to the County as part of the subsequent application review process to evaluate the potential noise generated by building mechanical equipment and to identify the necessary design measures to be incorporated to meet the County's standards.	
Employment/Highway Commercial Parking Noise. The impact of employment/highway commercial parking noise at the nearest proposed residential uses within the UWSP area would be potentially significant as the proximity of these receptors to employment/highway commercial components are unknown, and thus noise levels at these receptors from this source may exceed the conditions of the Sacramento County General Plan daytime and nighttime exterior and interior noise level limits. However, with the implementation of Mitigation Measure NOI-7d, which would require the project applicant to submit an acoustical study that evaluates the potential noise generated by employment/highway commercial parking activities at the nearest proposed noise-sensitive uses, and identifies, as warranted, any noise controls necessary to meet a project-specific exterior noise performance standard of 55 dB L_{50}/75 dB Lmax, consistent with the County's General Plan	PS	**NOI-7d:** To address the project's impact with respect to employment/highway commercial use parking noise at proposed sensitive uses, prior to issuance of a building permit for any proposed Employment/Highway Commercial land uses, when specific development plans are completed, the project applicant shall submit to the County Building Department an acoustical study prepared by a qualified noise consultant that evaluates the potential noise generated by employment/Highway Commercial land uses at the nearest existing noise-sensitive uses and identifies, as warranted, any noise controls, necessary to meet a project-specific exterior noise performance standard of 55 dB L_{50}/75 dB L_{max}, consistent with the County's General Plan requirements. Available methods of achieving this performance standard include provision of a buffer distance of 150 feet or more between parking areas and exterior building locations, or erection of a sound wall between along the parking area perimeter shielding the nearest proposed residential uses.	LTS

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
requirements, this impact would be reduced to a less-than-significant level.			
Employment/Highway Commercial Delivery Truck Noise. The impact of employment/highway commercial delivery truck noise at the nearest proposed residential uses within the UWSP area would be potentially significant as the proximity of these receptors to employment/highway commercial components are unknown, and thus noise levels at these receptors from this source may exceed the conditions of the Sacramento County General Plan daytime and nighttime exterior and interior noise level limits. However, with the implementation of Mitigation Measure NOI-7e, which would require that truck delivery unloading areas within employment/highway commercial components be located 150 feet from proposed residential uses, this impact would be reduced to a less-than-significant level.	PS	**NOI-7e:** Truck delivery unloading areas within employment/ highway commercial components shall be 150 feet from proposed residential boundaries. The combined commercial delivery truck activities would result in an exposure of 42 dB L_{50} and 70 dB L_{max} at a reference distance of 150 feet. This would ensure compliance with the County's requirement of exterior nighttime noise level standards of 50 dB L_{50} and 70 dB L_{max}, and would satisfy County's requirement of interior (anytime) noise level standards of 35 dB L_{50} and 55 dB L_{max} with standard residential building construction. Such construction would result in a noise reduction of approximately 25 dB with windows closed and approximately 15 dB with windows open. Alternatively, if delivery unloading areas of employment/ highway commercial components are proposed within 150 feet from residential boundaries within the plan area, a noise impact study that addresses parking activities shall be completed by a qualified noise consultant once site-specific development plans are completed. The noise impact study shall include an analysis of Employment/Highway Commercial parking area noise exposure at the nearest proposed noise-sensitive uses (residential). The analysis shall include associated mitigation measures (as appropriate) to reduce Employment/Highway Commercial parking noise levels to ensure compliance with the County's requirement of exterior nighttime noise level standards of 50 dB L_{50} and 70 dB L_{max}.	LTS

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
Employment/Highway Commercial HVAC Equipment Noise. The impact of employment/highway commercial HVAC noise at the nearest proposed residential uses within the UWSP area would be potentially significant as the proximity of these receptors to employment/highway commercial components are unknown, and thus noise levels at these receptors from this source may exceed the conditions of the Sacramento County General Plan daytime and nighttime exterior and interior noise level limits. However, with the implementation of Mitigation Measure NOI-7c again, which would require the project applicant to ensure that all mechanical equipment is selected and designed to reduce impacts on surrounding uses by meeting a project-specific exterior nighttime noise performance standard of 50 dB L_{50}, and an interior (anytime) noise level standard of 35 dB L_{50}, consistent with the County's General Plan requirements, this impact would be reduced to a less-than-significant level.	PS	Implement Mitigation Measure NOI-7c.	LTS
Employment/Highway Commercial Drive-Through Restaurant Noise. The impact of employment/highway commercial drive-through restaurant noise at the nearest proposed residential uses within the UWSP area would be potentially significant as the proximity of these receptors to employment/highway commercial components are unknown, and thus noise levels at these receptors from this source may exceed the conditions of the Sacramento County General Plan daytime and nighttime exterior and interior noise level limits. However, with the implementation of Mitigation Measure NOI-7f, which would require the project applicant to ensure that restaurant drive-through lanes be 85 feet from proposed residences, which would be sufficient distance to meet the County's exterior nighttime noise level standards of 45 dB L_{50}	PS	**NOI-7f:** Restaurant drive-through lanes within employment/ highway commercial components shall be 85 feet from proposed residential boundaries which would be sufficient distance to meet the County's requirement of exterior nighttime noise level standards of 45 dB L_{50} and 65 dB L_{max}, and interior (anytime) noise level standards of 30 dB L_{50} and 50 dB L_{max}. If employment/highway commercial components are proposed within 85 feet from residential boundaries an acoustical study shall be prepared by a qualified noise consultant to evaluate the potential noise generated by employment/highway commercial drive-through operations at the nearest proposed noise-sensitive uses (residential) and to provide an analysis to identify the necessary noise controls that are included in the design to meet the County's	LTS

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
and 65 dB L_{max}, and interior (anytime) noise level standards of 30 dB L_{50} and 50 dB L_{max}, and if restaurant drive-through lanes are less than 85 feet from proposed residences, that an acoustical study be prepared by a qualified noise consultant to evaluate the potential noise generated by drive-through operations at the nearest proposed noise-sensitive uses (residential) and identify any necessary noise controls needed to meet County requirements, this impact would be reduced to a less-than-significant level.		requirements. Available methods of achieving the performance standard include site design so the menu board/ speaker post and ordering patron windows are located on the building side away from receptor locations such that the building acts as a sound barrier or provision of a sound wall between ordering areas and sensitive receptors.	
Employment/Highway Commercial Car Wash Operations Noise. The impact of employment/highway commercial car wash operations noise at the nearest proposed residential uses within the UWSP area would be potentially significant as the proximity of these receptors to employment/highway commercial components are unknown, and thus noise levels at these receptors from this source may exceed the conditions of the Sacramento County General Plan daytime and nighttime exterior and interior noise level limits. However, with the implementation of Mitigation Measure NOI-7g, which would require that a site-specific acoustical study be prepared by a qualified noise consultant to evaluate the potential noise generated by car wash drying assembly and vacuum equipment at the nearest proposed noise-sensitive uses (residential) and to provide an analysis to identify the necessary noise controls necessary to meet the County's exterior nighttime noise level standards of 45 dB L_{50} and 65 dB L_{max}, and interior (anytime) noise level standards of 30 dB L_{50} and 50 dB L_{max}, this impact would be reduced to a less-than-significant level.	PS	**NOI-7g:** As part of the subsequent application review process and prior to issuance of a building permit for any proposed car wash uses proposed within Employment/Highway Commercial components, when specific development plans are completed, the project applicant shall submit to the County Planning Department an acoustical study prepared by a qualified noise consultant that evaluates the potential noise generated by car wash activities at the nearest existing noise-sensitive uses and identifies, as warranted, any noise controls, necessary to meet a project-specific exterior noise performance standard of 55 dB L_{50}/75 dB L_{max}, consistent with the County's General Plan requirements. The noise impact study shall include an analysis of Employment/ Highway Commercial car wash drying assembly and vacuum equipment operations noise exposure at the nearest proposed noise-sensitive uses. The analysis shall include associated mitigation measures necessary to reduce Employment/Highway Commercial car wash and vacuum system operations noise levels to a state of compliance with applicable Sacramento County General Plan exterior and interior noise level limits at nearby proposed sensitive receptors.	LTS

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		After construction but prior to issuance of a certificate of occupancy, a second acoustical analysis shall be prepared by a qualified acoustical consultant that shall monitor operational noise levels of the car wash facility demonstrating the operational noise of equipment with recommended design measures achieves the performance standard of 55 dB L50/75 dB Lmax, consistent with the County's General Plan requirements.	
School Parking Noise. The impact of school parking noise at the nearest proposed residential uses within the UWSP area would be potentially significant as the distance of these receptors to school components are unknown, and thus noise levels at these receptors from this source may exceed the conditions of the Sacramento County General Plan daytime and nighttime exterior and interior noise level limits. However, with the implementation of Mitigation Measure NOI-7h, which would require that an acoustical study be prepared by a qualified noise consultant that evaluates the potential noise generated by school component parking activities at the nearest proposed noise-sensitive uses and identifies, as warranted, any noise controls, necessary to meet a project-specific exterior noise performance standard of 55 dB L_{50}/75 dB L_{max}, this impact would be reduced to a less-than-significant level.	PS	**NOI-7h:** Prior to issuance of a building permit for any proposed school uses, when specific development plans are completed, the project applicant shall submit to the County Building Department an acoustical study prepared by a qualified noise consultant that evaluates the potential noise generated by school component parking activities at the nearest existing noise-sensitive uses and identifies, as warranted, any noise controls necessary to meet a project-specific exterior noise performance standard of 55 dB L_{50}/ 75 dB L_{max}, consistent with the County's General Plan requirements. Available methods of achieving this performance standard include provision of a buffer distance of 50 feet or more between parking areas and exterior building locations of proposed residential uses, or erection of a sound wall along the parking area perimeter shielding the proposed residential use.	LTS
School Playground Noise. The impact of school playground noise at the nearest proposed residential uses within the UWSP area would be potentially significant as the distance of these receptors to school components are unknown, and thus noise levels at these receptors from this source may exceed the conditions of the Sacramento County General Plan daytime and nighttime exterior and interior noise level limits.	PS	**NOI-7i:** Development Plans for future school components under the Specific Plan shall maintain a minimum setback of 90 feet of play area centroids from proposed residential boundaries within the plan area. When projected to a distance of 90 feet, playground activity noise levels are calculated to be 50 dB L_{50} and 70 dB L_{max}, which would meet the General Plan's downward-adjusted exterior daytime noise level standards. After consideration of the exterior-to-interior	LTS

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
However, with the implementation of Mitigation Measure NOI-7i, which would require that future school components maintain a minimum setback of 90 feet of play area centroids from proposed residential boundaries within the UWSP area, this impact would be reduced to a less-than-significant level.		noise reduction provided by standard residential construction (approximately 25 dB with windows closed and approximately 15 dB with windows open), predicted playground activity noise levels at a distance of 90 feet would also satisfy the General Plan's downward adjusted interior (anytime) noise level standards of 30 dB L_{50} and 50 dB L_{max}.	
School Sports Stadium Noise. The impact of school sports stadium noise at the nearest proposed residential uses within the UWSP area would be potentially significant as future locations and sizes of outdoor playing fields/sports stadiums, PA system configurations, and associated distances to these receptors are unknown, and thus noise levels at these receptors from this source may exceed the General Plan's exterior and interior daytime standards. However, even with the implementation of Mitigation Measure NOI-7j, which would require that an acoustical study be prepared by a qualified noise consultant that evaluates the potential noise generated by school stadium and sports field activities at the nearest existing noise-sensitive uses and identifies, as warranted, any noise controls necessary to meet a project-specific exterior noise performance standard of 55 dB L_{50}/75 dB L_{max}, this impact would remain significant and unavoidable as previous studies have indicated that while available noise control mitigation for noise from stadium events may reduce associated noise levels, given the overall size of crowds and the potential for nighttime evets, noise impacts cannot always be mitigated, depending on proximity of receptors.	PS	**NOI-7j:** Prior to issuance of a building permit for proposed school uses, when specific development plans are completed, the project applicant shall submit to the County Building Department an acoustical study prepared by a qualified noise consultant that evaluates the potential noise generated by school stadium and sports field activities at the nearest existing noise-sensitive uses and identifies, as warranted, any noise controls necessary to meet a project-specific exterior noise performance standard of 55 dB L_{50}/75 dB L_{max}, consistent with the County's General Plan requirements. Available methods of achieving this performance standard include locating sports fields as far from proposed noise sensitive receptors as possible, erecting intervening structures between sports fields and proposed noise sensitive receptors, and operational limits on amplified sound equipment.	SU
Park Activity Noise. The impact of park activity noise at the nearest proposed residential uses within the UWSP area would be potentially significant as future locations of playing fields/playgrounds and associated distances to adjacent	PS	**NOI-7k:** Active uses within park components shall designed to be 150 feet from proposed residential boundaries. Park activity would result in an exposure of 50 dB L_{50} and 60 dB L_{max} at a reference distance of 150 feet. This would satisfy	LTS

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
residential uses are currently not known at this time, and thus noise levels at these receptors from this source may exceed the General Plan's exterior and interior daytime standards. However, with the implementation of Mitigation Measure NOI-7k, which would require that active park components be designed to be 150 feet from proposed residences, which would be sufficient distance to meet the County's exterior daytime noise level standards of 50 dB L_{50} and 70 dB L_{max}, and interior (anytime) noise level standards of 30 dB L_{50} and 50 dB L_{max}, this impact would be reduced to a less-than-significant level.		the County's requirement of exterior daytime noise level standards of 50 dB L_{50} and 70 dB L_{max}, and would satisfy the County's requirement of interior (anytime) noise level standards of 30 dB L_{50} and 50 dB L_{max} with standard residential building construction. Such construction would result in a noise reduction of approximately 25 dB with windows closed and approximately 15 dB with windows open. Alternatively, when site-specific development plans are completed, an acoustical study shall be prepared by a qualified noise consultant to evaluate the potential noise generated by park activity at the nearest noise-sensitive uses (residential) and to provide an analysis to identify the necessary noise controls that are included in the design to meet the County's requirements. Available methods of achieving this performance standard include locating play areas as far from noise sensitive receptors as possible, erecting intervening structures between sports fields and proposed noise sensitive receptors, and operational limits on amplified sound equipment.	
NOI-8: Increase in Stationary Noise from Existing Commercial Operations at Proposed Sensitive Uses (Non-CEQA Assessment). The impact of noise from activities at the existing Travel Plaza on the east side of El Centro Road adjacent to the westbound I-80 off-ramp at the nearest proposed residential uses within the UWSP area would be potentially significant as noise levels at these nearby sensitive receptors from this source could exceed the General Plan's exterior and interior daytime and nighttime standards. However, with the implementation of Noise Control Measure NOI-8, which would require that a noise impact study be prepared by a qualified noise consultant once site-specific	--	**NOI-8:** To satisfy the Sacramento County General Plan 65 dB DNL exterior noise level standard at the outdoor activity areas of future residential uses proposed within the plan area, a noise impact study that addresses Travel Plaza noise generation shall be completed by a qualified noise consultant once site-specific development plans are completed for the residential components of the project located adjacent to either El Centro Road near the Travel Plaza or on properties immediately adjacent to the Travel Plaza. The noise impact study shall include an analysis of existing Travel Plaza noise exposure at the nearest proposed uses within the plan area. The analysis shall include associated measures (as appropriate) to reduce Travel Plaza noise levels to a state of	--

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
development plans are completed that addresses the impact of noise generated by the Travel Plaza on residential components proposed adjacent to either El Centro Road near the Travel Plaza or on properties immediately adjacent to the Travel Plaza, this impact would be reduced to a less-than-significant level.		compliance with applicable Sacramento County General Plan exterior and interior noise level limits at nearby proposed uses. Specific measures could include but are not limited to the following: • The construction of solid noise barriers that effectively attenuate Travel Plaza noise exposure to a state of compliance with the applicable noise limits at existing sensitive receptors. • A site design that integrates intervening shielding and setbacks.	
POPULATION AND HOUSING			
PH-1: Induce Substantial Unplanned Population Growth. As a condition of approval of the USWP, the proposed UWSP and subsequent development would be consistent with Sacramento County 2030 General Plan policies related to urban growth and expansion of the UPA. Consequently, the proposed UWSP would not induce substantial unplanned population growth as identified in the Sacramento County 2030 General Plan. However, the UWSP area and the proposed UWSP were not anticipated for development in either the SACOG Blueprint or the current MTP/SCS. As a result, while the proposed project aligns with many of the principles contained in the Blueprint and the County's smart growth policy LU-120, it is ultimately inconsistent with SACOG plans, and thus would be considered to directly induce substantial unplanned population growth in the region. Therefore, this impact would be significant and unavoidable.	PS	None available	SU

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
PH-2: Displacement of Housing. Agricultural residential homes are located within the northeastern portion of the UWSP area near El Centro Road and within the southwestern portion of the plan area along Garden Highway. The proposed UWSP does not propose changes to these properties, nor would the proposed UWSP uses cause the displacement of nearby housing. Consequently, this impact would be less than significant.	LTS	None required	NA
PUBLIC SERVICES AND RECREATION			
PS-1: Increase in Demand for Police Protection Services within Sacramento County. The Sacramento County Sheriff's Office currently provides law enforcement services within the UWSP area and would continue to do so upon implementation of the proposed UWSP. A new sheriff's substation would be constructed as part of Phase 3 of the development plan; the two existing stations that currently serve the UWSP area are adequate to serve the plan area in the interim. As the new sheriff's substation is proposed as part of the proposed UWSP, its impacts are included as part of the analysis of physical impacts to the environment resulting from development of the UWSP area. As discussed in the relevant sections of this EIR, compliance with mitigation measures and other construction-related regulatory requirements would reduce construction-related effects to the extent feasible. Therefore, the physical impacts of the proposed sheriff's substation have been accounted for in the analysis, and this impact would be less than significant.	LTS	None required	NA

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
PS-2: Increase Demand for Fire Protection Services within Sacramento County. The City of Sacramento Fire Department (SFD) currently provides fire protection services within the UWSP area and would continue to do so upon implementation of the proposed UWSP. Although the nearest fire station is located centrally to provide adequate response times to future UWSP area residents, a new fire station within the plan area is needed based on SFD's standard of one station for every 16,000 new residents. As a new fire protection facility is proposed as part of the proposed UWSP, its impacts are included as part of the analysis of physical impacts to the environment resulting from development of the UWSP area. As discussed in the relevant sections of this EIR, compliance with mitigation measures and other construction-related regulatory requirements would reduce construction-related effects to the extent feasible. Therefore, the physical impacts of the proposed fire station have been accounted for in the analysis, and this impact would be less than significant.	LTS	None required	NA
PS-3: Result in Substantial Adverse Physical Impacts Associated with the Provision of Schools. The Natomas Unified School District (NUSD) is currently responsible for providing education services throughout the UWSP area and would continue to do so upon implementation of the proposed UWSP. While the NUSD has existing capacity for the elementary and middle school students generated by the proposed UWSP, it does not have existing capacity for the high school students generated by the proposed project. The proposed UWSP includes sites for three K-8 Schools (K-8), a High School (HS), and a Community College (CC) within the Development Area. As new school facilities are proposed as part of the proposed UWSP, their impacts are included as	LTS	None required	NA

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
part of the analysis of physical impacts to the environment resulting from development of the UWSP area. As discussed in the relevant sections of this EIR, compliance with mitigation measures and other construction-related regulatory requirements would reduce construction-related effects to the extent feasible. Therefore, the physical impacts of the proposed school facilities have been accounted for in the analysis. Furthermore, pursuant to SB 50, the project would be required to pay school impact fees, which is considered full mitigation for any impacts to school services that would result from the proposed project. This impact would be less than significant.			
PS-4: Cause Existing Parks to Physically Deteriorate, Requiring Additional Parks to be Constructed. The increase in resident population as well as employees associated with the proposed UWSP would create an additional demand for parks and recreation facilities within and outside of the UWSP area. As there are no parks currently located directly within the UWSP area, nearby parks could be adversely affected by this increase in residents and employees. A total of 170 acres of parks and amenities would be provided in the UWSP area, which exceeds the County's standard of 5.0 acres of parkland per 1,000 residents. As new park facilities are proposed as part of the proposed UWSP, their impacts are included as part of the analysis of physical impacts to the environment resulting from development of the UWSP area. As discussed in the relevant sections of this EIR, compliance with mitigation measures and other construction-related regulatory requirements would reduce construction-related effects to the extent feasible. Therefore, the physical impacts of the proposed parks facilities have	LTS	None required	NA

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
been accounted for in the analysis, and this impact would be less than significant.			
PS-5: Result in Substantial Adverse Physical Impacts Associated with the Provision of Parks and Recreation Services. A total of 170 acres of parks and amenities would be constructed as part of the proposed UWSP parks program. The physical impacts of the construction and operation of these proposed parks are analyzed in the appropriate technical sections of this EIR. Therefore, this impact would be less than significant.	LTS	None required	NA
PS-6: Result in Substantial Adverse Physical Impacts Associated with the Provision of Libraries. The Sacramento Public Library System currently provides library services within the UWSP area and would continue to do so upon implementation of the proposed UWSP. Nearby library branches are not currently meeting the library system's minimum standard for per capita library space, and the addition of new residents by the proposed UWSP would further exacerbate this deficiency. A new library to be shared with the Los Rios Community College District or NUSD is proposed within the Development Area to meet future demand. As this facility is proposed as part of the proposed UWSP, its impacts are included as part of the analysis of physical impacts to the environment resulting from development of the UWSP area. As discussed in the relevant sections of this EIR, compliance with mitigation measures and other construction-related regulatory requirements would reduce construction-related effects to the extent feasible. Therefore, the physical impacts of the proposed library facility have been accounted for in the analysis, and this impact would be less than significant.	LTS	None required	NA

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
TRANSPORTATION			
TR-1: Conflict with a Program, Plan, Ordinance or Policy Addressing the Circulation System.			
General Plan Consistency. The proposed UWSP is consistent with several relevant General Plan circulation policies (e.g., Policies CI-9, CI-10, CI-13, and CI-32). This impact would be less than significant.	LTS	None required	NA
Consistency with Other Plans and Policies			
Caltrans Four Pillars of Traffic Safety The proposed UWSP is consistent with the Four Pillars of Traffic Safety, which are included in Caltrans' 2020-2024 Strategic Plan (i.e., Double Down on What Works, Accelerate Advanced Technology, Lead Safety Culture Change, Integrate Equity). This impact would be less than significant.	LTS	None required	NA
Bicycle and Pedestrian Facilities The impact with respect to bicycle and pedestrian facilities would be potentially significant as the proposed UWSP would not provide access for bicyclists/pedestrians along West El Camino Avenue and El Centro Road and along West El Camino Avenue easterly to the I-80 interchange. However, with the implementation of Mitigation Measure TR-1a, which would require the project applicant to implement bicycle and pedestrian improvements at the El Centro Road/ West El Camino Avenue intersection and I-80/West El Camino Avenue interchange, the carrying out of these improvements would require approvals from Caltrans and the City of Sacramento as these facilities are under their control,	PS	**TR-1a:** The on-site bicycle improvements listed below are to be constructed as the adjacent roadway is built or reconstructed (if already existing). The project applicant shall implement the following bicycle and pedestrian improvements at the El Centro Road/West El Camino Avenue intersection and I-80/West El Camino Avenue interchange. Bicycle improvements shall include: • Class I multi-use path allowing two-way bicycle travel on the north side of West El Camino Avenue that would extend from El Centro Road to the signalized Orchard Lane intersection (within the City of Sacramento) east of I-80. Additional studies during the interchange design	SU

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
and thus Sacramento County cannot compel those agencies to approve and allow construction of the specified improvements. As a result, this impact would remain significant and unavoidable.		phase will be necessary to determine its exact alignment and how/whether it intersects the three on/off ramps at-grade or not. • Class I multi-use path on the west side of El Centro Road both north and south of West El Camino Avenue. • Class II bike lanes in both directions of El Centro Road both north and south of West El Camino Avenue. • Class II bike lanes in both directions of West El Camino Avenue west of El Centro Road (including an eastbound bike lane that would be located between the left and through lanes at the signal). This bike lane would operate with the eastbound left-turn phase, providing bicyclists with the ability to reach the triangular island to access the Class I multi-use path on the north side of West El Camino Avenue. • A Class II bike lane is currently shown in the eastbound direction of West El Camino Avenue from El Centro Road extending across the interchange. Bicyclists in this lane need to navigate the merging area with vehicles desiring to travel onto the westbound I-80 diagonal on-ramp. Additional discussion with Caltrans will be necessary during the design phase of the interchange to determine whether this bike lane is desirable or not.	
<u>Transit Service and Facilities</u> The impact with respect to transit service and facilities would be potentially significant as the proposed UWSP would substantially increase transit ridership demand that may not be fully accommodated by the proposed transit service as described in the transit plan that has been prepared for the Specific Plan. Additionally, the lack of planned fixed-route bus service may lead to an unmet demand for transit service.	PS	**TR-1b:** The project applicant shall coordinate with the County and SacRT (or other transit operators) to provide the additional transit facilities and services assumed in the transportation analysis, or a cost-effective equivalent level of transit facilities and services. Equivalent transit services may include, but are not limited to buses, vanpools, shuttles, or dial-a-ride service. Ultimately, transit service shall include 15-minute headways or equivalent during peak hours (Monday through Friday from 7-9 a.m. and 4-6 p.m.) and 30-minute headways during non-peak hours (Monday through Friday).	LTS

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
However, with the implementation of Mitigation Measures TR-1b and TR-3a, which would require the project applicant to coordinate with the County and SacRT (or other transit operators) to provide the additional transit facilities and services assumed in the transportation analysis, or a cost-effective equivalent level of transit facilities and services, and require the project applicant to construct geometric and associated signal timing/phasing improvements (or an equivalent or more effective set of alternate improvements subject to the determination of the environmental coordinator) at the I-80/West El Camino Avenue interchange and at the West El Camino Avenue/El Centro Road intersection, respectively, this impact would be reduced to a less-than-significant level.		The implementation of the transit routes and service frequency must be phased with development buildout of the proposed UWSP. This shall be accomplished through the annexation to County Service Area 10, formation of a transportation services district, or other secured funding mechanism. Such annexation or formation shall occur prior to recordation of any final small lot subdivision map for the proposed UWSP.	
TR-2: Vehicle Miles Traveled. The proposed UWSP would generate VMT per capita and per employee that are below the County's applicable thresholds, and the net change in VMT due to regional retail and roadway widening components would be negative (i.e., the increase in VMT resulting from roadway widenings would be offset by the reduction in VMT resulting from regional retail). This impact would be less than significant.	LTS	None required	NA
TR-3: Hazards Due to Design or Incompatible Uses			
Roadway Safety/Design Standards. The proposed UWSP would not cause a substandard rural roadway to exceed an ADT of 6,000 vehicles and would not add 600 or more vehicle trips to a substandard rural roadway that already carries 6,000 or more daily vehicles. This impact would less than significant.	LTS	None required	NA

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
Freeway Off-Ramp Queues Exceed Available Storage. The impact with respect to freeway off-ramp queues would be potentially significant as the I-80 eastbound and westbound off-ramps at West El Camino Avenue (during one or both peak hours) would not have sufficient storage to accommodate the maximum queue lengths with the proposed UWSP despite the interchange's assumed expansion with the proposed UWSP, and I-5 southbound off-ramp at J Street (during the AM peak hour) However, even with the implementation of Mitigation Measure TR-3a, which would require the project applicant to construct geometric and associated signal timing/phasing improvements (or an equivalent or more effective set of alternate improvements subject to the determination of the environmental coordinator) at the I-80/West El Camino Avenue interchange and at the West El Camino Avenue/El Centro Road intersection, implementation of these improvements would require the cooperation Caltrans and the City of Sacramento, which has jurisdiction over these facilities, and thus Sacramento County does not have the authority to compel these jurisdictions to construct the needed improvements. Therefore, this impact would remain significant and unavoidable.	PS	**TR-3a:** The project applicant shall construct the following geometric and associated signal timing/phasing improvements (or an equivalent or more effective set of alternate improvements subject to the determination of the environmental coordinator) at the I-80/West El Camino Avenue interchange and at the West El Camino Avenue/ El Centro Road intersection. <u>West El Camino Avenue/El Centro Road Intersection</u> • Construct two channelized westbound" right-turn lanes (i.e., two approach lanes, triangular corner raised median, and two receiving lanes). • Construct at-grade crosswalks on the north, south, and west legs (including a signalized crosswalk in the westbound right-turn lanes). Prohibit pedestrian travel on the east leg. • Modify the eastbound approach to consist of a single left-turn lane and the northbound approach to consist of a single through lane. • Construct a third westbound left-turn lane. • Modify the eastbound right-turn lane to become a shared through/right lane. <u>I-80 Westbound Ramps/West El Camino Avenue Intersection</u> • Construct a third westbound right-turn lane on the off-ramp. <u>West El Camino Avenue between I-80 Westbound Ramps and El Centro Road</u> • In the westbound direction, construct four travel lanes departing the westbound ramps intersection. • In the eastbound direction, construct three receiving lanes departing El Centro Road that laterally transition	SU

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		and then widen to four lanes approaching the westbound ramps intersection.	
Freeway On-Ramp Ramp Meter Queues Exceed Available Storage. The impact with respect to freeway on-ramp meter queues would be potentially significant as the I-5 southbound diagonal on-ramp at West El Camino Avenue and I-5 southbound loop on-ramp and I-5 northbound diagonal on-ramp at Garden Highway would not have sufficient storage for queues. Mitigation Measure TR-3b would require the project applicant to pay its proportionate fair share percentage toward improvements at the I-5 southbound on-ramp at West El Camino Avenue and I-5 southbound and northbound on-ramps at Garden Highway, which would be held in a custodial account by the County. At such a time that a lead agency (either City of Sacramento or Caltrans) indicates an intent to construct the specified (or other equally effective) improvements, the County would transfer the fair share payment to that appropriate agency. However, while this payment would represent the project's fair share contribution toward the improvement, it would not assure that the improvement would be constructed as the County does not have the authority to compel City of Sacramento or Caltrans to construct the needed improvements. As a result, the impact would remain significant and unavoidable.	PS	**TR-3b:** The project applicant shall pay its proportionate fair share percentage toward improvements at the I-5 southbound on-ramp at West El Camino Avenue and I-5 southbound and northbound on-ramps at Garden Highway.	SU
Increased Hazards at Project Access Intersections on Garden Highway. The impact with respect to increased hazards on project access intersections on Garden Highway would be potentially significant as the addition of project trips to these new/improved intersections could increase design hazards due to their geometric features. However, with the implementation of Mitigation Measure TR-3c, which would	PS	**TR-3c:** The project applicant shall construct the following improvements at project access intersections along Garden Highway: • Garden Highway/San Juan Road – Construct exclusive southbound left-turn lane.	LTS

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
require the project applicant to construct improvements at project access intersections along Garden Highway, this impact would be reduced to a less-than-significant level.		• Garden Highway/Bryte Bend Road – Construct exclusive northbound right-turn lane. • Garden Highway/Radio Road – Construct exclusive southbound left-turn lane.	
Potential Safety Issues at I-80/West El Camino Avenue Interchange Associated with Sacramento 49er Travel Plaza Truck Stop. The impact with respect to potential safety issues at I-80/West El Camino Avenue Interchange associated with Sacramento 49er Travel Plaza Truck Stop would be potentially significant due to the potential for vehicle collisions. Mitigation Measures TR-3d and TR-3e would require the project applicant to eliminate the 49er Travel Plaza driveway on West El Camino Avenue and replace the free-flowing right-turn off-ramp movement with a signal-controlled movement, respectively. However, while mitigation to eliminate the 49er Travel Plaza driveway on West El Camino Avenue is feasible as it would occur completely within Sacramento County roadways under County control, mitigation to replace the free-flowing right-turn off-ramp movement with a signal-controlled movement is not as it would require approvals from Caltrans, which cannot be assured by the County. Therefore, the impact would remain significant and unavoidable.	PS	**TR-3d:** The project applicant shall eliminate the 49er Travel Plaza driveway on West El Camino Avenue. Removal of this driveway would reduce the number of conflict points involving passenger vehicles, trucks, bicyclists, and pedestrians. **TR-3e:** The project applicant shall replace the free-flowing right-turn off-ramp movement with a signal-controlled movement. This would eliminate the weaving movement and also slow travel speeds on westbound West El Camino Avenue approaching El Centro Road.	SU
Analysis of Current Collision Patterns on Adjacent Segments of I-80 and I-5. While the proposed UWSP would add the most trips to the I-80/West El Camino Avenue interchange on-ramps, it would also reconstruct the interchange to include ramp metering. With ramp metering in place, more orderly traffic flow from these on-ramps onto I-80	LTS	None required	NA

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
would be achieved, which may reduce collision rates. This impact would be less than significant.			
TR-4: Emergency Access. The proposed UWSP includes a fully developed roadway system. Future driveway and building configurations would comply with applicable fire code requirements for emergency evacuation, including proper emergency exits for visitors and employees. Individual buildings proposed within the UWSP area would be subject to the review and approval of access and circulation plans by the City of Sacramento Fire Department. This impact would be less than significant.	LTS	None required	NA
TRIBAL CULTURAL RESOURCES			
TCR-1: Tribal Cultural Resources. Construction of development or infrastructure associated with the proposed UWSP and offsite improvements could result in a significant impact on tribal cultural resources by introducing new visual elements to landscapes associated with or comprising tribal cultural resources. Ground-disturbing activities could also result in a significant impact on archaeological resources that are also considered tribal cultural resources through their partial or complete destruction. Finally, construction activities could alter the makeup of biological communities (e.g., fish, riparian vegetation) that comprise tribal cultural resources (e.g., traditional hunting/fishing/gathering areas). However, even with the implementation of Mitigation Measures CUL-2a, through CUL-3, discussed above, and the implementation of Mitigation Measure TCR-1a, which would require the inventory and evaluation of tribal cultural resources for each subsequent development project, and the implementation of TRC-1b, which would require the repatriation of human remains in the event that remain-in-	PS	Implement Mitigation Measures CUL-2a, CUL-2b, and CUL-3. **TCR-1a: Conduct Inventory and Significance Evaluation of Tribal Cultural Resources.** Upon submittal of subsequent development applications, the project proponent shall coordinate with the County and consulting Native American tribes (United Auburn Indian Community, Wilton Rancheria, and Shingle Springs Band of Miwok Indians – collectively referred to as tribes) for each project-specific area. The tribes shall be offered the opportunity to identify portions of the project site that could be sensitive or potentially sensitive for tribal cultural resources. The tribes may work in coordination with the tasks outlined in CUL-1. Tribes may request additional testing and boundary delineation prior to the disturbance of any potential tribal cultural resource. The treatment plan may include identification methods including, but not limited to, canine	SU

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
place measures are infeasible, this impact would remain significant and unavoidable as in some instances it may not be feasible to avoid a tribal cultural resource, and the resource may need to be altered or destroyed. Also, because the extent and location of actions under the proposed UWSP are not known at this time, it is not possible to conclude that the mitigation measures, or equally effective mitigation measures, would reduce the significant impact to a less-than-significant level in all cases.		forensic surveys, ground penetrating radar, vegetation clearing for surface visibility, and/or subsurface testing. When subsequent development applications are deemed complete, the tribes shall be provided the following information for each subsequent notification to assist in their determination of the potential to impact tribal cultural resources. • Map(s) and verbal description of the project-specific area that delineates both the horizontal and vertical extents of where a project could result in impacts, including both direct and indirect, on tribal cultural resources. • Descriptions of proposed ground disturbances and construction activities. • The results of an updated records search of the project-specific area from the Northwest Information Center of the California Historical Resources Information System. • The results of an archaeological sensitivity analysis to assess the potential for buried archaeological resources using geologic and historic maps, soils data, and other sources. • The results of an archaeological field survey. Tribes should be notified prior to conducting archaeological survey and afforded an opportunity to be present. Tribes may also request separate tribal cultural surveys. If the consulting Native American tribes determine that a tribal cultural monitor is warranted for a project, the tribes shall be offered the opportunity to engage in compensated construction monitoring. Tribes must be contacted for the opportunity to monitor each separate development stage. For monitoring, the provisions of Mitigation Measure CUL-2a will	

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		be followed, which includes the development of a monitoring plan. If potentially significant impacts on tribal cultural resources that qualify as historical resources (per State CEQA Guidelines Section 15064.5) are identified, a treatment plan for avoiding or minimizing such impacts shall be developed, in coordination with the tribes. Measures for avoiding or minimizing impacts include: • Avoidance and preservation of the resources in place, including, but not limited to, planning and 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. • Treating 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: - Protecting the cultural character and integrity of the resource. - Protecting the traditional use of the resource. - Protecting the confidentiality of the resource. • Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places. • Protecting the resource. The consultation shall be considered concluded when (1) the parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource or (2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached.	

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
		TCR-2b: Tribal Repatriations. In the event that remain-in-place measures are infeasible for disturbed human remains, the project proponent, in consultation with tribes and County representatives, shall identify an on-site repatriation location within a conservation easement. This shall include an agreement to maintain resource location confidentiality. In addition to the mitigation requirements discussed in Impact CUL-3, tribes may request additional materials and monitoring in the event of human remains discovery. This may include, but is not limited to, on-site storage of remains in a locked, air-conditioned facility with access controlled by tribal monitors, materials required for appropriate recovery and reinternment, and physical control mechanisms such as subsurface coverings and above-ground deterrents such as site fencing.	
UTILITIES			
UT-1: Construction of Infrastructure could result in Adverse Physical Effects.			
Water Treatment. The City of Sacramento would provide water to development allowed under the proposed UWSP. The City owns and operates two water diversion and treatment facilities: the Sacramento River Water Treatment Plant on the Sacramento River and the Fairbairn Water Treatment Plant on the American River. Enough excess treatment capacity exists at these two facilities to serve development allowed under the proposed UWSP, and thus no additional water treatment capacity would need to be constructed to accommodate the increase in water demand	LTS	None required	NA

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
anticipated under the proposed UWSP. This impact would be less than significant.			
Water Distribution. A new water tank and water transmission lines would be required to serve development allowed under the proposed UWSP; improvements to the off-site water transmission system are not required. As the water distribution system would be constructed within and immediately surrounding the UWSP area, the potential impacts associated with the construction and installation of these improvements are considered throughout the technical chapters of this Draft EIR. Project-specific mitigation measures for construction identified for each topical issue would reduce potential significant impacts associated with construction and installation of water distribution facilities to the maximum extent feasible. Therefore, the physical impacts of the proposed water distribution system have been accounted for in the analysis, and this impact would be less than significant.	LTS	None required	NA
Wastewater Treatment. Wastewater generated by development allowed under the proposed UWSP would be treated at the Sacramento Regional Wastewater Treatment Plant (SRWWTP) in Elk Grove, which is owned and operated by Sacramento Regional County Sanitation District (Regional San). The SRWWTP has sufficient average dry-weather flow treatment capacity to serve existing and future land uses for at least 40 more years. Thus, no additional wastewater treatment capacity would need to be constructed to accommodate the increase in wastewater generation anticipated under the proposed UWSP. This impact would be less than significant.	LTS	None required	NA

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
Wastewater Conveyance. A new sewer pump station and sewer trunk lines would be required to serve development allowed under the proposed UWSP; improvements to the off-site transmission system are not required. As the wastewater conveyance system would be constructed within and immediately surrounding the UWSP area, the potential impacts associated with the construction and installation of these improvements are considered throughout the technical chapters of this Draft EIR. Project-specific mitigation measures for construction identified for each topical issue would reduce potential significant impacts associated with construction and installation of wastewater conveyance facilities to the maximum extent feasible. Therefore, the physical impacts of the proposed wastewater conveyance system have been accounted for in the analysis, and this impact would be less than significant.	LTS	None required	NA
Stormwater/Drainage. A new on-site storm drain system including collection, detention basins, conveyance pipelines and proposed pump stations would need to be constructed and installed to serve development allowed under the proposed UWSP; improvements to the off-site stormwater/ drainage system are not required. As the stormwater/ drainage system would be constructed within and immediately surrounding the UWSP area, the potential impacts associated with the construction and installation of these improvements are considered throughout the technical chapters of this Draft EIR. Project-specific mitigation measures for construction identified for each topical issue would reduce potential significant impacts associated with construction and installation of stormwater/drainage facilities to the maximum extent feasible. Therefore, the physical impacts of the proposed stormwater/drainage system have	LTS	None required	NA

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
been accounted for in the analysis, and this impact would be less than significant.			
Electricity. Two new electric substations and a backbone electrical system would be required to serve development allowed under the proposed UWSP; improvements to the off-site electrical distribution system are not required. As the electric substations and backbone electrical system would be constructed within and immediately surrounding the UWSP area, the potential impacts associated with the construction and installation of these improvements are considered throughout the technical chapters of this Draft EIR. Project-specific mitigation measures for construction identified for each topical issue would reduce potential significant impacts associated with construction and installation of electrical facilities to the maximum extent feasible. Therefore, the physical impacts of the proposed electric substations and backbone electrical system have been accounted for in the analysis. In addition, a new off-site electrical transmission line would be required to serve the proposed UWSP. This improvement would likely take place within a previously disturbed right-of-way. Because this improvement would be in already disturbed environments, the construction of the transmission line would not result in significant environmental impacts. For these reasons, this impact would be less than significant.	LTS	None required	NA
Natural Gas. New natural gas infrastructure would be extended to commercial uses within the UWSP area; natural gas would not be extended to residential uses. Improvements to the off-site natural gas infrastructure are not required. As natural gas infrastructure would be constructed within and immediately surrounding the UWSP area, the potential impacts associated with the construction and installation of these improvements are considered throughout the technical	LTS	None required	NA

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
chapters of this Draft EIR. Project-specific mitigation measures for construction identified for each topical issue would reduce potential significant impacts associated with construction and installation of natural gas facilities to the maximum extent feasible. Therefore, the physical impacts of the proposed natural gas infrastructure have been accounted for in the analysis, and this impact would be less than significant.			
Telecommunication. New telecommunications infrastructure would be necessary to serve the technological needs of proposed development in the UWSP area; improvements to the off-site telecommunications system are not required. As telecommunications infrastructure would be constructed within and immediately surrounding the UWSP area, the potential impacts associated with the construction and installation of these improvements are considered throughout the technical chapters of this Draft EIR. Project-specific mitigation measures for construction identified for each topical issue would reduce potential significant impacts associated with construction and installation of telecommunications facilities to the maximum extent feasible. Therefore, the physical impacts of the proposed telecommunications infrastructure have been accounted for in the analysis, and this impact would be less than significant.	LTS	None required	NA
UT-2: Result in a Project Water Demand That Cannot Be Met by Supply. The City of Sacramento would provide water to development allowed under the proposed UWSP. The City of Sacramento would have adequate planned water supply to serve development allowed under the proposed UWSP during normal, single dry, and multiple dry years. This impact would be less than significant.	LTS	None required	NA

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
UT-3: Result in a Project Sewer Disposal Demand That Cannot Be Met by Disposal or Conveyance Capacity. Wastewater generated by development allowed under the proposed UWSP would be treated at the SRWWTP in Elk Grove, which is owned and operated by Regional San. The SRWWTP has sufficient average dry-weather flow treatment capacity to serve existing and future land uses for at least 40 more years. Thus, no additional wastewater treatment capacity would need to be constructed to accommodate the increase in wastewater generation anticipated under the proposed UWSP. This impact would be less than significant.	LTS	None required	NA
UT-4: Result in a Project Solid Waste Disposal Demand That Cannot Be Met by Landfill Capacity. Solid waste generated by the construction of development allowed under the proposed UWSP would be processed at several facilities. The use of these facilities would be short-term, and the volume of material would represent a relatively minor component of daily input to these facilities. The impact to these facilities would be less than significant. Solid waste generated by the operation of development allowed under the proposed UWSP would be collected and transported to North Area Recovery Station (NARS) in North Highlands for processing and then on to Kiefer Landfill for disposal. Both the NARS and Kiefer Landfill have sufficient solid waste processing capacity and sufficient landfill disposal capacity, respectively, to serve development allowed under the proposed UWSP. The impact to these facilities would be less than significant.	LTS	None required	NA
UT-5: Conflict with Solid Waste Regulations. The Sacramento County Department of Waste Management and Recycling (DWMR) oversees solid waste, recycling, and disposal needs in the greater Sacramento area. The DWMR	LTS	None required	NA

Impacts	Level of Significance Before Mitigation[1]	Mitigation Measure	Level of Significance After Mitigation
ensures that local haulers comply with federal, state, and local statutes and regulations related to solid waste. Because the haulers serving the UWSP area would be regulated by DWMR, they would comply with these statutes and regulations, and thus this impact would be less than significant.			

MITIGATION MONITORING AND REPORTING PROGRAM

It shall be the responsibility of the future project applicants/property owners to comply with the Mitigation Monitoring and Reporting Program (MMRP) for this project and to reimburse the County for all expenses incurred in the implementation of the MMRP, including any necessary enforcement actions. The future project applicants/property owners shall pay an initial deposit to be determined upon subsequent application review, including administrative costs, which must be paid to the Department of Community Development, Planning and Environmental Review Division prior to recordation of the MMRP and prior to recordation of any final parcel or subdivision map. The remaining balance will be due prior to review of any plans by the Environmental Coordinator or issuance of any building, grading, work authorization, occupancy or other project-related permits. Over the course of the project, the Department of Community Development, Planning and Environmental Review Division will regularly conduct cost accountings and submit invoices to the future project applicants/property owners when the County monitoring costs exceed the initial deposit.

TERMINOLOGY USED IN THIS EIR

This Draft EIR uses the following terminology to describe environmental effects of the project.

Significance Criteria. A set of criteria used by the lead agency to determine at what level, or "threshold," an impact would be considered significant. Significance criteria used in this EIR include those that are set forth in the California Environmental Quality Act (CEQA) Guidelines, or can be discerned from the CEQA Guidelines; criteria based on factual or scientific information; criteria based on regulatory standards of local, state, and federal agencies; and criteria based on goals and policies identified in the Sacramento County General Plan.

Less-than-Significant Impact. A project impact is considered less than significant when it does not reach the standard of significance and would therefore cause no substantial change in the environment. No mitigation is required for less-than-significant impacts.

Potentially Significant Impact. A potentially significant impact is a substantial, or potentially substantial, adverse change in the environment. Physical conditions that exist within the area would be directly or indirectly affected by the proposed project. Impacts may also be short-term or long-term. A project impact is considered significant if it reaches the threshold of significance identified in the EIR. Mitigation measures may reduce a potentially significant impact to a less-than-significant level.

Significant Unavoidable Impact. A project impact is considered significant and unavoidable if it is significant and cannot be avoided or mitigated to a less-than-significant level once the project is implemented.

Cumulative Significant Impact. A cumulative impact can result when a change in the environment results from the incremental impact of a project when added to other related past, present, or reasonably foreseeable future projects. Significant cumulative impacts may result from individually minor but collectively significant projects.

Mitigation. Mitigation measures are revisions to the project that would minimize, avoid, or reduce a significant effect on the environment. CEQA Guidelines Section 15370 identifies five types of mitigation:

a) Avoiding the impact altogether by not taking a certain action or parts of an action.

b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation.

c) Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.

d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.

e) Compensating for the impact by replacing or providing substitute resources or environments.

1 INTRODUCTION

This draft environmental impact report (Draft EIR) has been prepared pursuant to the California Environmental Quality Act (CEQA) of 1970 (as amended) by the County of Sacramento (County) to disclose the potential environmental consequences of implementing the proposed Upper Westside Specific Plan (UWSP, or proposed plan). This Draft EIR (State Clearinghouse #2020100069) has been prepared in conformance with CEQA (Public Resources Code [PRC] section 21000, et seq.) and the CEQA Guidelines (California Code of Regulations [CCR], Title 14, Chapter 3, section 15000, et seq.) to disclose the environmental impacts associated with the proposed plan.

The County of Sacramento as lead agency responsible for administering the environmental review for the project has determined that under CEQA, an environmental impact report (EIR) is required for the proposed UWSP.

PURPOSE AND USE OF THIS EIR

CEQA requires that, before a decision can be made to approve a plan that would pose potential adverse physical effects, an EIR must be prepared that fully describes the environmental effects of the plan. The EIR is a public information document that identifies and evaluates potential environmental impacts of a proposed plan, recommends mitigation measures to lessen or eliminate significant adverse impacts, and examines feasible alternatives to the plan. The information contained in the EIR must be reviewed and considered by the County and by any responsible agencies (as defined in CEQA) prior to a decision to approve, disapprove, or modify the proposed plan.

CEQA ENVIRONMENTAL REVIEW

The CEQA Guidelines define the role and standards of adequacy of an EIR as follows:

- **Informational Document.** An EIR is an informational document that will inform public agency decision-makers and the public of the significant environmental effect(s) of a proposed project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. The public agency shall consider the information in the EIR along with other information that may be presented to the agency (CEQA Guidelines section 15121[a]).
- **Standards for Adequacy of an EIR.** An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information that enables them to make an informed decision that takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement

> among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure (CEQA Guidelines section 15151).

CEQA Guidelines section 15382 defines a significant effect on the environment as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project…" Therefore, in identifying the significant impacts of the proposed plan, this EIR describes the potential for the plan to result in substantial physical effects within the area affected by the plan (UWSP area or plan area) and identifies mitigation measures that would avoid, reduce, or otherwise alleviate those effects, if necessary.

Environmental Review

Preliminary Project Evaluation

Having determined an EIR would be required to evaluate changes in the environment that would result from buildout of the proposed UWSP, the County elected not to prepare an Initial Study Checklist, as permitted by section 15060(d) of the CEQA Guidelines. The EIR will cover all technical issue areas identified in CEQA Guidelines Appendix G.

EIR Scoping

In October 2020, the County issued a Notice of Preparation (NOP) for the EIR (see Appendix INT-1) to governmental agencies and organizations and persons interested in the proposed plan. The NOP public review and comment period lasted from October 5, 2020 through November 6, 2020. The County sent the NOP to agencies with statutory responsibilities in connection with the proposed plan with the request for those agencies' input on the scope and content of the environmental information that should be addressed in the EIR. A scoping meeting for service providers and other public agencies as well as a scoping meeting for the public were held on October 13, 2020 to solicit comments and suggestions concerning the analysis in the EIR.

The scope of this EIR includes environmental issues that have the potential to result in significant impacts, as determined through preparation of the NOP, responses to the NOP, scoping meeting feedback, and discussions among the public, consulting staff, other agencies, and the County of Sacramento. This process identified potentially significant impacts associated with implementation of the UWSP in the following technical areas:

- Aesthetics;
- Agricultural and Forestry Resources;
- Air Quality;
- Biological Resources;

- Cultural Resources;
- Climate Change;
- Energy;
- Geology, Soils, and Paleontology;
- Hazards and Hazardous Materials;
- Hydrology and Water Quality;
- Land Use;
- Noise and Vibration;
- Population and Housing;
- Public Services and Recreation;
- Transportation;
- Tribal Cultural Resources;
- Utilities and Service Systems; and
- Wildfire.

This EIR evaluates the direct, indirect, and cumulative impacts that could result from build-out of the proposed plan in these issue areas in accordance with CEQA.

Public Review

The Draft EIR is available for public review and comment as set forth in the Notice of Availability circulated by the County. During the review and comment period written comments (including email) regarding the Draft EIR may be submitted to the County at the address below.

Julie Newton, Environmental Coordinator
Department of Community Development
Division of Planning and Environmental Review
827 7th Street, Room 225, Sacramento, CA 95814
Email: CEQA@saccounty.net

The Draft EIR, Notice of Availability and other supporting documents, such as technical reports prepared by the County as part of the EIR process, are available for public review at the Division of Planning and Environmental Review at the address listed above and at the following Sacramento County Public Library locations:

Central Library 828 I Street Sacramento, CA 95814	South Natomas Branch 2901 Truxel Road Sacramento, 95833	North Natomas Branch 4660 Via Ingoglia Sacramento, 95835

In addition, electronic versions of these documents are available on the County's website at:

> https://planning.saccounty.gov/PlansandProjectsIn-Progress/Pages/UpperWestsideSpecificPlan.aspx

Final EIR and EIR Certification

Following the public review and comment period for this Draft EIR, the County will prepare responses that address all substantive written and oral comments on the Draft EIR's environmental analyses received within the specified review period. The responses and any other revisions to the Draft EIR initiated by County staff will be prepared as a final environmental impact report (Final EIR). The Draft EIR and its Appendices, together with the Final EIR will constitute the EIR for the proposed plan.

Mitigation Monitoring and Reporting Plan

Throughout this EIR, mitigation measures are clearly identified, where applicable, and presented in language that will facilitate establishment of a mitigation monitoring and reporting plan (MMRP). As required under CEQA, a MMRP will be prepared and presented to the County Board of Supervisors at the time of certification of the Final EIR for the proposed plan and will identify the specific timing and roles and responsibilities for implementation of adopted mitigation measures.

Subsequent Project Approvals

This EIR discloses the environmental effects of implementation of the proposed plan pursuant to the requirements of the CEQA Guidelines. As described in Chapter 2, Project Description, the proposed plan includes several approval actions that must be taken by the County and other responsible agencies, as necessary. Subsequent development activities within the UWSP area must be consistent with the requirements of these approvals, as well as the adopted MMRP, as applicable. Subsequent actions related to the proposed UWSP will include Site Plan and Design Review for specific development and infrastructure projects consistent with the UWSP, and other applicable regulations and requirements.

Use of this EIR to cover later project activities is addressed in PRC section 21166 and CEQA Guidelines section 15162(a). Under those sections, if the proposed future activities are consistent with the proposed plan as analyzed in this EIR, and would not create new significant or substantially more severe significant impacts that were not examined in this EIR, the later activities are considered to be within the scope of the EIR and no further review under CEQA is required. More specifically, CEQA Guidelines section 15162(a) states:

> *When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency*

determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

1. *Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;*
2. *Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or*
3. *New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:*
    a. *The project will have one or more significant effects not discussed in the previous EIR or negative declaration;*
    b. *Significant effects previously examined will be substantially more severe than shown in the previous EIR;*
    c. *Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or*
    d. *Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.*

Thus, to the extent appropriate and consistent with the requirements of CEQA and the CEQA Guidelines, the County would rely on this EIR in conjunction with its consideration of subsequent projects undertaken pursuant to the UWSP.

2 PROJECT DESCRIPTION

INTRODUCTION

Under the California Environmental Quality Act (CEQA), a complete project description must contain (a) the precise location and boundaries of the project area, shown on a detailed map, along with a regional map of the project's location; (b) a statement of the objectives sought by the proposed project, which should include the underlying purpose of the project; (c) a general description of the project's technical, economic, and environmental characteristics; and (d) a statement briefly describing the intended uses of the environmental impact report (EIR) (CEQA Guidelines Section 15124). A project description need not be exhaustive but should supply the information necessary for the evaluation and review of the project's significant effects on the environment. This project description for the proposed Upper Westside Specific Plan (UWSP) provides an overview of the existing environmental setting, the objectives of the proposed UWSP, required entitlements, and detailed information describing the characteristics of the proposed plan.

The UWSP would guide development on 2,066 acres of unincorporated land in northwestern Sacramento County. The UWSP would provide a mix of residential and non-residential land uses to accommodate 9,356 housing units with a mixture of densities that supports all population segments, and over 3 million square feet of commercial, retail, and office uses that serve the community's needs. Key features of the UWSP would include a mixed-use Town Center, 10 active parks, and an extensive system of greenbelts and multi-use trails with linkages to downtown Sacramento. Development would be limited to a 1,532-acre Development Area while the remaining 534 acres would serve as an agricultural buffer (Ag Buffer) along the western edge of the UWSP area.

The project applicant is Upper Westside LLC. The County of Sacramento (County) is the lead agency for the purpose of this EIR.

PROJECT SETTING

LOCATION

The Sacramento region is located approximately 80 miles east of San Francisco and 85 miles west of Lake Tahoe. The region is a major transportation hub, the point of intersection of transportation routes that connect Sacramento to the San Francisco Bay Area to the west, the Sierra Nevada to the east, Los Angeles to the south, and Oregon and the Pacific Northwest to the north.

The Sacramento region is bisected by major freeways: Interstate 5 (I-5), which traverses the state from north to south; Interstate 80 (I-80), which provides an east-west connection

between San Francisco and Reno; and U.S. Highway 50, which provides an east-west connection between Sacramento and South Lake Tahoe. Two railroads, the Union Pacific Railroad and the BNSF Railway, also transect the region. Daily Amtrak service is provided from the Sacramento Valley Station at 4th and I Streets in the city of Sacramento (on the Union Pacific Railroad line), linking the Sacramento region to the Bay Area; the Central Valley, south to Bakersfield, and beyond to Southern California; Roseville, Auburn, and points east to the Sierra Nevada; Redding and points north to Seattle, Washington; Amtrak regional bus connections throughout Northern California; and points east to Chicago, Illinois.

The location of the UWSP area in the context of the Sacramento region is shown in **Plate PD-1**. Specifically, the plan area is in unincorporated Sacramento County adjacent to the existing city of Sacramento communities of North and South Natomas (see **Plate PD-2**). The UWSP area is bounded by Fisherman's Lake Slough to the north, the West Drainage Canal (Witter Canal) to the east, I-80 to the south, and Garden Highway to the west (see **Plate PD-3**).

Existing Conditions

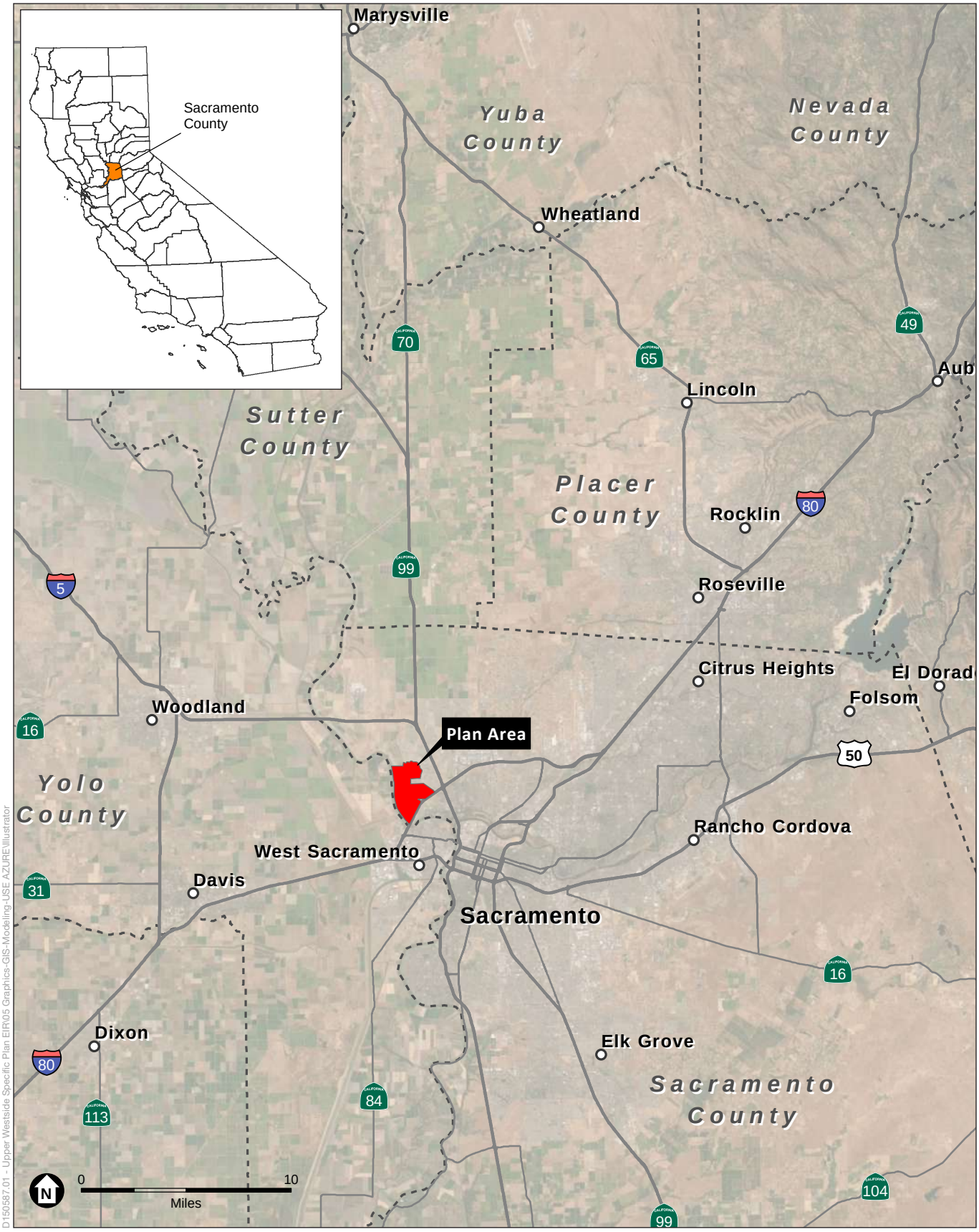
Parcels in the UWSP Area

The UWSP area consists of 144 parcels (see **Plate PD-4**). Of these, the project applicant owns and/or controls 10 parcels totaling approximately 292 acres, or 14 percent of the plan area. Properties not owned by the project applicant are included in the UWSP per requirements of the *Sacramento County General Plan of 2005–2030* (General Plan or 2030 General Plan) (County of Sacramento 2011) and would be the subject of future entitlement applications for rezoning consistent with the County's adopted Land Use Plan.

Existing and Adjacent Land Uses

Agriculture is the predominant land use within the UWSP area with large parcels devoted to growing crops (see **Plate PD-5**). There are a total of five farms within the plan area covering approximately 1,200 acres, three of which farm most of the land (about 1,170 acres). Major crops grown on these farms include wheat, safflower, corn, and tomatoes. Other crops grown to a much lesser extent include strawberries, bell peppers, cabbage, melons, and blueberries. The value of the four major crops discussed above is approximately $800 full gross receipt per acre.

Other existing land uses within the UWSP area include agricultural residential, commercial, and recreation. Agricultural residential homes are located within the northeastern portion of the plan area near El Centro Road and within the southwestern portion of the UWSP area along Garden Highway. Commercial land uses are located adjacent to the West El Camino Avenue/I-80 interchange and include a truck stop, gas stations, restaurants, hotels, self-storage, construction equipment sales, and offices. Finally, radio broadcast towers (KYMX-FM) are located in the northern part of the plan area and a television broadcast tower (KVIE) is located within the agricultural residential area along the southwestern boundary.



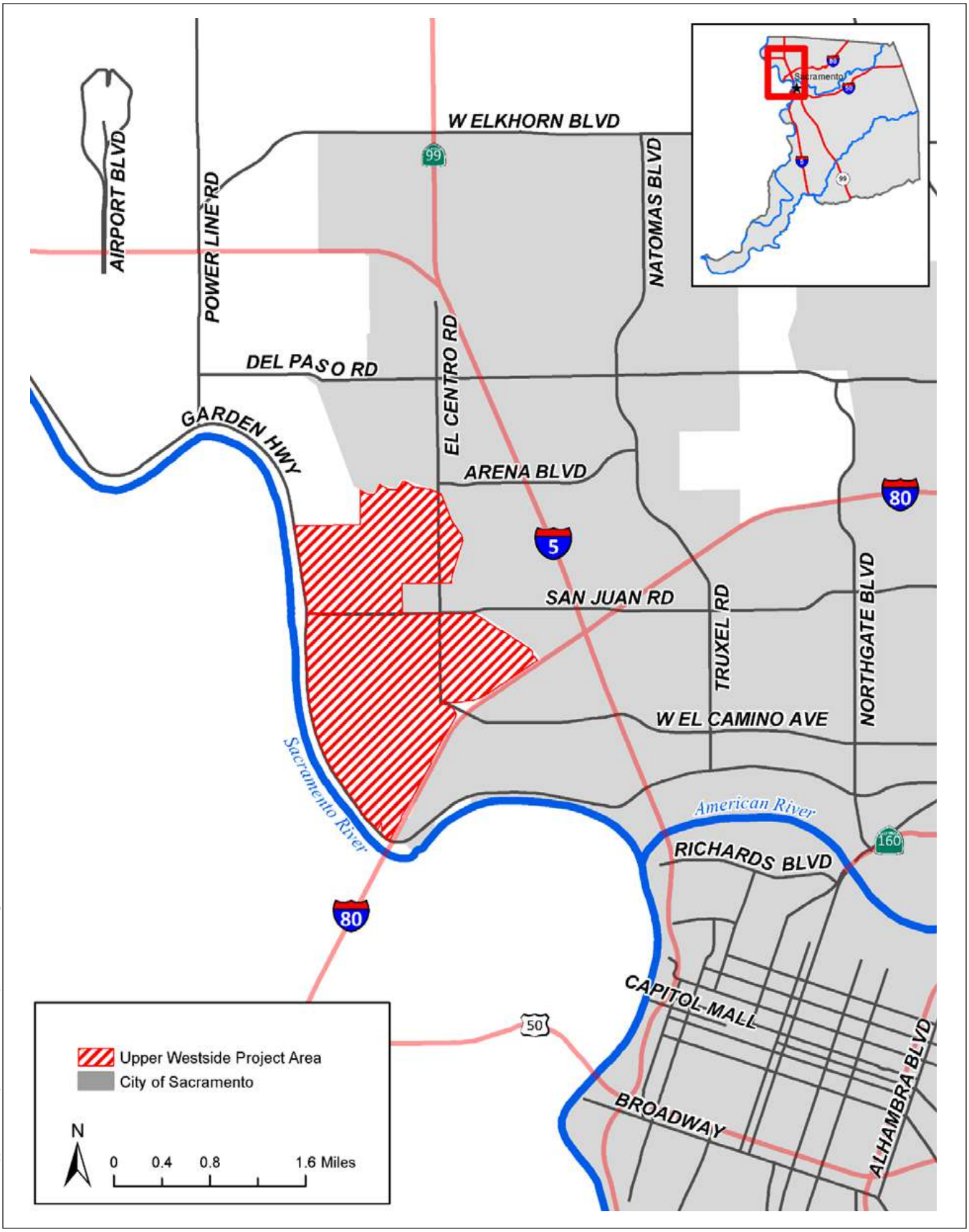
D150587.01 - Upper Westside Specific Plan EIR\05 Graphics-GIS-Modeling-USE AZURE\Illustrator

SOURCE: Esri, 2022; USDA, 2022; ESA, 2022

Upper Westside Specific Plan EIR

Plate PD-1
Regional Location

ESA



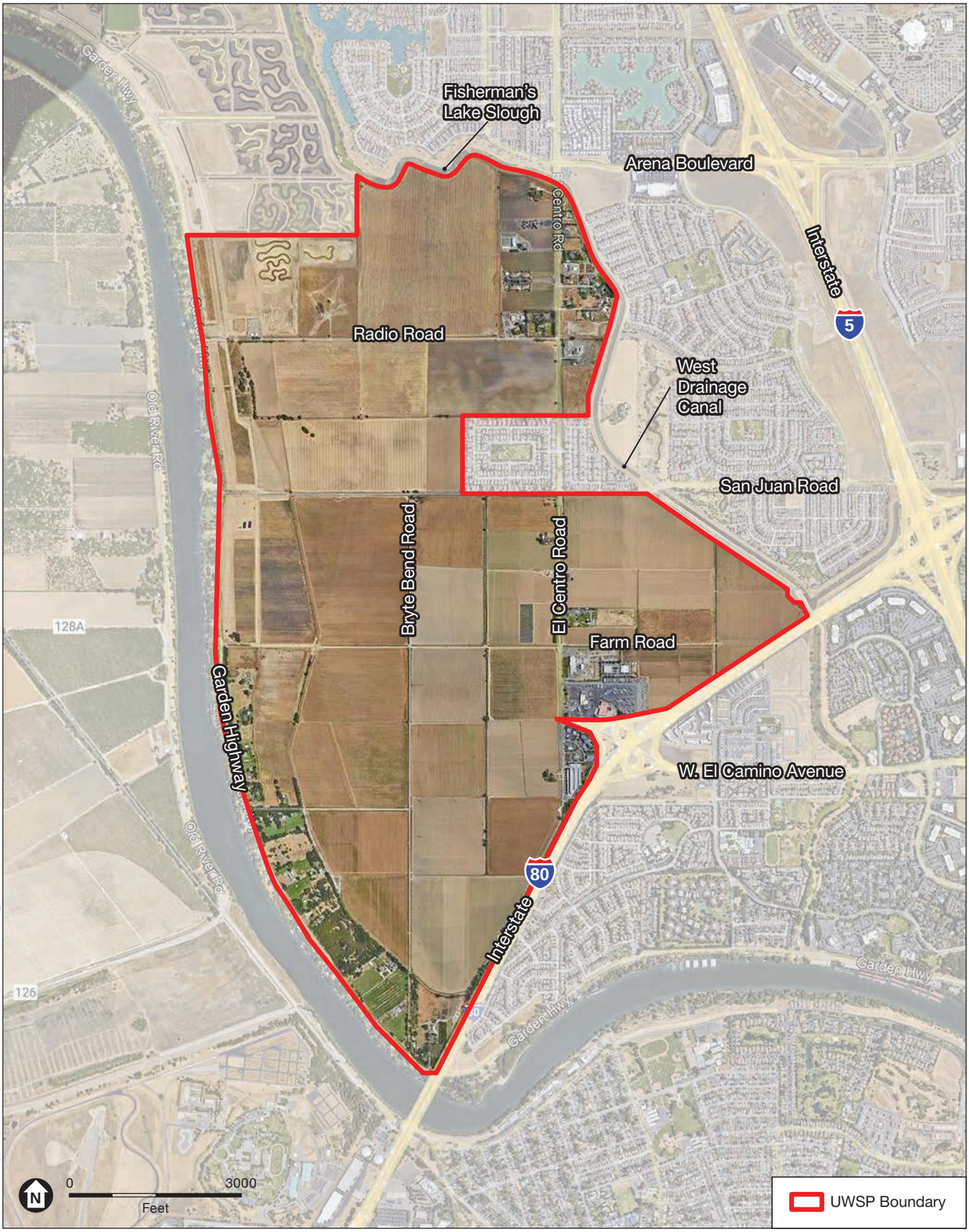
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SOURCE: Upper Westside LLC, 2024

Upper Westside Specific Plan EIR

Plate PD-2
Vicinity Map

ESA

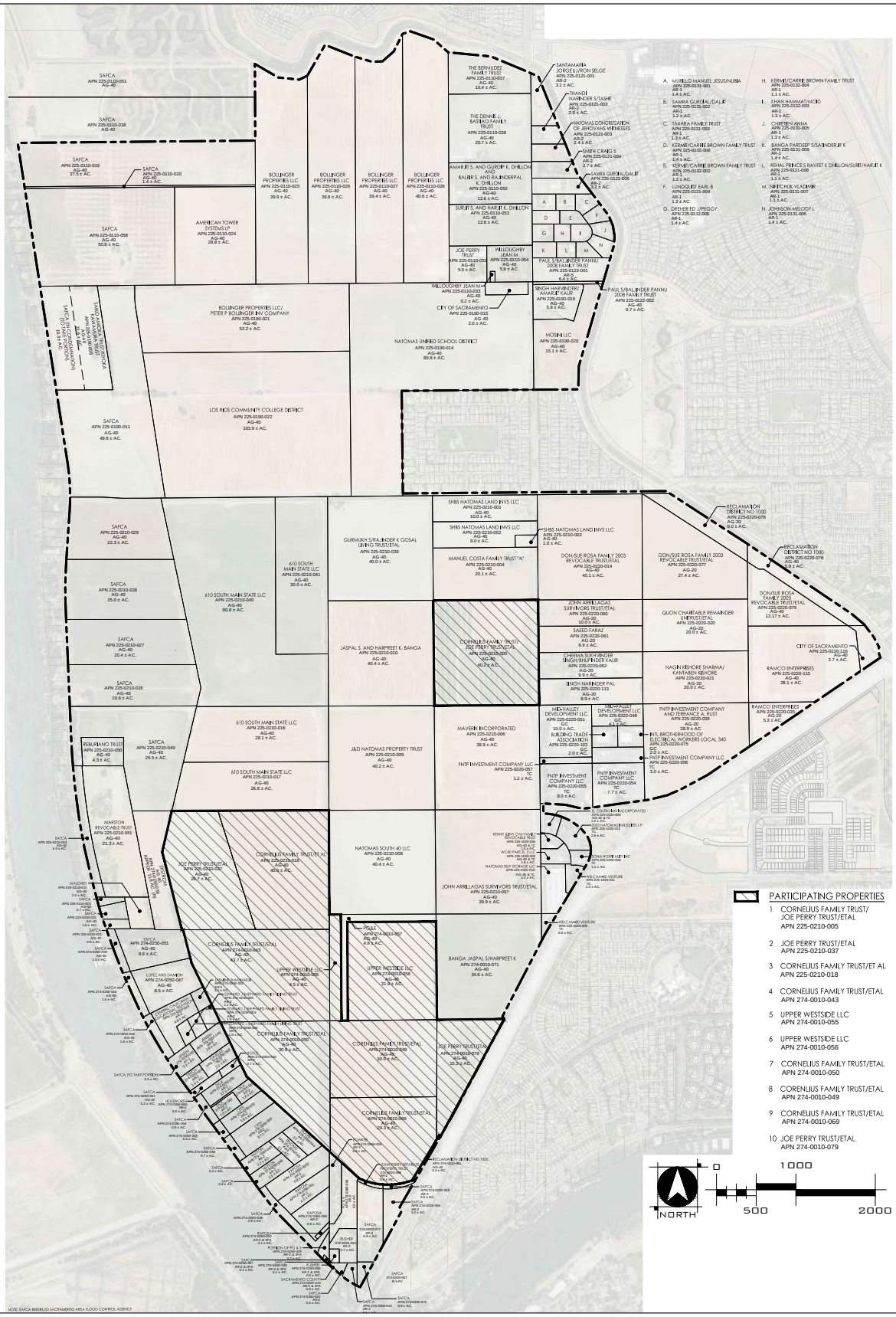


SOURCE: Google Earth Pro, basemap, 2021; ESA, 2022

Upper Westside Specific Plan EIR

Plate PD-3
UWSP Area

ESA



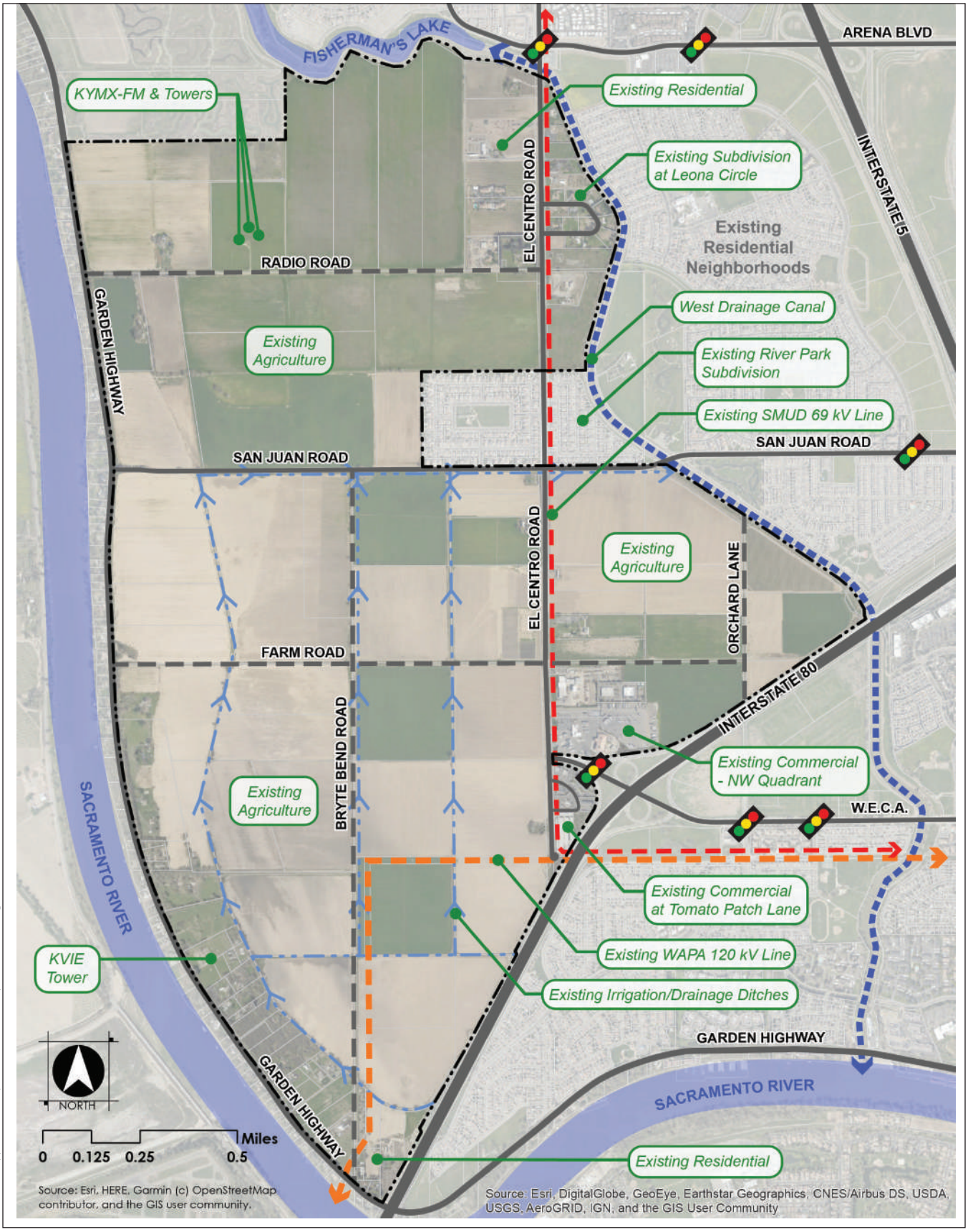
SOURCE: Upper Westside LLC, 2024

Upper Westside Specific Plan EIR

Plate PD-4
Parcel Ownership

ESA

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D150587.01 - Upper Westside Specific Plan EIR\05 Graphics-GIS-Modeling-USE AZURE\Illustrator

SOURCE: Upper Westside Specific Plan Admin Draft #4, 2024

Upper Westside Specific Plan EIR

Plate PD-5
Existing Uses & Site Features

ESA

Residential uses within the North Natomas community are located to the north of Fisherman's Lake Slough and, except for the River View Subdivision, which is located on both sides of El Centro Road north of San Juan Road, to the east of the West Drainage Canal (Witter Canal). Similarly, residential uses within the South Natomas community are located to the south of I-80. Residential uses within the Garden Highway Special Planning Area and the Sacramento River are located to the west of Garden Highway.

Existing Land Use Designations and Zoning

Current General Plan land use designations for the UWSP area include Agricultural Cropland (1,858.3 acres), Agricultural Residential (97.0 acres), Recreation (58.8 acres), and Commercial and Offices (52.2 acres) (County of Sacramento 2011).

Current Zoning designations for the UWSP area include Agricultural 20 (148.6 acres), Agricultural 40 (1,737.1 acres), AG-Residential 1 (16.7 acres), AG-Residential 2 (108.3 acres), AG-Residential 5 (6.0 acres), General Commercial (17.8 acres), and Highway Travel Commercial (31.8 acres) (County of Sacramento 2015).

Existing Infrastructure

Circulation and Transportation

West El Camino Avenue

West El Camino Avenue is an east-west roadway that provides a key gateway into the UWSP area from the I-80 interchange. To the west of the I-80 interchange, the roadway is improved as a two-lane undivided collector and extends 1,200 feet into the plan area to El Centro Road, while to the east of the I-80 interchange, the roadway is improved as a four-lane divided arterial and extends 1.2 miles east outside the UWSP area to an interchange with I-5 and beyond in the city of Sacramento.

El Centro Road

El Centro Road is the primary north-south roadway through the eastern portion of the UWSP area. It extends from West El Camino Avenue approximately 1.8 miles to the north where it crosses the West Drainage Canal (Witter Canal) and intersects Arena Boulevard, which provides a connection to the I-5 freeway approximately 0.7 mile to the east. El Centro Road also extends south of West El Camino Avenue for approximately 0.3 mile and terminates in a cul-de-sac. The roadway consists of two lanes throughout the UWSP area, although the segment through the River View subdivision is built to accommodate a four-lane divided arterial with roadway re-striping.

San Juan Road

San Juan Road is an east-west roadway that extends as a narrow, paved farm road from Garden Highway approximately 1.1 miles east to intersect with El Centro Road. The northerly frontage adjacent to the River View subdivision within the UWSP area is fully improved with curb, gutter, and sidewalk. The roadway extends farther east, passing under I-5 and I-80 as a fully improved roadway to connect with Truxel Road

approximately 2.2 miles to the east in the city of Sacramento. Truxel Road allows a connection to an interchange with I-80.

RADIO ROAD

Radio Road is an unpaved east-west agricultural roadway located one-half mile north of San Juan Road and extends west from El Centro Road to serve several agricultural parcels and connects to Garden Highway 1.2 miles to the west.

LEONA CIRCLE

Leona Circle is a two-lane street located east of El Centro Road and north of Farm Road and is not improved with curb, gutter, and sidewalks. This facility provides access to several rural residential type homes.

FARM ROAD

Farm Road is an east-west roadway located one-quarter mile north of West El Camino Avenue and extends east to serve commercial parcels located east of El Centro Road. The roadway also functions as an agricultural road west from El Centro Road to Garden Highway 1.1 miles away.

TOMATO PATCH LANE

Tomato Patch Lane is a two-lane roadway located east of El Centro Road and south of the West El Camino Avenue/I-80 interchange. This looped street is improved with curbs and gutters and includes a small segment with a sidewalk along one edge. This road provides access to several highway-oriented commercial establishments.

BRYTE BEND ROAD

Bryte Bend Road is an unpaved north-south farm road that runs parallel with El Centro Road one-half mile to the west and connects from San Juan Road on the north approximately 1.8 miles to Garden Highway on the south. It serves several agricultural parcels.

GARDEN HIGHWAY

Garden Highway is a paved two-lane levee road located along the western edge of the UWSP area. The roadway extends along the Sacramento River many miles to the north into Sutter County. It also extends to the south and east, providing a connection to I-5 and farther east where it merges into Arden Way in the city of Sacramento.

UTILITIES

EXISTING WASTEWATER INFRASTRUCTURE

The Sacramento Area Sewer District (SacSewer) currently serves developed portions of the UWSP area. An existing 24-inch sewer conveyance line currently flows from outside the plan area south along El Centro Road into a 33-inch sewer line located at the intersection of El Centro Road and San Juan Road that flows approximately 1.6 miles east along San Juan Road to the New Natomas Pump Station (NNPS), which is generally located northeast of the I-5/I-80 interchange and operated by SacSewer.

EXISTING WATER SUPPLY INFRASTRUCTURE

The agricultural customers in the western portion of the UWSP area are currently served by an existing 30-inch pipeline located one-quarter mile to the east of Garden Highway. The City of Sacramento currently serves domestic customers within the eastern portion of the UWSP area with an existing 24-inch transmission line in El Centro Road and San Juan Road that connects with the 1.5-million-gallon (MG) El Centro water storage tank, located approximately two miles north of the plan area, and the 1.5 MG San Juan water storage tank, located directly northeast of the plan area at the intersection of San Juan Road and West Drainage Canal (Witter Canal). The Northlake project (formerly Greenbriar), which is currently under construction, will complete a 24-inch connection from the El Centro tank east to the Elkhorn Pump Station located at the intersection of Elkhorn Road and Natomas Boulevard in the city of Sacramento, thus improving the capabilities of the City of Sacramento's looped water main system.

EXISTING STORM DRAIN INFRASTRUCTURE

Stormwater in the UWSP area is managed by Reclamation District 1000 (RD 1000), the Sacramento Area Flood Control Agency (SAFCA), and the Sacramento County Department of Water Resources (County DWR). RD 1000 owns and operates existing drainage canals and pump stations within the Natomas Basin, which ultimately convey runoff to Pump Stations 1A and 1B located on the Sacramento River, approximately one mile to the southeast of the UWSP area.

There are two existing pump stations located along the eastern edge of the UWSP area that pump runoff into the West Drainage Canal (Witter Canal). These include the San Juan Pump Station, located directly southwest of the intersection of San Juan Road and West Drainage Canal (Witter Canal), and the Riverside Pump Station, located about one-quarter mile to the north, also on the westside of West Drainage Canal (Witter Canal). Existing stormwater runoff is conveyed to these pump stations via a system of existing irrigation and drainage ditches that are maintained by the Natomas Central Mutual Water Company and in many cases by RD 1000.

SAFCA and the U.S. Army Corps of Engineers (USACE) have jurisdiction over the Natomas Basin and the "perimeter" levee system. The Natomas Levee Improvement Program, which includes levee repair, cutoff walls, buttress levees, seepage berms, pumping plant improvements, and other improvements to provide 100-year and 200-year flood protection for the Natomas Basin, is anticipated to be completed by 2025. The improvements have been underway for over 10 years. Improvements to Garden Highway levee segments located directly west and south of the UWSP area, Reaches A and B, are scheduled for completion by December 2025 and will provide 200-year protection.

The County DWR is responsible for review of drainage plans and hydrologic and hydraulic analyses in unincorporated portions of Sacramento County. The Drainage Master Plan for the proposed UWSP was designed to provide 100-year and 200-year protection to the Development Area and to comply with standards in the Sacramento Region Storm Water Quality Design Manual, which calls for Low Impact Development (LID) measures to capture and pre-treat storm runoff.

EXISTING DRY UTILITY INFRASTRUCTURE

The Sacramento Municipal Utility District (SMUD) currently provides electric service to the UWSP area. An existing SMUD 69-kilovolt (kV) transmission line currently extends from South Natomas across I-80 to El Centro Road, where it continues north along El Centro Road and connects to an existing electric substation located just off-site at the intersection of Arena Boulevard and El Centro Road before continuing north and east from this location. In addition, an existing Western Area Power Administration 120 kV transmission line currently traverses the plan area, extending from South Natomas across I-80 to Bryte Bend Road, where it continues south along Bryte Bend Road across the Sacramento River into West Sacramento. The 120 kV transmission towers are spaced approximately 600 feet apart on center.

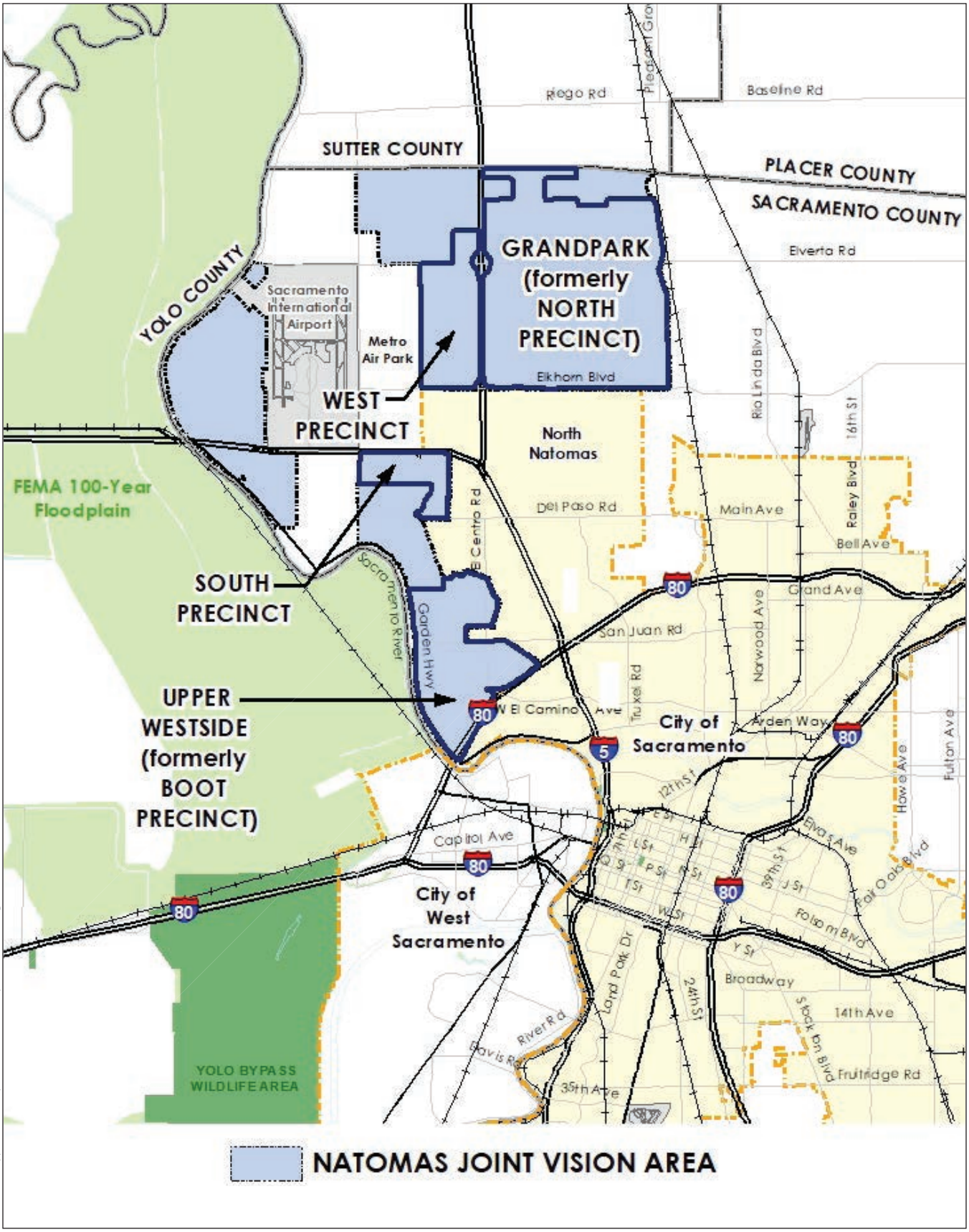
Pacific Gas and Electric Company (PG&E) currently provides natural gas service to portions of the UWSP area. Natural gas infrastructure is presently located along El Centro Road.

PROJECT BACKGROUND

In response to development proposals being proposed in the Natomas Basin separately by the City and County of Sacramento in the 1990s, both jurisdictions decided it would be beneficial to coordinate their efforts. This coordination gave rise to the City/County Joint Vision for Natomas, which was formalized in a Memorandum of Understanding between the City and County that outlined a joint vision for land use and revenue sharing principles in Natomas. As part of this process, four planning areas or “precincts” were established within the Natomas Joint Vision Area. The four areas included Grandpark (formerly the North Precinct), the West Precinct, the South Precinct, and the Upper Westside (previously referred to as the Boot Precinct) (see **Plate PD-6**).

In February 2012, the County initiated a Master Plan process for a proposal to move the Urban Services Boundary (USB) and the Urban Policy Area (UPA), and to consider General Plan amendments, rezones, and other land use entitlements for all four precincts. Unfortunately, landowners within these four precincts differed in their willingness to fund the Natomas Joint Vision effort, and the effort stalled.

In September 2018, a property ownership controlling 292 acres within the UWSP area filed an initial application with the County requesting initiation of a master plan for the plan area. In February 2019, the County approved this request.



D150587.01 - Upper Westside Specific Plan EIR\05 Graphics-GIS-Modeling-USE AZURE\Illustrator

SOURCE: Upper Westside Specific Plan Admin Draft #4, 2024

Upper Westside Specific Plan EIR

Plate PD-6
Natomas Joint Vision Area

ESA

PROJECT OBJECTIVES

CEQA Guidelines Section 15124(b) requires that an EIR project description include a statement of the objectives intended to be achieved by the project. The objectives describe the purpose of the project and are intended to assist the lead agency in developing a reasonable range of alternatives for consideration in the EIR, and to assist the decision-makers in assessing the feasibility of mitigation measures and alternatives.

The project objectives of the UWSP are presented below.

1. Formulate a specific plan and related land use planning documents and regulatory approvals for the UWSP area as a means of expanding the USB and UPA in an orderly manner and accommodating the County's share of future regional population growth.
2. Create a land use plan that satisfies County policies, regulations, and expectations, as defined in the General Plan, including Policies LU-114, LU-119, and LU-120.
3. Provide a comprehensively planned, high quality, large-scale, residential-based community in northwestern Sacramento County, directly northwest of the City of Sacramento, with a balanced mix of uses, employment opportunities, a wide variety of housing types, park and open space, and supporting public and quasi-public uses.
4. Develop a master-planned community that can be efficiently served by existing infrastructure or proposed infrastructure that would encourage logical, orderly development and would discourage leapfrog or piecemeal development and sprawl.
5. Provide residential housing within five miles of the existing job centers of downtown Sacramento and West Sacramento, as well as in close proximity to newly developing or proposed job centers.
6. Create a development that has an overall positive economic impact on Sacramento County and achieves a neutral to positive fiscal impact on the County's finances and existing ratepayers.
7. Create a community that can be logically and efficiently phased to allow the orderly build-out of the community.
8. Provide a safe and efficient circulation system that interconnects land uses and promotes pedestrian and bicycle circulation and transit options that will encourage non-vehicular trips, thereby reducing vehicle miles traveled (VMT).
9. Incorporate parks and open space, including an urban farm-greenbelt and canal, into the project design in a manner that provides community connectivity and encourages walking and bicycle use.

10. Make efficient use of development opportunities as the project site is bordered on three sides by existing or planned urban development.
11. Plan for enough units to provide housing choices in varying densities to respond to a range of market segments, including opportunities for rental units and affordable housing, and significant commercial uses, consistent with the General Plan and Housing Element.
12. Design a land use plan where the development footprint avoids impacts to wetland resources to the extent feasible.
13. Develop a specific plan that respects existing agricultural land uses and operations to the west of the proposed 1,532-acre Development Area.
14. Provide for development that meets the seven identified Sacramento Area Council of Governments (SACOG) Blueprint principles, including provision of transportation choice, compact development, mixed use development, housing choice and diversity, use of existing assets, natural resource conservation, and quality design.
15. Develop the project and any associated on- and/or off-site mitigation to complement the Natomas Basin Habitat Conservation Plan and the Metro Airpark Habitat Conservation Plan.
16. Designate open space preserves along the south side of Fisherman's Lake Slough or along the West Drainage Canal (Witter Canal) that provide natural buffer to these features, and along the westerly edge of the proposed 1,532-acre Development Area to provide a transition between residential and agricultural designations to the west, which will provide a regional benefit for habitat, resources, and open space amenities.
17. Balance development with resource protection in an inter-connected, permanent open space.
18. Create multi-functional habitat within open space corridors that provide on-site habitat and contribute to water quality.

REQUESTED ENTITLEMENTS

The UWSP would require the following entitlements:

1. A General Plan Amendment to expand the USB and UPA to include the 1,532-acre Development Area within the 2,066-acre UWSP area (see **Plate PD-7**). The 534-acre Ag Buffer Area, located west of the Development Area, which is mostly agricultural-residential homes inside of the southwestern boundary, would remain outside of the UPA and USB, providing a transition to Garden Highway.



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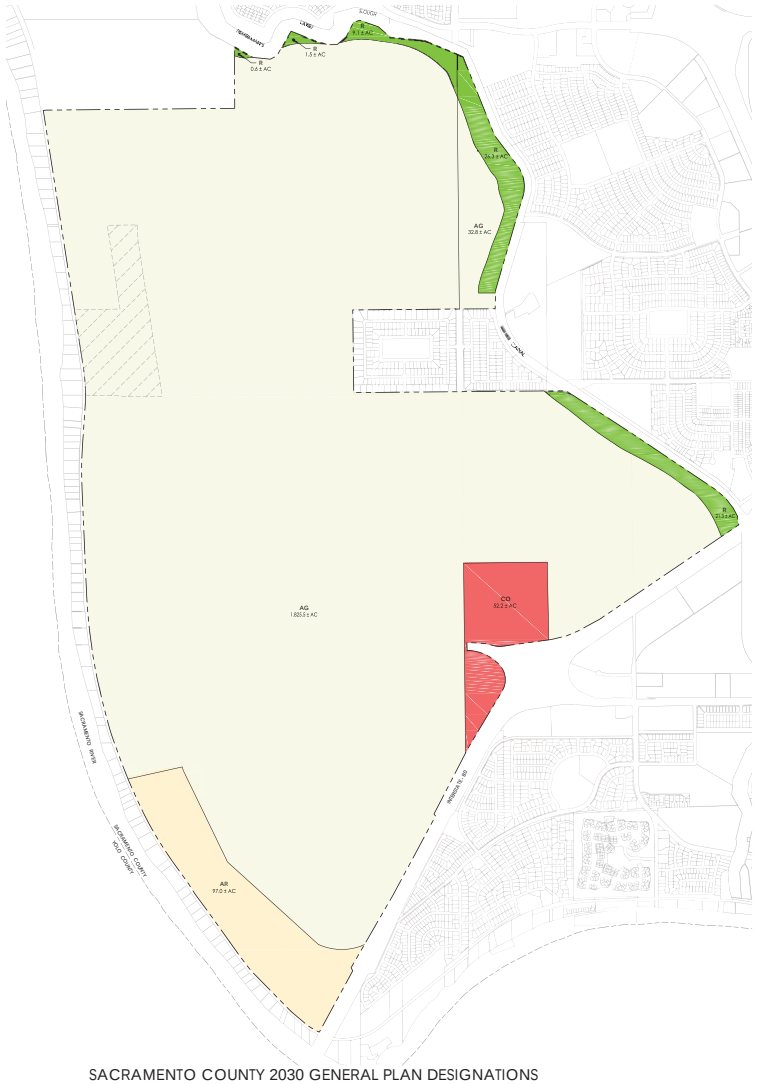
SOURCE: Upper Westside LLC, 2024

Upper Westside Specific Plan EIR

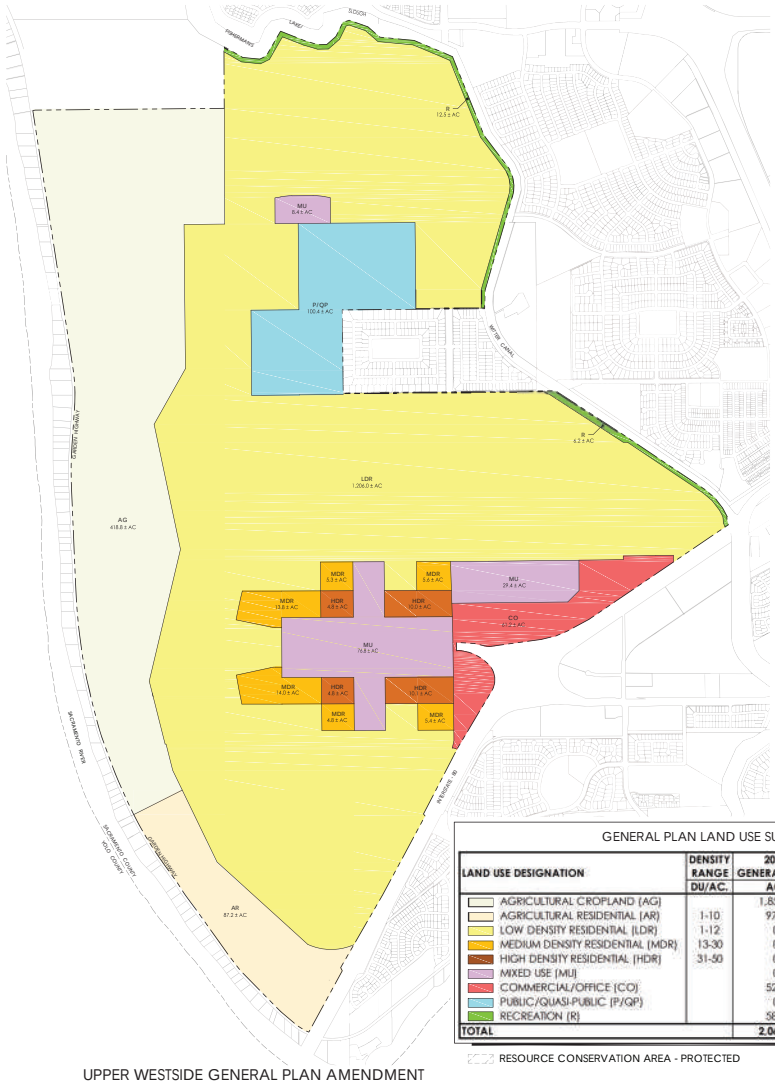
Plate PD-7
Proposed USB/UPA Exhibit

ESA

2. A General Plan Amendment to amend the Land Use Diagram to change the land use designations in the UWSP area from Agricultural Cropland (1,858.3 acres), Agriculture Residential (97.0 acres), Recreation (58.8 acres), and Commercial and Offices (52.2 acres) to Low Density Residential (1,186.8 acres), Medium Density Residential (48.9 acres), High Density Residential (29.7 acres), Commercial and Office (61.2 acres), Mixed Use (114.6 acres), Public/Quasi-Public (100.4 acres), Recreation (18.7 acres), Agricultural Cropland (418.8 acres), and Agricultural Residential (87.2 acres) (see **Plate PD-8**).
3. A General Plan Amendment to amend the Transportation Plan to include the roadway system as proposed in the UWSP area (see **Plate PD-9**).
4. An amendment to the Sacramento County Active Transportation Plan, a policy document of the General Plan, to include the bikeway and trail system as proposed in the UWSP area (see **Plate PD-10**).
5. A General Plan Amendment for text amendments to align County policies in various General Plan Elements regarding development in the Natomas Joint Vision Area (see Appendix PD-1).
6. Adopt the UWSP document to establish land use, zoning, and development standards for the Very Low Density Residential (VLDR) (166.7 acres), Low Density Residential (LDR) (390.8 acres), Low Medium Density Residential (LMDR) (134.9 acres), Medium Density Residential (MDR) (61.9 acres), High Density Residential (HDR) (36.4 acres), Very High Density Residential (VHDR) (22.6 acres), Commercial Mixed Use (CMU) (83.6 acres), Employment/Highway Commercial (E/HC) (52.9 acres), Schools – Kindergarten through 8th Grade (K-8), High School, and Community College (124.2 acres); Parks (79.1 acres) and Greenbelt/Urban Farm (44.1 acres); Open Space – Canal (15.0 acres); Open Space – Lake Basins & Other (167.9 acres); Major Roads A (115.9 acres); and Landscapes Corridors (27.8 acres).
7. Adopt an Urban Services Plan that discusses in detail the plan for sheriff, fire, library, and other public services. This document may be summarized by the appropriate sections of the Specific Plan.
8. Adopt an Affordable Housing Strategy that discusses the plan for the provision of moderate, low, and very-low-income housing. This document may be summarized by the appropriate sections of the Specific Plan.
9. Adopt a Water Supply Master Plan for the 1,532-acre Development Area within the 2,066-acre UWSP area.
10. Approve a Water Supply Assessment for the 1,532-acre Development Area within the 2,066-acre UWSP area.
11. Adopt a Public Facilities Financing Plan for the 1,532-acre Development Area within the 2,066-acre UWSP area.



SACRAMENTO COUNTY 2030 GENERAL PLAN DESIGNATIONS



UPPER WESTSIDE GENERAL PLAN AMENDMENT

GENERAL PLAN LAND USE SUMMARY

LAND USE DESIGNATION	DENSITY RANGE DU/AC.	2030 GENERAL PLAN AC.	GENERAL PLAN AMENDMENT AC.	DIFFERENCE AC.
AGRICULTURAL CROPLAND (AG)		1,858.3	418.8	-1,439.5
AGRICULTURAL RESIDENTIAL (AR)	1-10	97.0	87.2	-9.8
LOW DENSITY RESIDENTIAL (LDR)	1-12	0	1,186.8	1,186.8
MEDIUM DENSITY RESIDENTIAL (MDR)	13-30	0	48.9	48.9
HIGH DENSITY RESIDENTIAL (HDR)	31-50	0	29.7	29.7
MIXED USE (MU)		0	114.6	114.6
COMMERCIAL/OFFICE (CO)		52.2	61.2	9.0
PUBLIC/QUASI-PUBLIC (P/QP)		0	100.4	100.4
RECREATION (R)		58.8	18.7	-40.1
TOTAL		2,066.3	2,066.3	0.0

RESOURCE CONSERVATION AREA - PROTECTED

0 1200 600 2400 NORTH

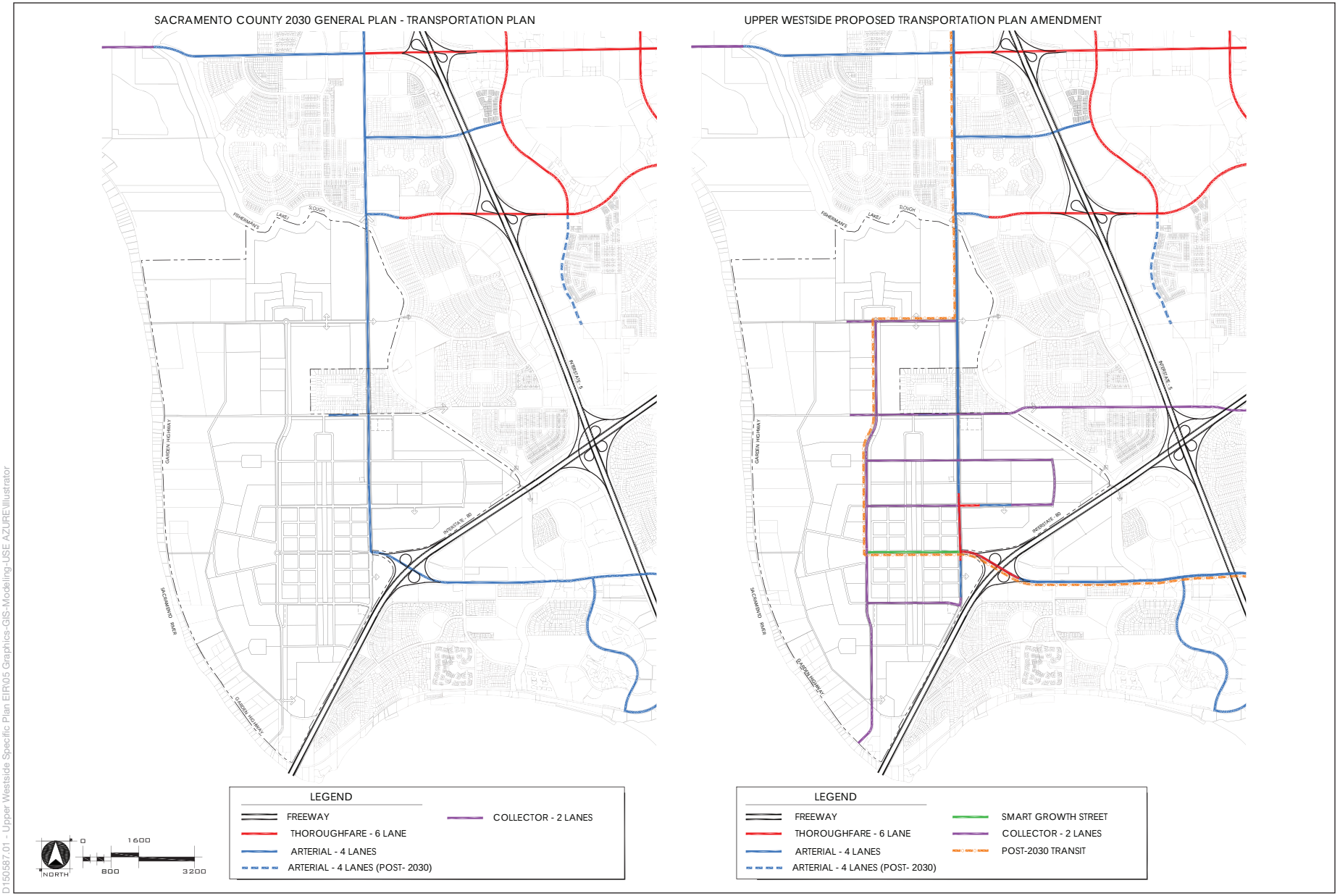
D150587.01 - Upper Westside Specific Plan EIR\05 Graphics-GIS-Modeling-USE AZURE\Illustrator

SOURCE: Upper Westside LLC, 2024

Upper Westside Specific Plan EIR

Plate PD-8
Proposed General Plan Land Use Designation Amendment

ESA



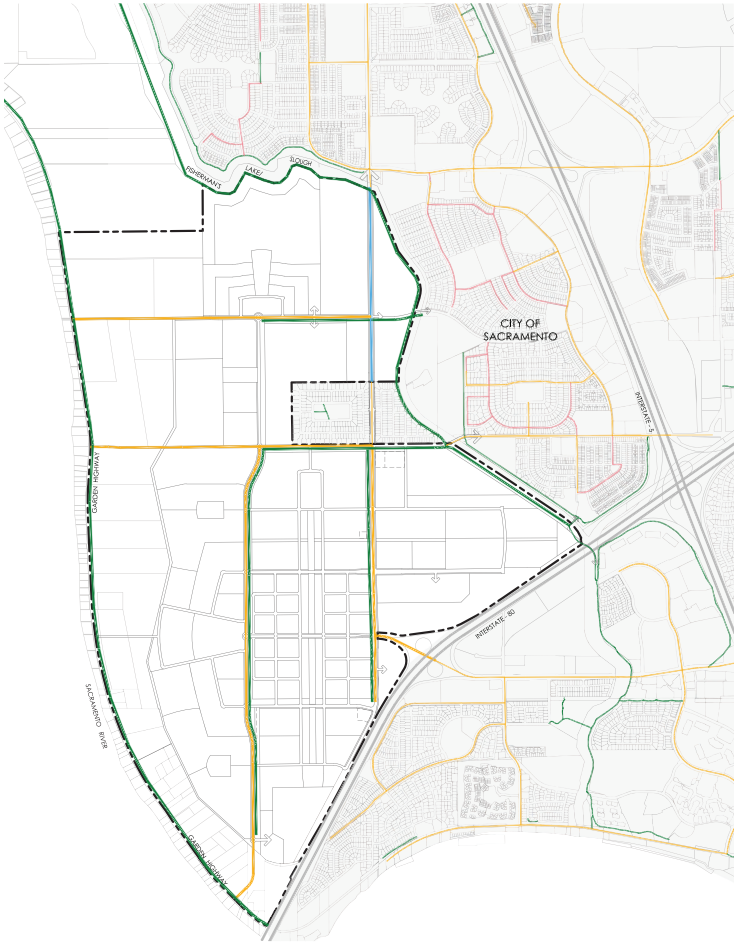
SOURCE: Upper Westside LLC, 2024

Upper Westside Specific Plan EIR

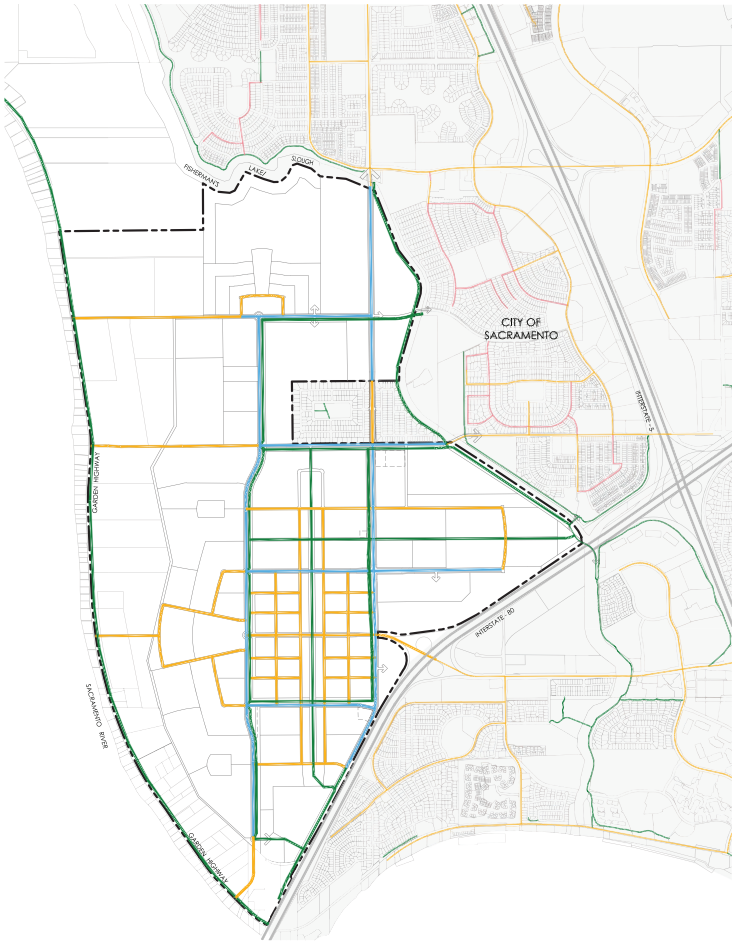
Plate PD-9
Proposed Transportation Plan Exhibit

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SACRAMENTO COUNTY ACTIVE TRANSPORTATION PLAN (ADOPTED 2022)



UPPER WESTSIDE ACTIVE TRANSPORTATION PLAN PROPOSAL



LEGEND

EXISTING (Sac. County)	PROPOSED (Sac. County)	PROPOSED (Upper Westside)
CLASS I	CLASS I	CLASS I
CLASS II	CLASS II	CLASS II
CLASS III	CLASS IIB	CLASS IIB
	CLASS III	



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SOURCE: Upper Westside LLC, 2024

Upper Westside Specific Plan EIR

Plate PD-10
Active Transportation Plan

ESA

12. Adopt a Reimbursement Fee so that the applicant is reimbursed for the cost to prepare and process the project, including a Specific Plan and EIR, by non-participating property owners when they elect to submit development applications.
13. Adopt a Development Agreement for the applicant's properties located within the 1,532-acre Development Area within the 2,066-acre UWSP area.

SACRAMENTO LAFCO ENTITLEMENTS

In addition to the above entitlements, separate Service District Annexation requests to the Sacramento County Local Agency Formation Commission (LAFCo) for the UWSP area are proposed to include:

- Annexation to County Service Area 10 (CSA-10) or the creation of a new CSA. (Note: A separate subsequent action may be required by the Sacramento County Board of Supervisors to establish a Benefit Zone to implement funding and service provision.)
- Annexation to SacSewer.
- Annexation to Sacramento County Water Agency (SCWA).

VISION

KEY PLANNING AND DESIGN CONCEPTS

Eight key planning and design concepts guided the preparation of the UWSP. These concepts were guided by the seven smart growth principles found in the Sacramento Blueprint Plan that was prepared by SACOG in 2004. The seven SACOG smart growth principles are restated and summarized below.

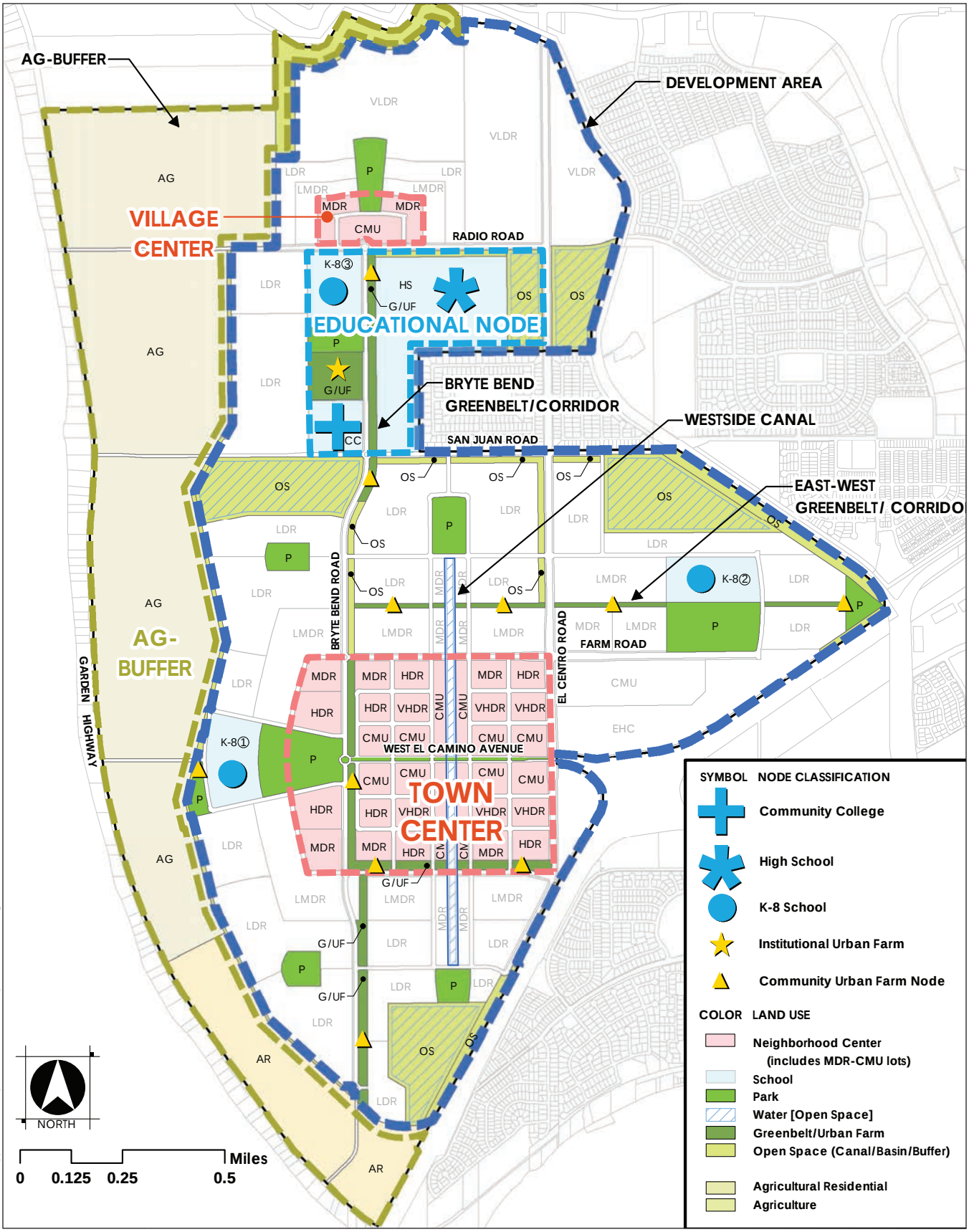
- Compact Development – Creating environments that are more compactly built and use space in an efficient but attractive manner helps to encourage more walking, biking, and transit use and shorter auto trips.
- Quality Design – The design details of any land development (such as relationship to the street, placement of garages, facades, sidewalks, street widths, landscaping, etc.) are all factors that influence the attractiveness of living in compact development and facilitate the ease of walking within and in and out of a community.
- Use of Existing Assets – In urbanized areas, development on infill or vacant lands, intensification of the existing use (for example, adding additional buildings to a low-density shopping center), or redevelopment can make better use of existing public infrastructure, including roads.

- Mixed-Use Development – Building homes, shops, entertainment, offices, and light industrial uses near each other can create active, vital neighborhoods. The mix of uses can occur on many different scales and be either vertical (such as a single building with a ground-floor business and residences on upper floors) or horizontal (with a combination of uses in proximity). Mixed-use projects function as local activity centers, contributing to a sense of community, where people tend to walk or bike to destinations and interact more with each other.
- Transportation Choices – Development should encourage people to walk, bike, use public transit, or carpool to their destination.
- Housing Choice and Diversity – Providing a variety of places where people can live (apartments, townhomes, condominiums, and single-family detached homes of varying lot sizes) creates opportunities for the variety of people who need them: families, singles, seniors, and people with special needs.
- Natural Resource/Parks/Open Space – This SACOG principle is focused on green space and directs that development should incorporate public use open space (such as parks, town squares, trails, and greenbelts) to help create a sense of community and attractive neighborhoods. Additionally, conserving natural places and resources including open space, agriculture, and wildlife and habitat areas contributes to improving quality of life in the region by providing cleaner air and outdoor experiences.

A discussion of the eight key planning and design concepts that guided the preparation of the UWSP is provided below. The community form elements that support this vision are illustrated in **Plate PD-11**.

Town Center

The extension of West El Camino Avenue would serve as the “main street” for the new community, an urban node with an active pedestrian park median, gridiron streets, with three or four stories of residential or offices over ground-floor commercial. The Town Center would provide housing near employment opportunities, services, shopping, and public transit. The proposed density seeks to encourage bicycle and pedestrian activity and reduce vehicular trips. While designed to serve future residents, the location would capitalize on the I-80 interchange and freeway exposure and is intended to be a regional draw. The ground-floor commercial along West El Camino Avenue and the wide median park would encourage drivers to park first and then walk around and experience the Town Center as a pedestrian.



SOURCE: Upper Westside Specific Plan Admin Draft #4, 2024

Upper Westside Specific Plan EIR

Plate PD-11
Community Form Elements

ESA

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Linear Westside Canal

The Westside Canal would be a one-mile-long canal that would provide a formal, landscaped, north-south waterway with adjacent bicycle and pedestrian travel ways, and "front-on" architecture located to either side. The waterway would connect the main street to the neighborhoods and provide a unique recreational element. Architecture would be oriented to face the canal, and is proposed to be urban, in contrast with suburban lake neighborhoods found elsewhere in the Sacramento region. The feature would provide an amenity by providing opportunities for kayaking, canoeing, rowboats, electric boats, etc. It is anticipated that the feature would also attract visitors from outside the community, which could help to support the businesses and commercial activities located within the Town Center District. The location of the canal alignment would also be consistent with existing agricultural irrigation and drainage ditches that are located within the UWSP area.

Educational Node

A K-14 Educational Node would be located in the northern portion of the UWSP area. The Los Rios Community College District owns a 108-acre parcel located northwest of the intersection of Bryte Bend Road and San Juan Road, and the Natomas Unified School District (NUSD) owns a parcel directly to the east, southeast of the intersection of Bryte Bend Road and Radio Road, which is contemplated in the plan for a high school site. Los Rios Community College District has expressed an interest in developing an 11-acre vocational campus on its parcel that could offer classes and career training in agricultural science, new technologies, and sustainable design. The objective would be to provide opportunities for "hands-on" learning experiences or visits to nearby farm-to-fork operations. The NUSD would construct a high school on its site. A K-8 school site has also been designated southwest of the intersection of Bryte Bend Road and Radio Road. Finally, an Urban Farm site has been designated in the center of these three school sites.

A supporting Commercial Mixed-Use (CMU) Village Center is designated north of the intersection of Bryte Bend Road and Radio Road to provide basic commercial services and higher density housing for teachers, young families, and other groups. The Village Center is located immediately north of the Educational Node, in close proximity to the school sites.

Greenbelt System

The Greenbelt system would provide connectivity throughout the UWSP area. The main Greenbelt would be located along the east side of Bryte Bend Road and would provide a two-mile north-south landscaped corridor. This corridor would connect to the Urban Farm located in the north end of the plan area within the Education Node, positioned between the Los Rios Community College Vocational Training Center and the K-8 school site, and directly west of the NUSD high school site.

Transportation

The UWSP proposes a gridded street network that would provide multiple connection points to a community-wide trail system and residential neighborhoods, with the intention of facilitating ridesharing and use of alternative transportation modes, such as e-bikes or walking.

Jobs and Housing

The UWSP area is near existing job centers. According to SACOG, there are over 200,000 existing jobs within five miles of the plan area. The UWSP land use plan also proposes a balanced, mixed-use community with approximately 3.1 million square feet of employment and commercial uses, schools, parks, services and other uses to provide on-site jobs, with the intention of capturing vehicular trips within the community. The location of the UWSP area in relation to existing job centers and the degree of onsite capture would result in less VMT and greenhouse gas (GHG) emissions and would therefore assist in meeting regional air quality and climate action goals.

Sustainable Community

The UWSP seeks to achieve long-term environmental sustainability by incorporating measures that would preserve sensitive habitat, conserve agricultural land, reduce energy usage, conserve water, incorporate water efficient landscaping, treat stormwater, and reduce reliance on automobile travel.

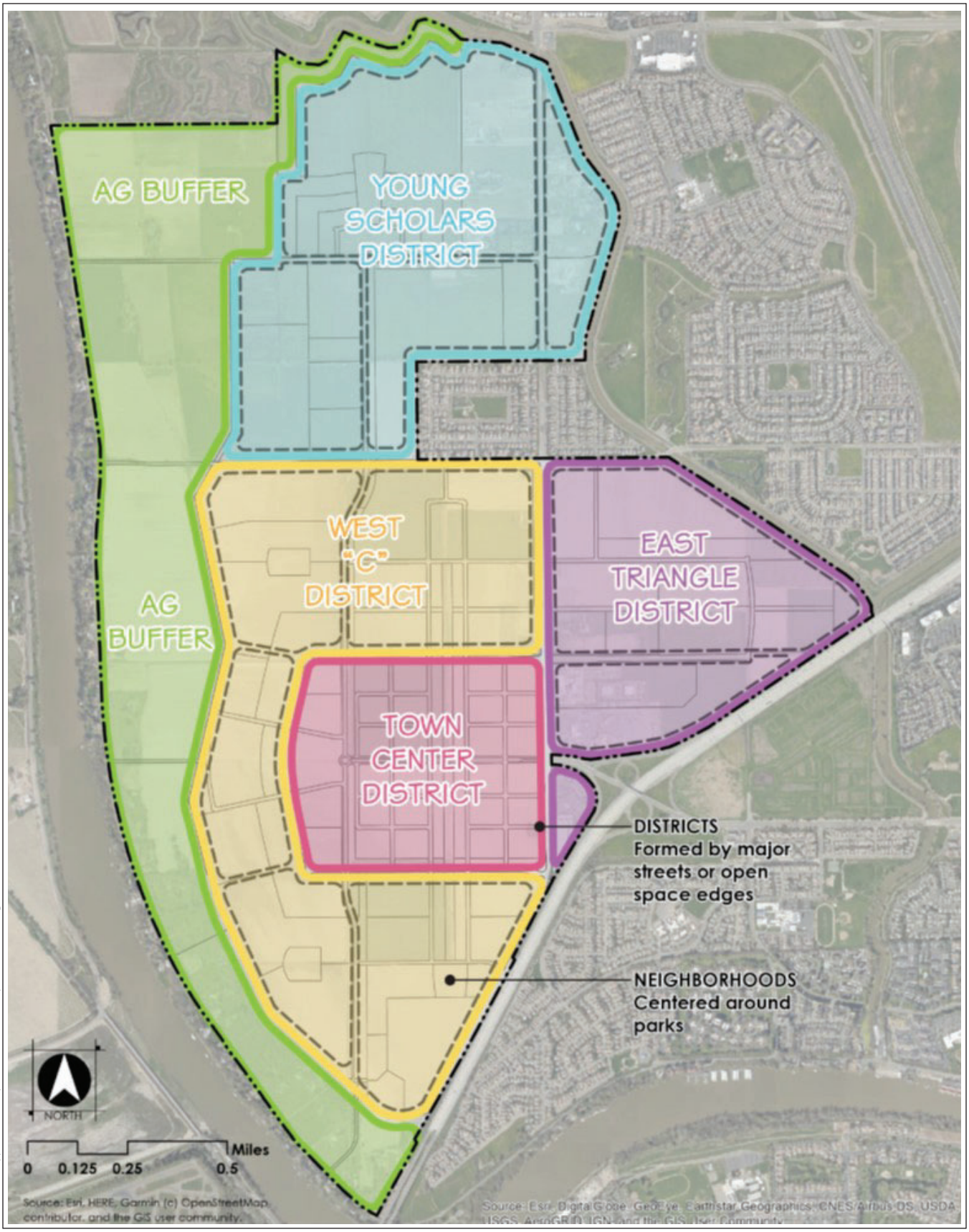
The UWSP would provide a balanced mix of jobs, housing, amenities, natural, and resource conservation areas. These uses would be supported by access to multiple transportation modes, with the intention of reducing the number and length of automobile trips, lowering total VMT, and reducing energy consumption, pollution, and GHG emissions. In addition to parks, the UWSP includes a significant amount of landscaping within planned greenbelts, collector street medians, open space corridors, edges of basins and drainage channels, and corridors along street edges, which collectively provide a measure of carbon sequestration. Finally, drainage systems are designed to manage and cleanse stormwater.

Adjacent Infrastructure

With its proximity to the city of Sacramento, the UWSP area is situated directly adjacent to several utility systems. Infrastructure pipelines for sewer, water, and storm drainage have previously been constructed in El Centro Road and in off-site roadways in proximity to the east. Therefore, the UWSP's location would allow for the logical extension of existing infrastructure to serve the planned community.

Districts

The UWSP area is divided into four districts or sub-areas and an agricultural buffer sub-area located west of the development districts (see **Plate PD-12**). The four districts include the Town Center District, the West "C" District, the East District, the Young Scholars District, and the Ag Buffer Area. A description of each district is provided below.



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SOURCE: Upper Westside Specific Plan Admin Draft #4, 2024

Upper Westside Specific Plan EIR

Plate PD-12
UWSP Planning Districts

ESA

Town Center District

The Town Center District would contain the highest intensity of uses in the UWSP area. The district's urban form is organized around the intersection of the Median Park, an east/west feature along the westerly extension of West El Camino Avenue, and the Westside Canal, a north/south recreational water feature and visual amenity. Collectively, these elements would create an attractive central gathering space for the community, and their spatial orientation would divide the Town Center's physical form into four quadrants.

The CMU land use designation in each quadrant would be targeted for a mix of uses, including vertically integrated buildings. Along West El Camino Avenue, residential, office, and other commercial uses would be located above ground-floor active uses such as retail shops, eateries, offices, building amenities, and services, which would be designed to engage pedestrians at street level. The Median Park would be intended to provide space for outdoor seating, coffee kiosks, food vendors, street fairs, a farmers' market, or similar. Adjacent commercial buildings would be encouraged to provide outdoor seating and plaza space to reinforce a "main street" lifestyle. The Median Park would be intercepted by the Westside Canal, which would provide an urban waterfront for adjacent developments and create a regional recreational amenity to attract visitors.

West El Camino Avenue would terminate at the Bryte Bend Road roundabout, which would provide a convenient turnaround for transit returning to the Town Center. West of the roundabout, a portion of the Town Center Park is included in the district, along with adjacent high-density and medium-density residential parcels located along the western edge of Bryte Bend Road.

West "C" District

The West "C" District is located west of El Centro Road and derives its name from the way its boundary wraps around the Town Center District. The district would be comprised primarily of low-density, low-medium-density, and medium-density residential neighborhoods that would be oriented around local parks. The West "C" District would also provide excellent access and connectivity to the Town Center Park and K-8 School Site No. 1. The district would be bounded on the north by San Juan Road, on the west and southwest by the Ag Buffer, and on the southeast by I-80. The Town Center Park would be a shared amenity between this district and the Town Center District and would be intended to provide a community-level park space with active sports fields and other facilities while also providing recreational opportunities for surrounding residents. This park would also allow for shared-use recreational facilities with the adjacent K-8 School Site No. 1.

East Triangle District

The East Triangle District is located east of El Centro Road at the I-80 interchange. To capitalize on the district's freeway exposure, EHC and CMU land uses would be provided near the interchange. The northern portion of the district would comprise lower-density single-family residential neighborhoods, which would be anchored by a centrally located K-8 school site and a large neighborhood park.

The E/HC designation is intended to accommodate regional commercial uses such as corporate offices or large footprint retailers, while the CMU designation is envisioned for a mix of commercial and residential uses. When a land use entitlement application is made, it is anticipated that a subsequent planning effort would occur to coordinate the design for the combined approximately 67.4-acre CMU–E/HC area to ensure that the design of site plans and circulation systems would be reviewed in greater detail. CMU developments may have horizontally or vertically integrated uses.

A key element of the East Triangle District would be the East West Greenbelt Corridor, which would provide a linkage between several residential neighborhoods and provide a 12-foot trail from Bryte Bend Road and the Westside Canal to the existing I-80 freeway overcrossing. From the easterly tip of the East Triangle District, it would only be a five-mile bike ride to downtown Sacramento, which is less than a 20-minute ride.

Young Scholars District

The Young Scholars District is located in the northerly portion of the UWSP area, north of San Juan Road, east of the Ag Buffer, and west of the West Drainage Canal (Witter Canal). Radio Road would be the primary east/west road serving this district and would be the northerly terminus of Bryte Bend Road. South of Radio Road, the development plan includes three schools. Planned land uses north of Radio Road would allow for the development of several residential neighborhoods, which would be organized around a CMU node located at the northern edge of the intersection of Radio Road and Bryte Bend Road.

The Young Scholars District includes a Community College site, a K-8 School site, and a High School site located around a planned Urban Farm. Access to these sites from the bike/pedestrian trail system would be provided via the Bryte Bend Road Greenbelt Corridor. At the north end of the Greenbelt and north of the intersection of Bryte Bend Road and Radio Road, a small CMU site would be located to provide a village center with high-density residential and small-scale commercial uses (e.g., cafes, delis, small grocery, professional offices). These uses would be configured to provide a central gathering space for the surrounding residential neighborhoods and the district's student population.

Agricultural Buffer ("Ag Buffer")

The Ag Buffer is located to the west of the Development Area. It is intended to allow for the continuation of existing agricultural, ag-residential, and mitigation uses.[1] The USB and UPA would not be extended to the Ag Buffer. Agricultural properties within the buffer could provide outside-the-classroom learning experiences for students. The Ag Buffer would range in width from 700 feet to the south to over 2,700 feet, or one-half mile, to the north, providing a substantial buffer to Garden Highway and the Sacramento

[1] The planned Ag Buffer includes several properties acquired by SAFCA, including the Alleghany tract, to serve as mitigation land for the Natomas Levee Improvement Program to the west of Garden Highway.

River, and allowing a transition to off-site mitigation areas consisting of managed marsh complexes located within Fisherman's Lake preserve to the northwest.

PROJECT DESIGN

PROPOSED LAND USE PLAN AND LAND USE DESIGNATIONS

The portion of the UWSP area set aside for development would include a mix of residential, commercial mixed-use, and commercial land uses. Other land uses include schools, parks, urban farm/greenbelt, canals, open space, landscaped corridors, and major roadways. The portion of the plan area set aside for the Ag Buffer includes agricultural residential and cropland (see **Plate PD-13**).

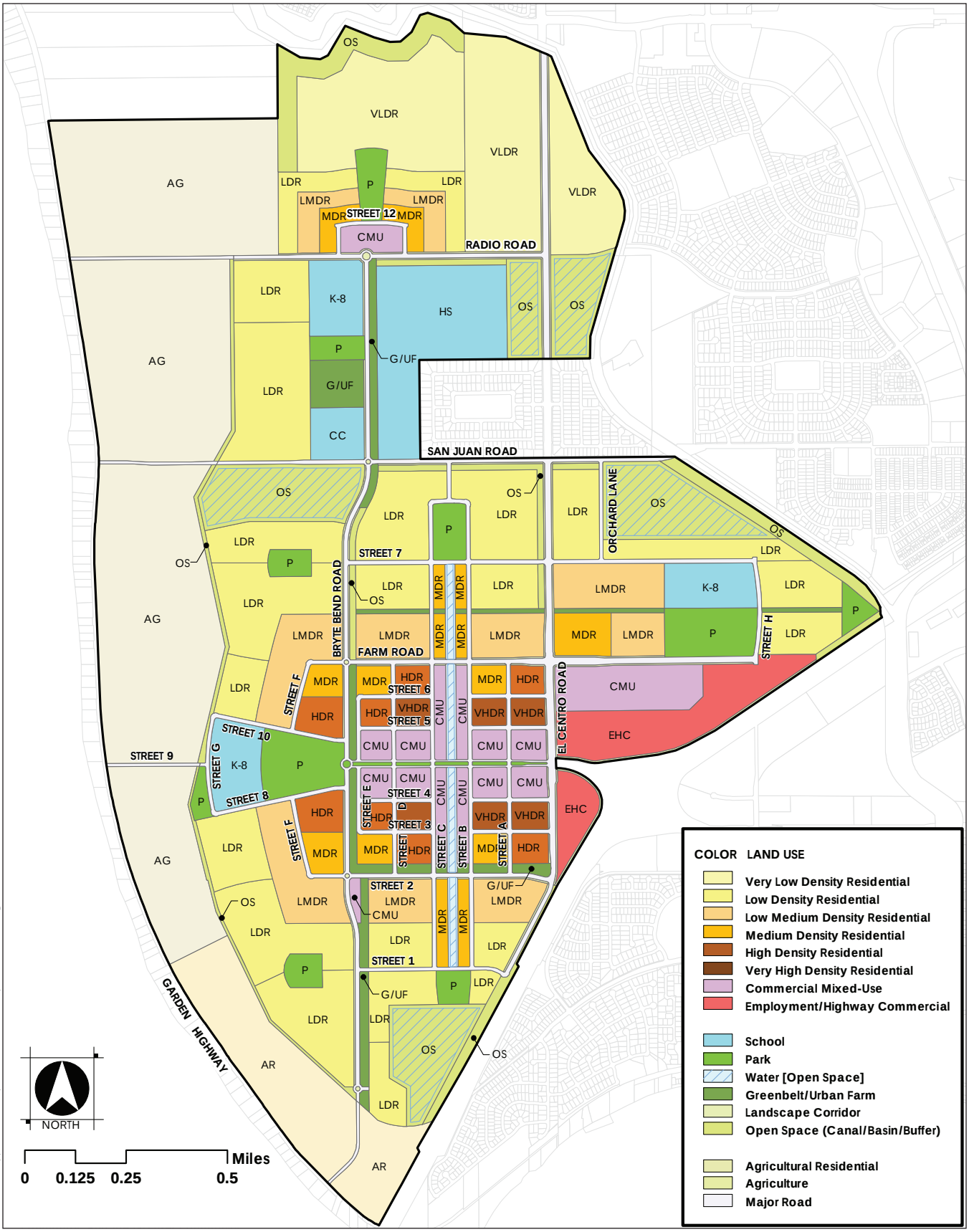
A summary of proposed land uses within the UWSP area is included in **Table PD-1**. As shown, the portion of the plan area set aside for development would total 1,532 acres, or approximately 75 percent of the UWSP area, while the portion of the UWSP area set aside for the Ag Buffer would total 534 acres, or about 25 percent of the area. Overall, the UWSP would include 9,356 dwelling units with an estimated population of 25,460 residents and approximately 3.1 million square feet of non-residential space.

Furthermore, to facilitate the construction of a diverse array of housing types throughout the UWSP area, the UWSP includes a "Missing Middle Housing Incentive" program, which is intended to encourage the construction of attached, "missing middle" housing units (e.g., duplex, triplex, fourplex) within conventional single-family detached neighborhoods (i.e., LDR, LMDR, MDR). As shown in Table PD-1, a residential allocation of 300 Missing Middle reserve units have been set aside, which have not been allocated to any parcel. This unit reserve can be used to increase the unit allocation of any LDR, LMDR, and MDR parcel outside the Town Center up to the maximum allowed for a parcel's land use density range, provided that the additional units awarded are used for the construction of attached, missing middle housing units.

RESIDENTIAL USES

VERY LOW DENSITY RESIDENTIAL (VLDR)

The VLDR land use designation would provide large single-family lots with lot sizes ranging from 1 acre to 8,500 square feet depending on how the lots are configured. Densities would range from 1.0 to 4.0 dwelling units per acre (du/ac) with an anticipated average density of 1.0 du/ac. This designation is intended to be consistent with existing homes and the established 1-acre lot size pattern around Leona Circle in the northeastern portion of the UWSP area.



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SOURCE: Upper Westside Specific Plan Admin Draft #4, 2024

Upper Westside Specific Plan EIR

Plate PD-13
UWSP Land Use Plan

ESA

Table PD-1: Land Use Summary

Land Use Map Symbol	Land Use Designation (Density Range)	Net Acres[1]	Anticipated Density/FAR[2]	Dwelling Units[3]/ Square Feet	Population Estimate[4]	Percent Area	Percent Units
RESIDENTIAL USES							
VLDR	Very Low Density Residential (1.0-4.0 du/ac)	166.7 ac	1.0 du/ac	168 du	504	8.1%	1.8%
LDR	Low Density Residential (4.0-7.0 du/ac)[5]	390.8 ac	5.5 du/ac	2,149 du	6,447	18.9%	23.0%
LMDR	Low Medium Density Residential (6.0-10.0 du/ac)[5]	134.9 ac	8.0 du/ac	1,079 du	3,237	6.5%	11.5%
MDR	Medium Density Residential (8.0-20.0 du/ac)	61.9 ac	12.0 du/ac	743 du	2,229	3.0%	7.9%
HDR	High Density Residential (20.0-40.0 du/ac)	36.4 ac	25.0 du/ac	910 du	2,275	1.8%	9.7%
VHDR	Very High Density Residential (20.0-40.0 du/ac)	22.6 ac	35.0 du/ac	791 du	1,978	1.1%	8.5%
Missing Middle Reserve Units		0.0 ac		300 du	750	0.0%	3.2%
	Subtotal	813.3 ac		6,140 du	17,420	39.4%	65.6%
COMMERCIAL USES							
CMU	Commercial Mixed Use[6] (0.02-2.00+ FAR & 30.0-100.0+ du/ac)	83.6 ac	0.60 FAR 39.2 du/ac	3,216 du 2,184,970 SF	8,040	4.0%	34.4%
E/HC	Employment/Highway Commercial[7]	52.9 ac		921,730 SF	--	2.6%	--
	Subtotal	*136.5 ac*		3,216 du 3,106,700 SF	*8,040*	*6.6%*	*34.4%*

Land Use Map Symbol	Land Use Designation (Density Range)	Net Acres[1]	Anticipated Density/FAR[2]	Dwelling Units[3]/ Square Feet	Population Estimate[4]	Percent Area	Percent Units
PUBLIC, PARK & OPEN SPACE USES							
S	Schools – K-8, HS, CC	124.2 ac				6.0%	
P	Parks	79.1 ac				3.8%	
G/UF	Greenbelt/Urban Farm	44.1 ac				2.1%	
OS-C	Open Space – Canal	15.0 ac				0.7%	
OS	Open Space – Lake Basins & Others	167.9 ac				8.1%	
	Subtotal	*430.3 ac*				*20.8%*	
RIGHT-OF-WAY							
	Major Roads A	115.9 ac				5.6%	
	Landscape Corridors	27.8 ac				1.3%	
	Subtotal	*143.7 ac*				*7.0%*	
	Subtotal Development Area	**1523.8 ac**				**73.7%**	
AG BUFFER							
AR	Agricultural Residential[8]	86.1 ac		--		4.2%	
AG	Agricultural Cropland[8]	414.3ac		--		20.1%	
OS	Open Space – Ag Buffer	36.6 ac				1.8%	
	Major Road B – Ag Buffer	5.4 ac				0.3%	
	Subtotal	*542.4 ac*				*26.3%*	
	Total	**2,066.2 ac**		**9,356 du 3,106,700 SF**	**25,460**	**100%**	**100%**

Land Use Map Symbol	Land Use Designation (Density Range)	Net Acres[1]	Anticipated Density/FAR[2]	Dwelling Units[3]/ Square Feet	Population Estimate[4]	Percent Area	Percent Units

NOTES:

ac = acres; CC = Community College land use designation; du/ac = dwelling units per acre; FAR = floor area ratio; HS = High School land use designation; K-8 = Kindergarten through 8th Grade School land use designation

1 Net acreage based on Land Use Plan generated in GIS/AutoCAD by Wood Rodgers, October 2021. Arterial and collector roads, some primary residential streets, and adjacent landscape corridors as shown on map, have been netted out.
2 Anticipated density/FAR is an estimate to establish a development allocation for each land use designation in the plan area.
3 Buildout estimates are derived as a cumulative total for each land use designation, which are based on anticipated density/FAR. Each specific plan parcel is permitted to develop within its specified land use density/FAR range, which may be greater or less than the anticipated density/FAR.
4 Estimate assumes 3.0 persons per household for single-family and 2.5 persons per household for multi-family residential uses. Overall average is 2.73 persons per household.
5 Residential density calculations exclude approximately 5.5 acres of Development Area designated for planned public facilities including water storage tank, sewer pump station, and electric substations.
6 No residential units are allocated to the 1.2-acre Commercial Mixed Use (CMU) parcel at the southeast corner of Bryte Bend Road and Street 2 to accommodate a planned fire station.
7 Non-residential square footage allocations are additive to existing commercial uses that were constructed prior to Specific Plan approval.
8 Ag-Buffer uses (AR and AG) have no unit allocation and are not included in the 1,532-acre Development Area or Urban Policy Area/Urban Services Boundary expansion area.

SOURCE: Wood Rodgers 2024

LOW DENSITY RESIDENTIAL (LDR)

The LDR land use designation would provide conventional single-family detached housing units. Densities would range from 4.0 to 7.0 du/ac with an anticipated average density of 5.0 du/ac. Anticipated lot sizes would typically range between 4,500 and 7,000 square feet but could be smaller or larger depending on site slope, natural water quality features, and neighborhood design.

LOW MEDIUM DENSITY RESIDENTIAL (LMDR)

The LMDR land use designation would allow single-family detached units on a range of small or compact lots. Densities would range from 6.0 to 10.0 du/ac with an anticipated average density of 8.0 du/ac. Anticipated lot sizes would typically range between 2,800 and 4,500 square feet but could be smaller or larger depending on site slope, natural water quality features, and neighborhood design. The prescribed density range would allow for a variety of lot configurations, accommodating conventional frontloaded or alley-loaded housing, as well as cluster housing designed as an i-court or “6-pack” product.

MEDIUM DENSITY RESIDENTIAL (MDR)

The MDR land use designation would allow for a variety of single-family detached homes and attached homes. Densities would range from 8.0 to 20.0 du/ac with an anticipated average density of 12.0 du/ac. Lot sizes would be typically smaller than those accommodated on LMDR parcels and could range between 1,250 and 2,800 square feet. The MDR land use designation would also support rowhomes or condominiums without individual lots.

HIGH DENSITY RESIDENTIAL (HDR)

The HDR land use designation would provide for a variety of attached housing product types. All HDR housing is planned in the Town Center District with the intent that they be designed with an urban development pattern. This designation would support a variety of housing types, including mid-rise buildings, live/work and loft units, townhomes, condominiums, garden-style apartments, and podium design apartments/ condominiums. In addition, these types of multi-family housing would provide for both a mix of for-sale and for-rent units in support of the UWSP’s affordable housing plan. Densities would range from 20.0 to 40.0 du/ac with an anticipated average density of 25.0 du/ac.

VERY HIGH DENSITY RESIDENTIAL (VHDR)

The VHDR land use designation would provide for a variety of attached housing product types. All VHDR housing is allocated to the Town Center and is anticipated to provide an urban development pattern of three-story buildings or higher. Densities would range from 30.0 to 50.0 du/ac with an anticipated average density of 35.0 du/ac. Housing types may include units in mid-rise buildings, live/work and loft units, townhomes, condominiums, garden-style apartments, and podium design apartments/ condominiums. In addition, these types of multi-family housing would provide for both a mix of for-sale and for-rent units in support of the UWSP’s affordable housing plan.

COMMERCIAL & EMPLOYMENT USES

COMMERCIAL MIXED USE (CMU)

The CMU land use designation would allow a mixture of non-residential and high-density residential uses. Planned uses would include retail, service, restaurant, hotel, office, medical, entertainment, and residential, which can be developed in either vertically or horizontally integrated mixed-use buildings. Thus, uses can either be vertically integrated in a single building, with commercial/office uses located on the ground floor of a multi-story residential or commercial/office building or uses can be horizontally integrated on a single site, with non-residential buildings co-located with residential buildings. Approximately 2.18 million square feet of non-residential uses and 3,216 residential units are allocated to CMU parcels throughout the plan area.

Several CMU clusters would be distributed throughout the UWSP area. Each CMU parcel would be distinguished by a unique combining designation to recognize differences in development intent which are summarized below.

- -TC: CMU parcels in the Town Center District include the "-TC" Town Center suffix or combining designation to facilitate an urban, mixed-use development pattern appropriate for creation of a "Main Street" environment in this district.
- -YS: CMU parcels in the Young Scholars District and the West "C" District include the "-YS" Young Scholars suffix or combining designation to facilitate development of mixed-use, neighborhood-serving projects that are scaled to fit the context of adjacent residential neighborhoods and school sites.
- -ET: CMU parcels in the East Triangle District include the "-ET" East Triangle suffix or combining designation to facilitate mixed-use development projects that are appropriate for their visibility and access to Interstate 80 and El Centro Road.

Development assumptions for CMU parcels are summarized in **Table PD-2**. A square footage/unit allocation has been derived by applying a non-residential floor area ratio (FAR) and residential density to each CMU parcel, which is intended only to generate a cumulative development allocation.

TOWN CENTER CMU (CMU-TC)

The Town Center District's CMU parcels are located along West El Camino Avenue and the Westside Canal. The development allocation for CMU-TC parcels assumes approximately 1.3 million square feet of non-residential uses and 1,965 residential units. This equates to an average allocation of approximately 325,000 square feet and 490 units to each quadrant, which would be shared among the CMU-TC parcels within each quadrant. Because the development allocation is shared, some parcels may have FARs and densities higher or lower than the allocated FAR/densities noted in Table PD-2.

Table PD-2: Commercial Mixed Use Development Assumptions

Area	Acres	FAR	Square Feet	Density	Units
TOWN CENTER DISTRICT (CMU-TC)					
NW Quadrant CMU Parcels	12.1 ac	0.60	316,246 sf	39.2 du/ac	475 du
NE Quadrant CMU Parcels	12.6 ac	0.60	329,314 sf	39.2 du/ac	494 du
SW Quadrant CMU Parcels	12.4 ac	0.60	324,086 sf	39.2 du/ac	487 du
SE Quadrant CMU Parcels	13.0 ac	0.60	339,768 sf	39.2 du/ac	510 du
Subtotal	***50.1 ac***		***1,309,414 sf***		***1,965 du***
YOUNG SCHOLARS & WEST "C" DISTRICTS (CMU-YS)					
Young Scholars CMU Parcel	6.4 ac	0.60	167,270 sf	39.2 du/ac	251 du
Fire Station CMU Parcel	1.6 ac	0.60	41,818 sf	0.0 du/ac	0 du
Subtotal	***8.0 ac***		***209,088 sf***		***251 du***
EAST TRIANGLE DISTRICT (CMU-ET)					
El Centro/Farm Road CMU	25.5 ac	0.60	666,468 sf	39.2 du/ac	1,000 du
Subtotal	***25.5 ac***		***666,468 sf***		***1,000 du***
Total	**83.6 ac**		**2,184,970 sf**		**3,216 du**
NOTES: ac = acres; CMU = Commercial Mixed Use; du = dwelling units; du/ac = dwelling units per acre; sf = square feet					

YOUNG SCHOLARS CMU (CMU-YS)

The Young Scholars District includes one CMU parcel, which is located north of the intersection of Bryte Bend Road and Radio Road. This parcel is intended to develop with a mix of residential and neighborhood-serving uses to create a central node for the Young Scholars District's nearby housing and schools. Additionally, the West "C" District includes one CMU-YS parcel at the southeast of the intersection of Bryte Bend Road and Street 2. This 1.6-acre site is provided for construction of a fire station. The development allocation for the CMU-YS parcel assumes over 165,000 square feet of non-residential uses and 251 dwelling units.

EAST TRIANGLE CMU (CMU-ET)

The East Triangle District includes one CMU parcel, which has an ET combining designation to facilitate development of mixed-use projects that are appropriate along the I-80 and El Centro Road corridors. The intent is to allow for a mix of highway and auto-oriented commercial and employment uses, supported by higher density residential uses, which can benefit from prominent visibility and access to adjacent high-

volume transportation infrastructure. The development allocation for CMU-ET parcel assumes over 650,000 square feet of non-residential uses and 1,000 residential units.

EMPLOYMENT/HIGHWAY COMMERCIAL (E/HC)

The E/HC land use designation would allow for a variety of non-residential use types that align with Sacramento County's General Commercial (GC) zoning district. This designation would focus on highway-oriented commercial and employment uses and include large-format retail, professional office, hotel, restaurant, entertainment, service, and similar non-residential uses. Service uses that would be provided include gas stations, fast-food restaurants with drive-through lanes, and car washes. Intensities would range from 0.05 to 2.00 FAR with an anticipated average intensity of 0.40 FAR. Based on the anticipated FAR, approximately 920,000 square feet of non-residential development would be supported.

PUBLIC, PARK & OPEN SPACE USES

SCHOOLS (S)

K-8 Schools (K-8) would be located within the west, east, and north portions of the Development Area and have been located based on guidance from the NUSD and in accordance with NUSD standards and state guidelines. All K-8 sites would be a minimum of 16 acres in size and would be co-located with public parks to allow for shared use of facilities.

A High School (HS) would be located on a ±85-acre parcel that is located southeast of the intersection of Bryte Bend Road and Radio Road. The parcel is presently owned by the NUSD and its size may be larger than is needed for a high school. Any land not utilized for a school may be utilized for other uses, as determined by the NUSD at a future date. The high school use would include sports fields and a stadium with a public address (PA) system and pole-mounted lighting.

A Community College (CC) would be located on a ±11-acre site that is part of a larger ±104-acre parcel that the Los Rios Community College District owns northwest of the intersection of Bryte Bend Road and San Juan Road. This campus is envisioned as a vocational training campus and is located directly south of a planned Urban Farm parcel.

PARKS, OPEN SPACE & LANDSCAPE CORRIDORS

PARKS (P)

The Parks land use designation would allow for the development of active park and recreation facilities. Ten active park spaces are planned, in addition to the recreational amenities associated with the West El Camino Avenue Median Park and the Westside Canal. Park spaces are sized to meet local and community-level needs and are distributed throughout the Development Area to provide recreational amenities within reasonable walking and biking distance of residential neighborhoods.

GREENBELT/URBAN FARMING (G/UF)

The Greenbelt/Urban Farmland use designation is applied to land areas for the development of greenbelt corridors and urban farm nodes. The greenbelt corridors would provide landscaped parkways with a Class I bike/pedestrian trails that connect to a dispersed program of urban farming elements, which are located to provide residents with convenient access to community gardening and farm-to-fork opportunities.

OPEN SPACE – CANAL (OS-C)

The Open Space–Canal land use designation applies to the Westside Canal. A Water Surface overlay (depicted with diagonal cross hatching) would also be applied to this feature to acknowledge it as a unique open space element. While serving as part of the UWSP's storm drainage system, this designation would identify these features as unique open space amenities, which have recreational and visual value.

OPEN SPACE (OS) – LAKE BASINS & OTHER

LAKE BASINS

The development plan includes four detention and water quality lake basins, which are distributed through the UWSP area. The bottom of each basin would be anticipated to contain water on a year-round basis. Slope banks and the top bench of each basin would include trees and groundcover plantings, which are augmented by a perimeter trail for public use. A Water Surface overlay (depicted with diagonal cross hatching) would also be applied to these features to acknowledge them as unique open space elements.

DRAINAGE CHANNELS

Several open drainage channels would be required throughout the UWSP area to convey stormwater to the basins. The top and side slopes of these channels would be planted with trees and groundcover plantings, which are augmented by a perimeter trail for public use, to provide a green buffer between residential neighborhoods and major roads.

OPEN SPACE BUFFER CORRIDORS

Two open space corridors are planned along the edges of the Development Area to provide a transitional landscaped buffer between the Development Area and adjacent uses. One 250-foot-wide corridor would be located along the northern edge of the Development Area to provide a buffer adjacent to Fisherman's Lake, while another publicly accessible open space corridor that would vary in width from 30 to 50 feet would be located along the western edge of the Development Area. The 250-foot-wide corridor would not be landscaped but would include a farm fence. In addition, this corridor would not include any amenities, such as a trail, but nothing in the proposed UWSP would preclude the construction of amenities within it in the future. Landscaping within the 30-to-50-foot-wide corridor would include a hedgerow of tree plantings adjacent to planned residential uses and a farm fence adjacent to existing agricultural/ag-residential uses. A 10-foot-wide gravel access trail would also be located within this corridor.

Agricultural Buffer ("Ag Buffer") Uses

Agricultural Residential (AR)

The Agricultural Residential land use designation would apply to an 84.1-acre area in the southwest portion of the UWSP area. At the time of Specific Plan approval, these parcels would retain their existing AR-2 zoning designation, which allows small-scale farming operations.

Agriculture (AG)

The Agriculture land use designation would apply to a 410.2-acre area along the western edge of the UWSP area. At the time of Specific Plan approval, these parcels would retain their existing AG-40 County zoning designation, which allows agricultural uses and farming operations, but may also be suitable as habitat mitigation land.

Public Facilities

Water Storage Tank

A water storage tank site measuring approximately 2.5 acres in size is planned on a low-density residential parcel to the southeast of San Juan Road and El Centro Road. The site is sized to accommodate up to a 1.5 MG water storage tank and related facilities.

Sewer Lift Station

A sewer lift station site measuring approximately 0.5 acre in size would be located along the west edge of El Centro Road, north of Farm Road. The site would serve as a centrally located gathering point for wastewater flows from surrounding neighborhoods. Flows would be pumped via a new force main to the NNPS located 1.6 miles to the east of the UWSP area. From this location, wastewater flow would be pumped south to SacSewer's wastewater treatment plant located in Elk Grove.

Electrical Substations

Two electrical substation sites measuring approximately 250 feet by 250 feet (approximately 1.4 acres) each would be located within the UWSP area. The first site would be located southeast of the Town Center at the southwest corner of Street 2 and El Centro Road, and the second site would be located southeast of the intersection of El Centro Road and San Juan Road.

Fire Station

A fire station site measuring approximately 1.6 acres in size would be located at the southeast corner of Street 2 and Bryte Bend Road, near the southwest corner of the Town Center District. This facility is located approximately 2.7 miles driving distance from the nearest City of Sacramento fire station (Fire Station No. 43).

MOBILITY

ROADWAYS

The roadway system provided by the UWSP would utilize a modified grid to allow efficient distribution and dispersal of traffic, with collector streets looping into the Development Area from the El Centro Road thoroughfare/arterial (see **Plate PD-14**). The grid system would create alternative routes, so that if one road is closed or congested, other roads could serve to disperse traffic. A description of the roadway systems that would serve the UWSP plan area is provided below.

WEST EL CAMINO AVENUE

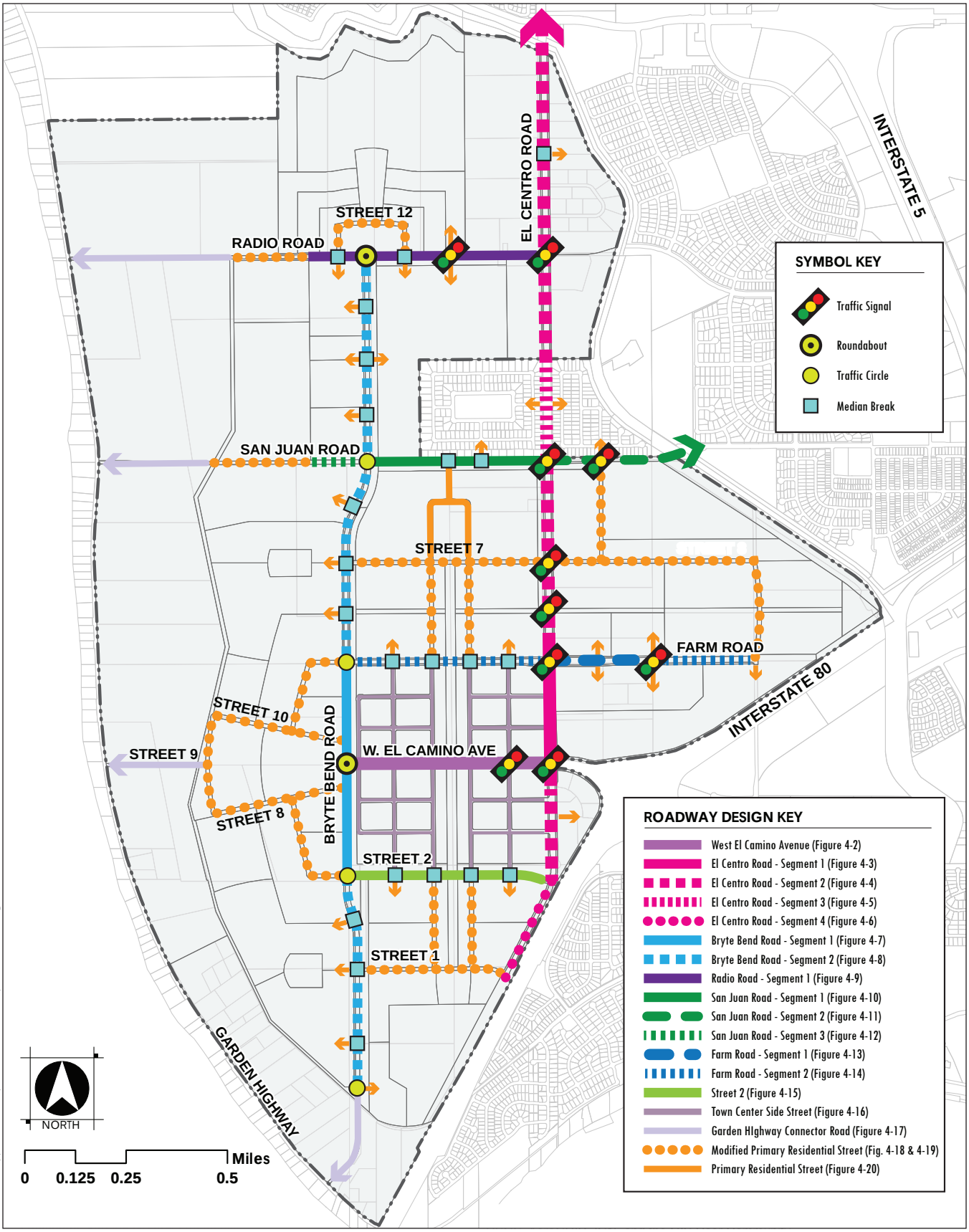
The extension of West El Camino Avenue into the UWSP from I-80 would provide a key entry into the Town Center District. West of El Centro Road, it would be designated as a "Smart Growth Street" in accordance with County General Plan policies, thus allowing it to serve as the community's urban main street (see Specific Plan Figure 4-2). East of El Centro Road where traffic volumes are significantly greater, the roadway would be widened from two to six lanes to just east of I-80.

EL CENTRO ROAD

El Centro Road would provide access to multiple interstate freeways, including a connection to I-80 at the West El Camino Avenue interchange within the UWSP area, and connections to I-5 via the Arena Boulevard and Del Paso Road interchanges to the north of the UWSP area. Though El Centro Road is planned as the main thoroughfare for the Development Area, elements are incorporated into its design to ensure that it would be a pedestrian- and bicycle-friendly street. Based on anticipated traffic volumes, El Centro Road would be widened from two to six lanes from just south of West El Camino Avenue to just north of Farm Road and from two to four lanes from just north of Farm Road to just south of Arena Boulevard (see Specific Plan Figures 4-2 to 4-6).

BRYTE BEND ROAD

Bryte Bend Road, which is located one-half mile west of El Centro Road, would extend approximately two miles from Radio Road on the north to Garden Highway on the south and would provide an important parallel north-south street to El Centro Road. This facility is envisioned as a two-lane arterial/collector with a raised median and would include a series of traffic circles or larger roundabouts at key east-west intersections to slow and calm vehicular traffic yet allow for smooth and efficient flow (see Specific Plan Figures 4-7 and 4-8). A large roundabout would be located at the intersection of Bryte Bend Road and West El Camino Avenue and could serve as a transit turnaround for the Town Center District. Bryte Bend Road would incorporate a raised median with limited breaks at key intersections with four-way stop control or traffic circles, thereby minimizing the need for left-turn pockets.



D150587.01 - Upper Westside Specific Plan EIR\05 Graphics-GIS-Modeling-USE AZURE\Illustrator

SOURCE: Upper Westside Specific Plan Admin Draft #4, 2024

Upper Westside Specific Plan EIR

Plate PD-14
UWSP Conceptual Roadway Diagram

ESA

RADIO ROAD

Radio Road would generally be a two-lane collector and would function as one of several east/west circulation routes in the UWSP area, providing connectivity between El Centro Road, Bryte Bend Road, and Garden Highway. Most of this facility would include a raised median, buffered bike lanes, on-street parking, and a 10-foot trail along its southern edge (see Specific Plan Figure 4-9). However, west of Bryte Bend Road, this roadway would transition to a local street with no median or bike lane buffers.

SAN JUAN ROAD

San Juan Road would be a two-lane collector and would function as one of the UWSP area's primary east/west circulation routes. It would provide connectivity from existing neighborhoods located to the east in the city of Sacramento, through the Upper Westside community, and ultimately to the west where it terminates at Garden Highway. Individual segments would be sized to accommodate projected traffic volumes, thus resulting in the facility functioning as either a collector or a residential street, depending on location (see Specific Plan Figures 4-10 to 4-12).

FARM ROAD

The design of Farm Road would vary in response to adjacent land uses and projected traffic volumes. To the east of El Centro Road, this facility would primarily function as an arterial roadway and would include a small segment that would function as a thoroughfare. To the west of El Centro Road, this facility would function as a collector street, and to the west of Street A, it would include on-street parking to accommodate higher-density residential uses in the adjacent Town Center District (see Specific Plan Figures 4-13 and 4-14).

STREET 2

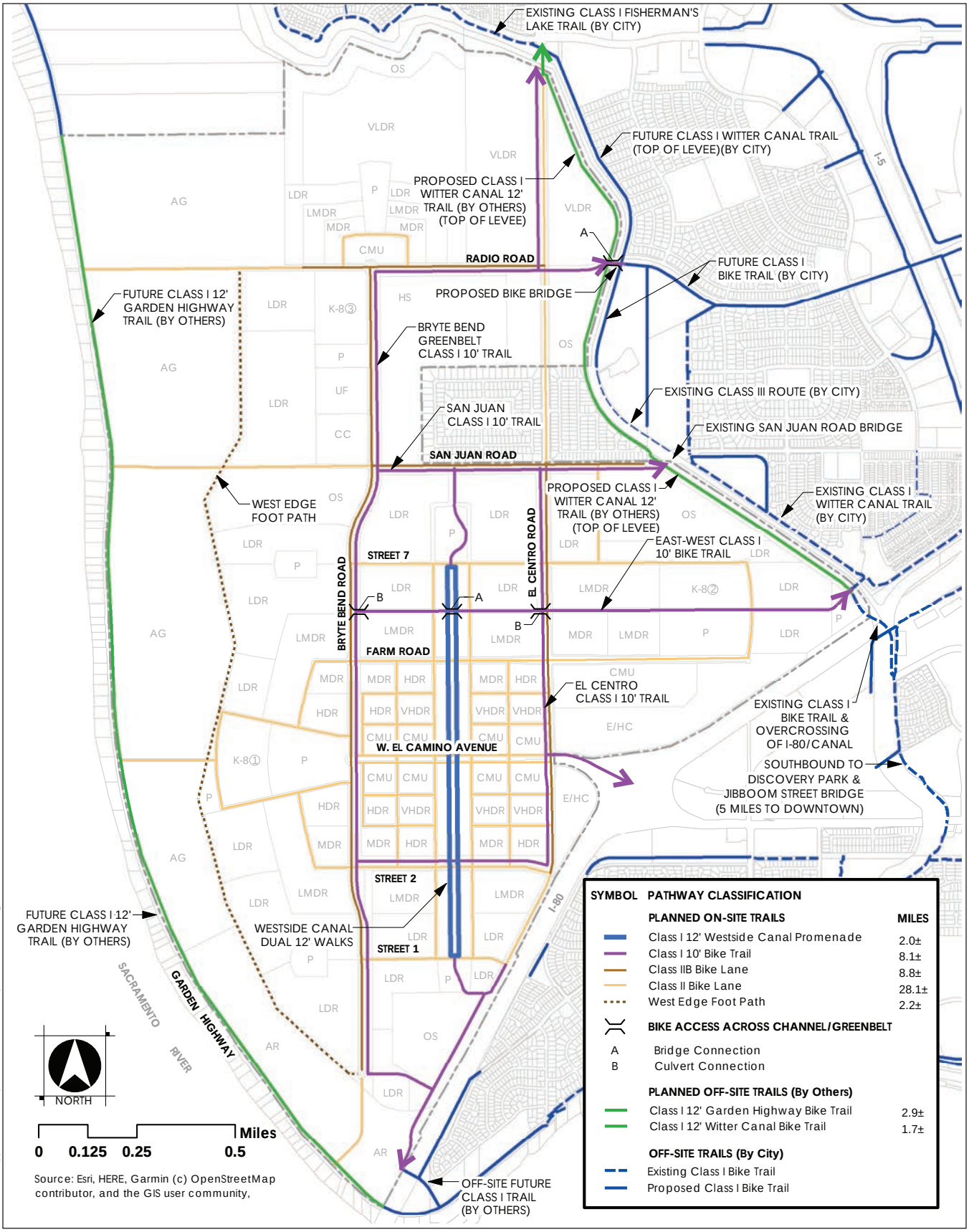
Street 2 would be a two-lane collector street and would function as the primary east/west circulation route along the southern edge of the Town Center district. Located between Bryte Bend Road and El Centro Road, it would include two travel lanes, buffered bike lanes, and a landscaped median (see Specific Plan Figure 4-15).

LOCAL STREETS

Other roadways would be constructed throughout the UWSP area to connect neighborhoods. Each of these roadways would be designed to comply with County standards and reflect the amenities included in the UWSP.

BIKEWAYS

A comprehensive bikeway network would be provided with a "grid" of bike trails and bike lanes that would allow residents to connect between neighborhoods and the Town Center District, and from the UWSP area to the rest of North Natomas and points beyond (see **Plate PD-15**). Class I bike trails would be located within greenbelt and landscape corridors to allow unimpeded travel to the extent possible; over 13.9 miles of Class I trails would be provided. The north-south trails would be spaced approximately one-quarter mile apart and the east-west trails would be spaced approximately one-half mile apart. Major streets within the UWSP area would also provide approximately 17.8 miles of Class II on-street bike lanes.



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SOURCE: Upper Westside Specific Plan Admin Draft #4, 2024

Upper Westside Specific Plan EIR

Plate PD-15
Bikeway Master Plan

ESA

Pedestrian Network

A highly connected pedestrian system would be provided to allow residents to conveniently walk to neighborhood schools, parks, and open spaces, and travel between neighborhoods and commercial centers. Due to the community's planned compact development pattern, approximately 90 percent of the UWSP area would be located within one-half mile of the Town Center's CMU core or the Young Scholars District's education node. This distance adheres to the 10-minute walk principle, allowing most residents to conveniently walk to amenities or services.

Transit Services

Sacramento Regional Transit (SacRT) would provide "crosstown" or large bus transit service to the UWSP area. At buildout, a large bus route is planned along major roadway corridors including West El Camino Avenue, Bryte Bend Road, and Radio Road. This preliminary route includes several conceptual bus stop locations, spaced at frequent intervals through the community, including the Town Center and educational node. As planned, approximately 88 percent of the residential units would be located within one-half mile of a crosstown bus stop. SacRT would have ultimate authority as to the planned location of this route and on the location of bus stops serving the route.

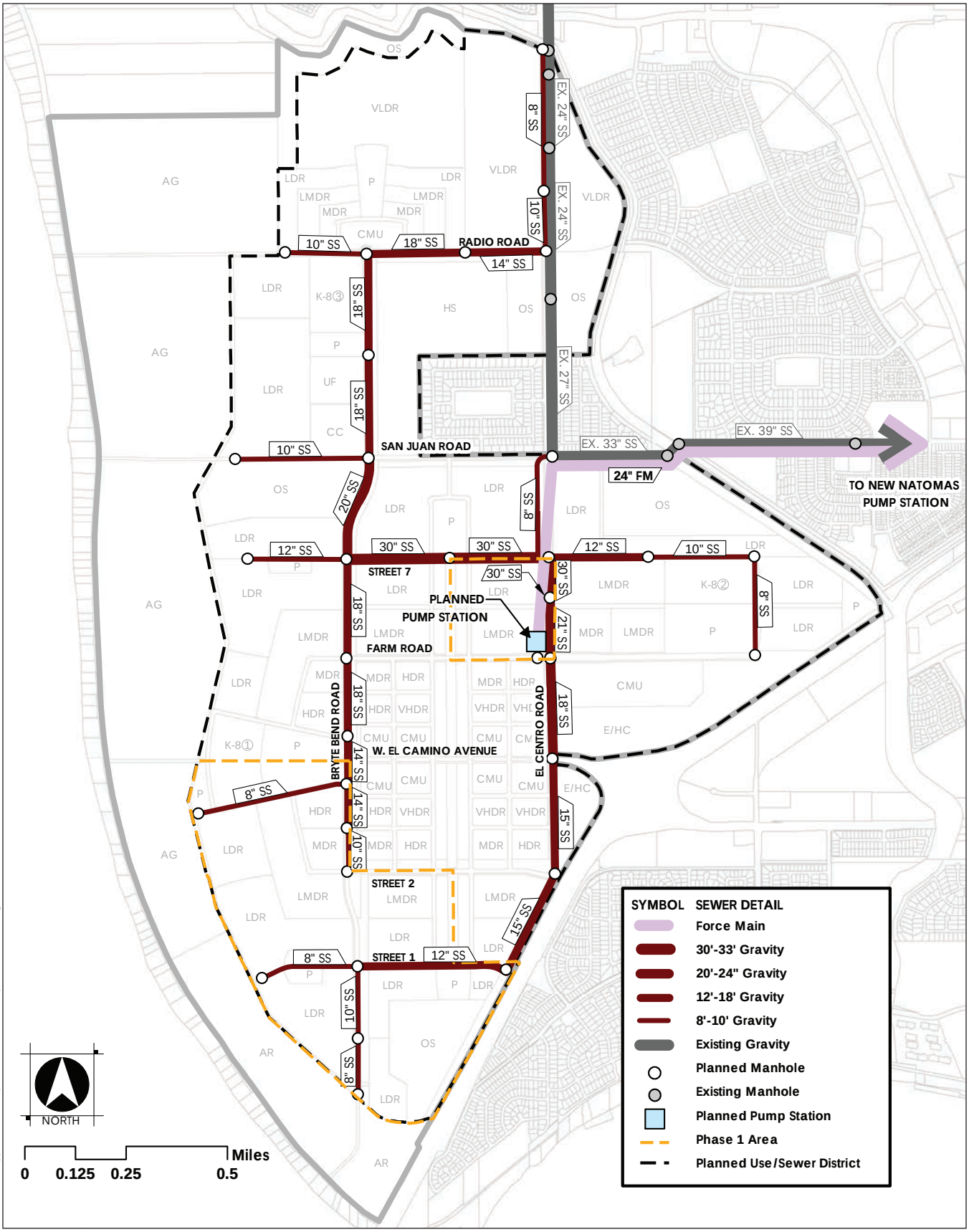
Infrastructure

Wastewater

SacSewer would provide wastewater collection and treatment service to land uses allowed under the proposed UWSP. Wastewater generated within the UWSP area would be conveyed through local sewer systems to the regional interceptor system for treatment at the Sacramento Regional Wastewater Treatment Plant in Elk Grove. As discussed above, the proposed UWSP would require SacSewer annexation.

Given the depth of the existing 33-inch sewer line located at the intersection of El Centro Road and San Juan Road, a gravity system could service development within approximately one-quarter mile of this intersection, subject to verification of available capacity. Development beyond this one-quarter-mile radius is planned to be served by a pump station.

With respect to new sewer infrastructure needed to serve buildout of the UWSP, a sewer pump station along El Centro Road, at the intersection of either Street 7 or Farm Road, would be required along with a 1.8-mile 24-inch force main that is aligned to run north along El Centro road and east and parallel to the existing sewer trunk line in San Juan Road. This force main would connect to the NNPS located 1.6 miles to the east outside the UWSP area. In addition, an 18-inch sewer trunk line is proposed to extend south down El Centro Road to serve the southern portion of the Development Area. Finally, a 30-inch sewer trunk line would extend west on Street 7 to Bryte Bend Road, where it would split to serve the westerly and northerly portions of the Development Area (see **Plate PD-16**).



SOURCE: Upper Westside Specific Plan Admin Draft #4, 2024

Upper Westside Specific Plan EIR

Plate PD-16
Backbone Sewer Infrastructure

ESA

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WATER

The City of Sacramento through an agreement with the SCWA would provide water service to land uses allowed under the proposed UWSP. The City of Sacramento obtains most of its water supply from surface water in the American and Sacramento rivers, while groundwater obtained from the North American and South American subbasins of the Sacramento Valley Groundwater Basin provides the remainder. As discussed above, the proposed UWSP would require SCWA annexation.

Water supply would be delivered to the UWSP area through the City's water treatment and distribution system, which consists of two water treatment plants, eight pump stations, many storage reservoirs, 28 municipal wells, thousands of hydrants, and nearly 1,800 miles of pipeline.

According to the Water Master Plan prepared for the UWSP, buildout of the UWSP would require a water storage tank site southeast of the intersection of El Centro Road and San Juan Road. From this facility, a 24-inch transmission main is proposed to connect to an existing 24-inch transmission main in El Centro Road. From this pipeline, a series of 16-inch transmission mains are planned to serve the Development Area via a system of looped pipelines in major roadway corridors (see **Plate PD-17**).

DRAINAGE

The UWSP area is located within the Natomas Basin, a low-lying area east of the Sacramento River, north (upstream) of its confluence with the American River. As discussed above, drainage and flood control for the Natomas Basin is provided by RD 1000.

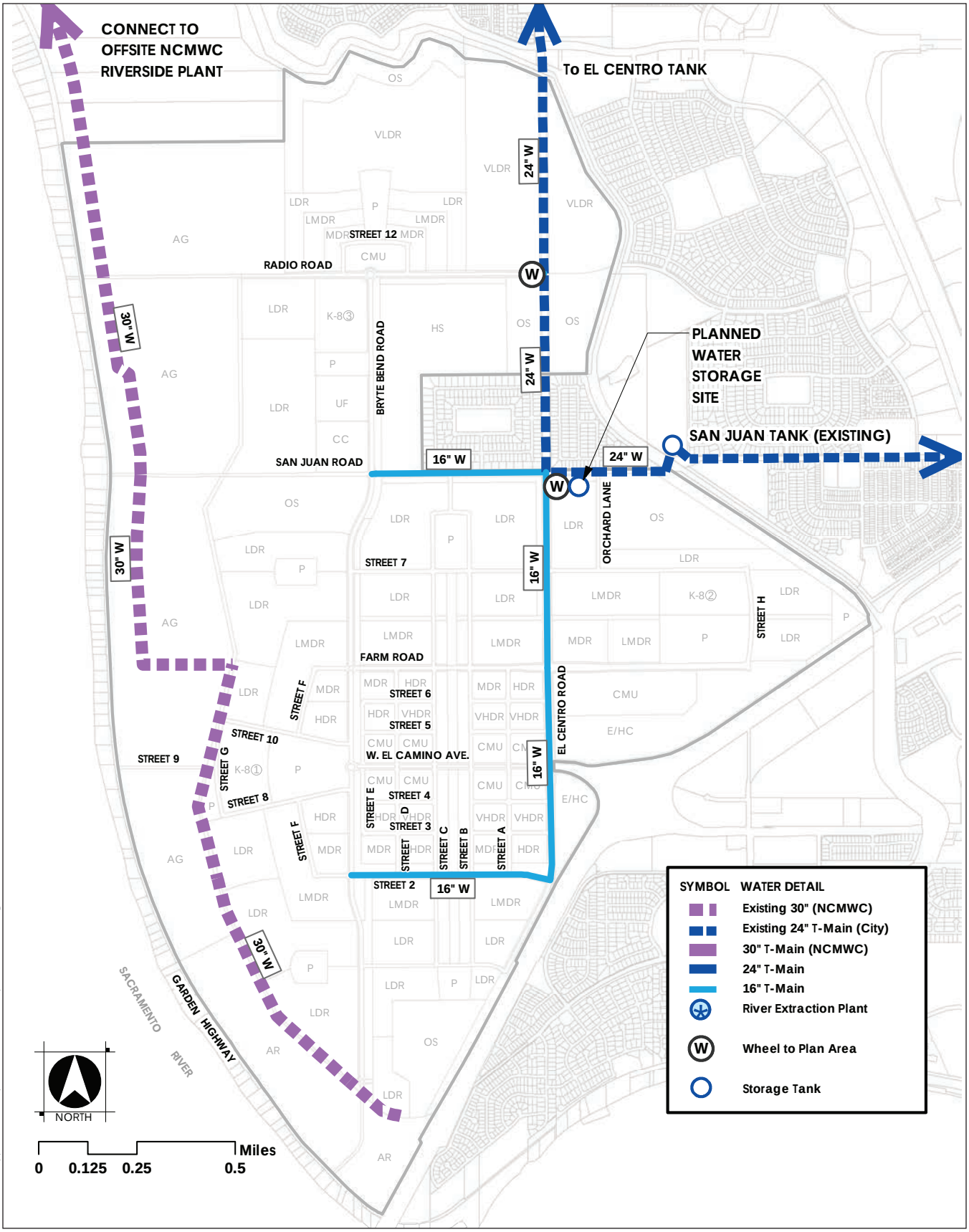
The Drainage Master Plan prepared for the UWSP would direct stormwater runoff to four drainage sheds (see **Plate PD-18**). Each shed would include a detention basin. The area of the basins would range from 21.2 to 32.2 acres, depending on the water level in the basin. A description of each shed is provided below.

EAST AND NORTH SHEDS

The existing San Juan and Riverside pump stations are located in existing low-lying areas on the west side of the West Drainage Canal (Witter Canal), which would allow accumulated stormwater to be conveyed by gravity via existing irrigation/drainage ditches and then pumped into the canal.

SOUTH SHED

Grading in the South Shed would be designed to allow post-development stormwater to flow via gravity to the South Lake Basin planned near the south end of the West Drainage Canal (Witter Canal). From this basin, stormwater would be pumped into the canal and then conveyed north to the channel along San Juan Road. This would allow the West Drainage Canal (Witter Canal) to serve multiple purposes, providing a stormwater conveyance system as well as a recreational and visual amenity. Because the canal is anticipated to have a very slow flow rate, water conveyed through it from the South Lake Basin is intended to help prevent water stagnation.



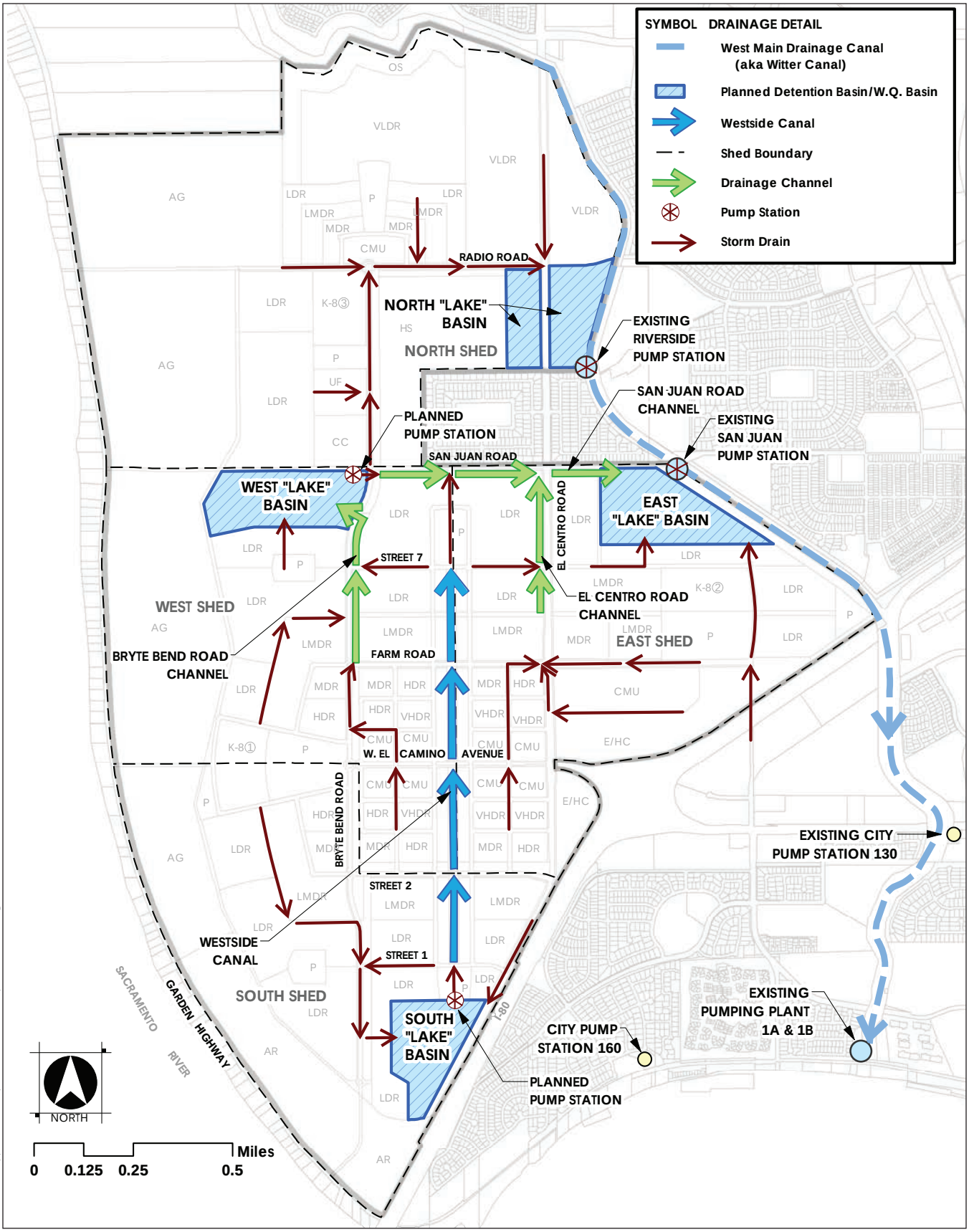
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SOURCE: Upper Westside Specific Plan Admin Draft #4, 2024

Upper Westside Specific Plan EIR

Plate PD-17
Backbone Water Infrastructure

ESA



SOURCE: Upper Westside Specific Plan Admin Draft #4, 2024

Upper Westside Specific Plan EIR

Plate PD-18
Backbone Drainage Infrastructure

ESA

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WEST SHED

Grading for the West Shed would be designed to allow post-development stormwater to flow via gravity to the West Lake Basin, which is located at the southwest corner of San Juan Road and Bryte Bend Road. Due to flat terrain and planned basin depth, a pumping facility is needed to move stormwater to the east. By pumping into the drainage channel along the south side of San Juan Road, this channel configuration would allow the landscape corridor on the southeast side of this intersection to be at grade, which would allow a bike/ped access to the adjacent neighborhood at the corner.

DRY UTILITIES

SMUD and PG&E would provide electrical and natural gas service, respectively, to land uses allowed under the proposed UWSP. As discussed above, buildout of the UWSP would require two new electric substations (see **Plate PD-19**). Substation No. 1 would be located southwest of the intersection of Street 2 and El Centro Road while Substation No. 2 would be located southeast of the intersection of El Centro Road and San Juan Road. The exact configuration of these substations would be determined in coordination with SMUD after the UWSP is approved, and tentative maps and improvement plans have been processed for the adjacent parcels. Additionally, a looping network of 12 kV lines is planned to serve the Development Area.

Existing natural gas infrastructure in the UWSP area may be plumbed along arterial and collector streets so that natural gas lines can be extended to serve commercial uses and the high school and community college sites within the Development Area in the future. Natural gas would not be extended to single-family homes, as the UWSP is pursuing a goal of Net Zero Energy (NZE) design.

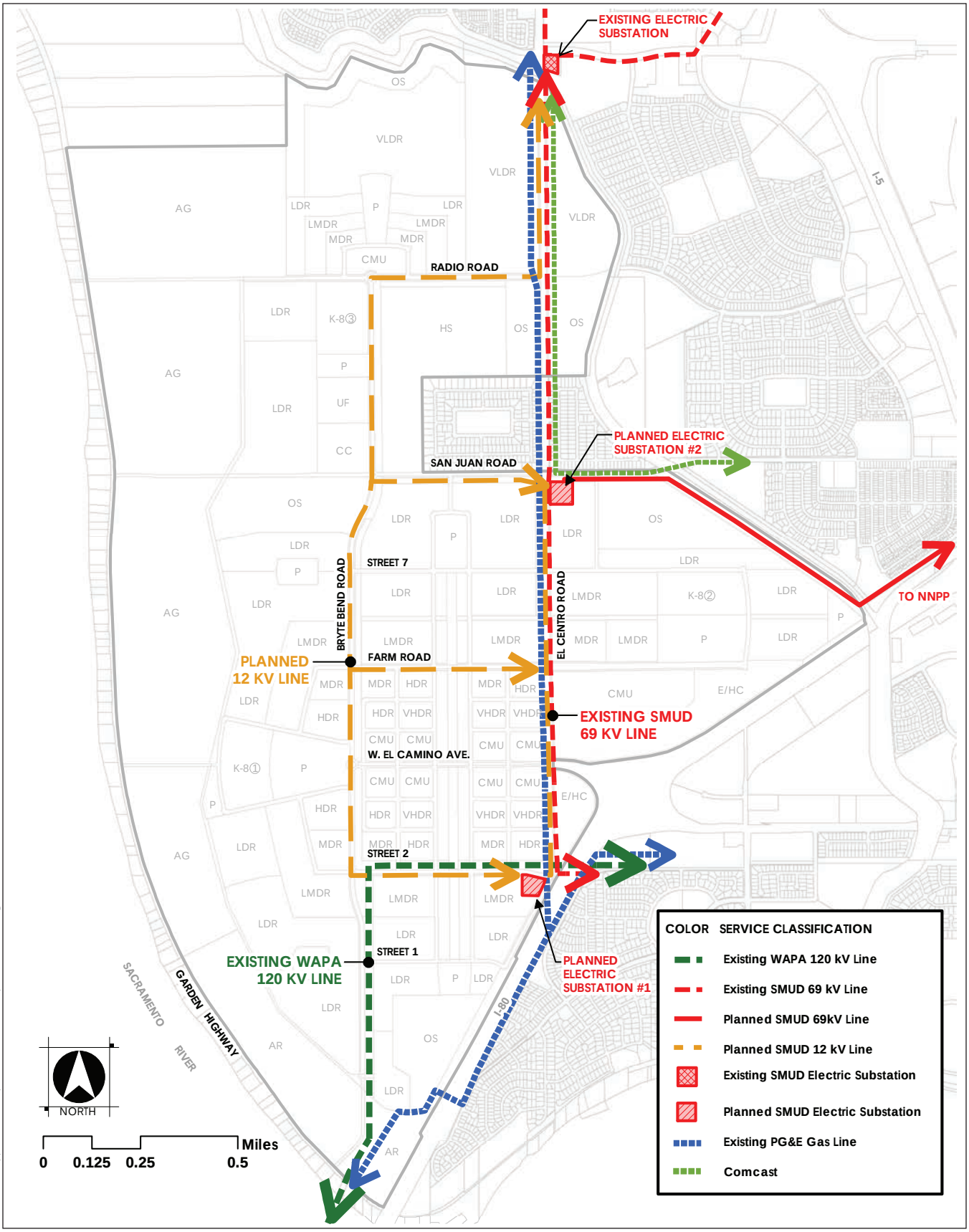
PUBLIC SPACES AND SERVICES

PARKS AND RECREATION FACILITIES

The UWSP includes approximately 146.6 acres of parks and amenities (see **Plate PD-20**). A description of the parks and amenities provided by the UWSP is provided below.

WESTSIDE CANAL

The Westside Canal would encompass approximately 15.0 acres and would be one mile in length and approximately 120 feet in width. This width includes an 80-foot water surface with a headwall and railing, and a 30-foot-wide corridor to either side. The corridor would allow a continuous 12-foot bike/pedestrian pathway along the edge of the canal, providing a scenic connection to the Town Center's core (see Specific Plan Figure 6-2).



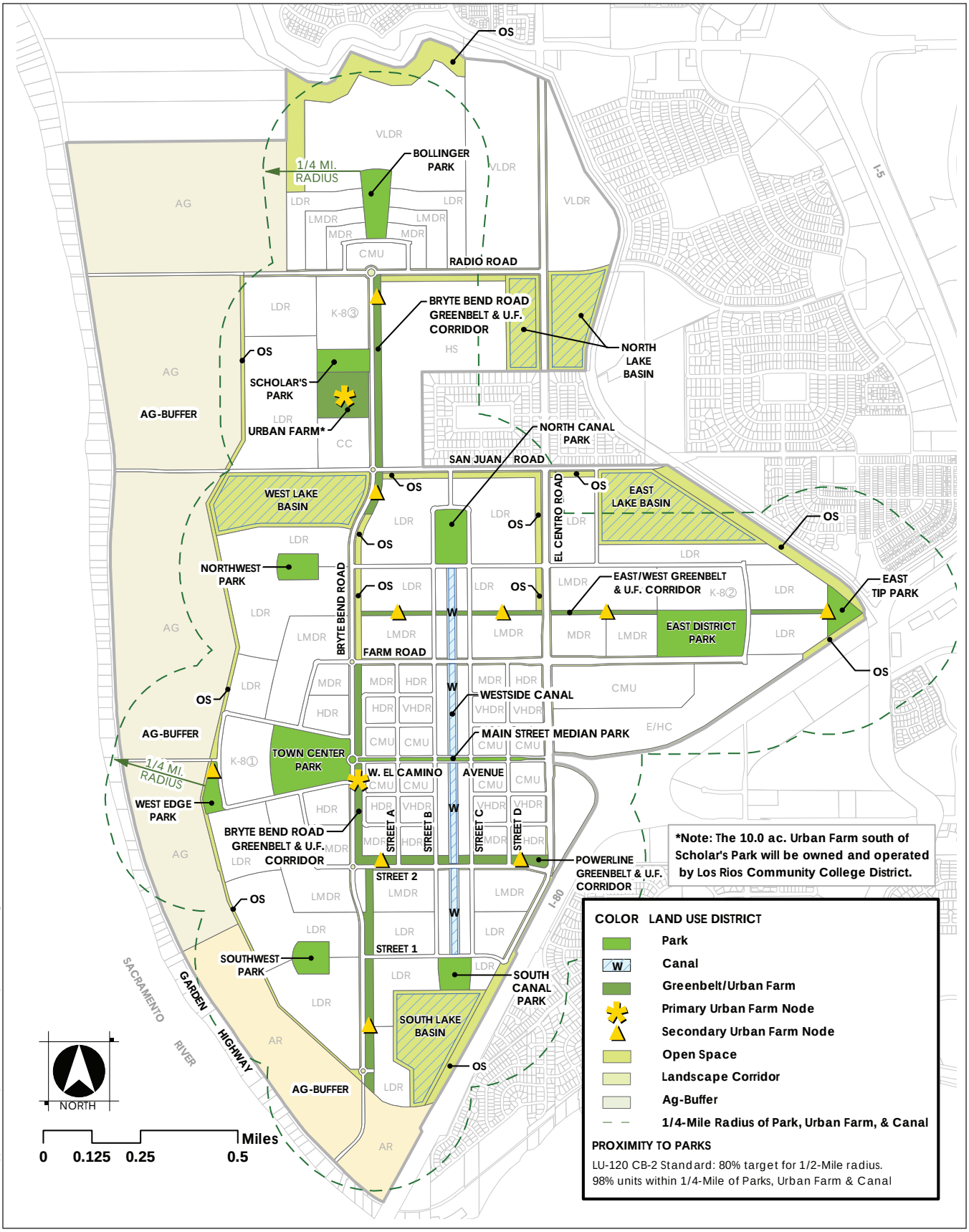
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SOURCE: Upper Westside Specific Plan Admin Draft #4, 2024

Upper Westside Specific Plan EIR

Plate PD-19
Dry Utilities

ESA



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SOURCE: Upper Westside Specific Plan Admin Draft #4, 2024

Upper Westside Specific Plan EIR

Plate PD-20
Parks and Open Space Plan

ESA

WEST EL CAMINO AVENUE MEDIAN PARK

The Median Park would consist of five landscaped median islands and a roundabout in the center of West El Camino Avenue, which collectively would provide approximately 2.6 acres of park space. As a central gathering space along the Town Center's primary commercial corridor, the Median Park is intended to function as a public plaza and attractive shady gathering space that can be actively programmed for community events.

ACTIVE PARKS

The proposed UWSP would include 10 active parks totaling approximately 76.4 acres. The parks have been distributed throughout the Development Area so that 90 percent of residential dwelling units would be within a one-quarter mile walking distance of a park. Active parks would range in size from approximately 2.9 to 18.4 acres. Smaller parks are targeted for local neighborhood needs and informal play and could provide a practice field for youth soccer and t-ball, a basketball court, or a play structure. The two larger parks – Town Center Park and East District Park – would provide multiple ball fields and hard courts for formal sports league play. A brief description of the two larger parks is provided below.

TOWN CENTER PARK

The approximately 18.4-acre Town Center Park would be located at the western terminus of West El Camino Avenue, west of the Bryte Bend Road roundabout. As the primary community park within the UWSP area, it is envisioned to include large, open turf areas for ballfields that accommodate recreational adult and youth sports. An outdoor pavilion area would also be included that would serve as a central gathering space for major outdoor community events such as theater performances, informal concerts, cultural events, special ceremonies, speeches, etc. A PA system would be provided, thus providing opportunities for amplified speaking and music events.

The facility would also include lighting. While the specifics for the design of the proposed lighting have not been determined, as discussed in the Development Standards and Design Guidelines included as part of the proposed UWSP, all outdoor lighting shall be directed away from adjacent areas to minimize light pollution caused by glare or spillage into neighboring properties.

EAST DISTRICT PARK

The approximately 17.4-acre East District Park would be located east of El Centro Road, along the northern edge of Farm Road. The park is anticipated to include large turf areas with ballfields for adult and youth league sports, plus hard courts, tot lots, picnic areas, shade structures, restrooms, and other amenities. It is also anticipated that the park would include lighting; no PA system is anticipated. Again, while the specifics for the design of the proposed lighting have not been determined, all outdoor lighting shall be directed away from adjacent areas to minimize light pollution caused by glare or spillage into neighboring properties.

GREENBELT CORRIDORS AND URBAN FARMS

The UWSP would include a comprehensive network of greenbelt corridors and urban farm nodes that would support the planned bikeway network by providing attractive north/south and east/west parkways for off-street Class I bike trail connections between neighborhoods.

Land designated for this network would total approximately 44.0 acres. These linear greenbelt corridors are envisioned to serve several functions. To begin, they would provide a wide, landscaped parkway that would enhance the streetscape appearance along key roadway corridors and would provide a buffer between uses. Next, they would incorporate Class I trails that form a significant network of street-separated bicycle and pedestrian pathways throughout the Development Area. Finally, they would include several urban farming "nodes," which would be strategically located throughout the community near residential neighborhoods and schools. These features provide points of interest along greenbelts and are planned to be managed and maintained by County non-profits and/or local residents. The nodes would include raised planter beds for vegetables, herbs and cut flower gardens, edible landscaping, and potentially tool sheds and greenhouses.

BASIN PERIMETER PARKWAYS

As discussed above, four lake basins are planned as part of the UWSP's storm drain system, each sized at approximately 20 acres to provide detention and water quality features. Each lake basin is designed to include an approximately 50-foot-wide landscaped parkway along its perimeter, except where they are adjacent to the West Drainage Canal (Witter Canal) and the RD 1000 levee.

OPEN SPACE AND AGRICULTURAL USES

The open space program included in the UWSP would include agricultural lands to the west identified as the Ag Buffer, open space buffers around the perimeter of the Development Area, and internal drainage facilities.

AG BUFFER

The approximately 542-acre Ag Buffer consists of two key components: an approximately 505-acre area designated for Ag Residential and Ag Cropland land uses and an approximately 36.6-acre Open Space buffer. The approximately 505 acres of Ag use are currently utilized for small-scale farming and for habitat mitigation. The approximately 36.6-acre Open Space buffer is located along the west and north edges of the Development Area. This buffer consists of a 250-foot-wide open space buffer along the northwest edge of the plan area, adjacent to the southern edge of Fisherman's Lake, and a 30- to 50-foot-wide open space corridor along the west edge of the Development Area.

OTHER OPEN SPACE

A 7.4-acre Open Space corridor is provided along the southeasterly edge of the Development Area, which accommodates an existing sewer line easement and provides a buffer between residential uses and I-80. A 2.0-acre open space parcel is located directly south of the easterly tip of the UWSP area due to an existing sewer line easement in that location and would provide an additional buffer for development. Finally, an 11.5-acre open space parcel is located north of the eastern tip of the UWSP area and includes the downslope side of the West Drainage Canal (Witter Canal), controlled by RD 1000.

LAKE BASINS AND DRAINAGE CHANNELS

These open space features are part of the planned storm drainage system and include approximately 117.6 acres, with 82.6 acres designated for stormwater detention facilities and approximately 35.0 acres designated for drainage channels.

LANDSCAPE CORRIDORS

Approximately 28.0 acres of landscaped corridors are provided alongside major roadways within the Development Area. These landscaped corridors are intended to provide attractive streetscapes, and in many cases include a Class I bike trail and tree plantings to shade roadways

SCHOOLS

The UWSP would include sites for three K-8 Schools (K-8), a High School (HS), and a Community College (CC) within the Development Area. All the three K-8 School sites have been strategically distributed throughout the Development Area so that over 90 percent of the proposed residential units would be within three-quarters of a mile of a K-8 School site. Each K-8 School site would be a minimum of 16 acres in size and be located adjacent to a park site to allow shared use of facilities. The HS site is approximately 85 acres in size, which is larger than the approximately 50 acres typically required for a high school. Finally, the CC site would be approximately 11 acres in size and would accommodate a vocational training campus that would provide curriculum focused on “hands-on” learning experiences for students, such as an “Ag Tech” or “New Tech” programs.

LAW ENFORCEMENT

The Sacramento Sheriff’s Department currently provides law enforcement services to the UWSP area and would continue to do so after approval of the UWSP. A potential approximately 2.0-acre sheriff’s substation has been identified within land designated for E/HC at the east end of Farm Road to provide a local presence and “landing area” for sheriff’s department staff.

FIRE AND EMERGENCY SERVICES

The UWSP area is located in the Natomas Fire Protection District. The City of Sacramento Fire Department is contracted by the Natomas Fire Protection District and County of Sacramento to provide fire and emergency services to the UWSP area and

would continue to do so after approval of the UWSP. As discussed above, a potential Fire Station site has been reserved at the southeast corner of Bryte Bend Road and Street 2, which is southwest of the Town Center District.

Libraries

Library services would be provided by the Sacramento Public Library Authority, an entity that partners with Sacramento County. To better serve the UWSP area, it is anticipated that the Los Rios Community College District or NUSD would participate in a shared-use library within the educational node proposed in the northern portion of the Development Area. The shared-use library would be located either on the proposed CC site located on the northwest corner of San Juan Road and Bryte Bend Road, or on the proposed HS site located directly to the east across Bryte Bend Road.

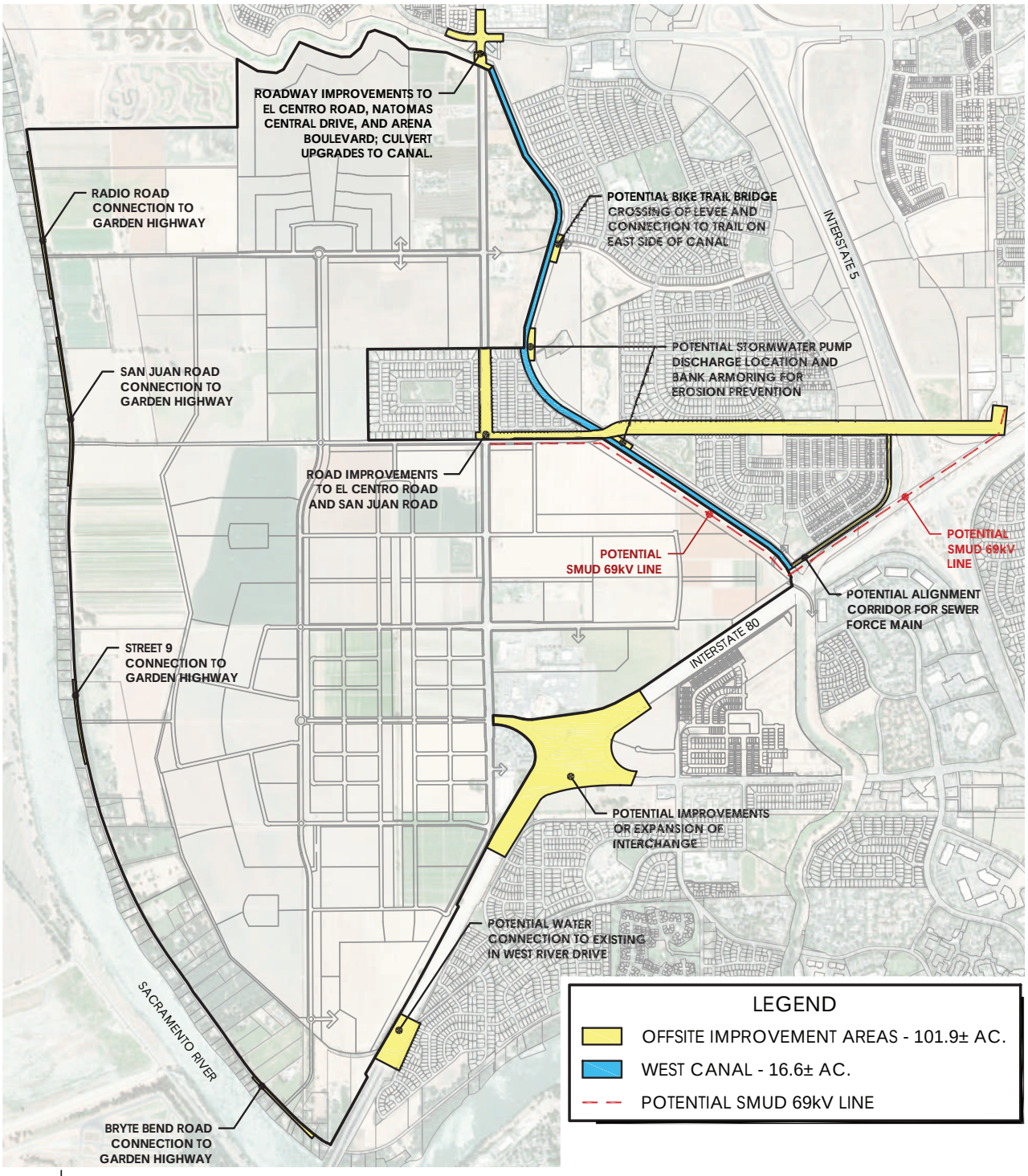
Improvements outside the Development Area

Roadway improvements and associated storm drainage/water quality features would occur outside the Development Area but within the Ag Buffer. The improvements would be associated with the extension of Radio Road, San Juan Road, Street 9, and Bryte Bend Road to the Garden Highway. The land use plan depicted in Plate PD-13 identifies the location of the roadway improvements. Because no development would occur in the Ag Buffer, no other infrastructure improvements would be required in this portion of the UWSP area.

Offsite Improvements

The proposed UWSP would include a variety of offsite improvements (see **Plate PD-21**). A description of the improvements is provided below.

- **Garden Highway Roadway Connections** – The proposed plan would include connections to Garden Highway at Radio Road, San Juan Road, Street 9, and Bryte Bend Road. Improvements associated with these connections include exclusive southbound left-turn lanes at Radio and San Juan Roads, roadside flares at either side of the stop-controlled intersection at Street 9, and an exclusive northbound right-turn lane at Bryte Bend Road. All improvements would require roadway widening on the landside of the Sacramento River levee.
- **Roadway Improvements to El Centro Road, Natomas Central Drive, and Arena Boulevard** – Improvements would be required at the intersection of El Centro Road and Natomas Central Drive/Arena Boulevard that would affect all four legs of the intersection. Upgrades to the West Drainage Canal (Witter Canal) culvert south of the intersection would also be required.
- **Bike Trail Bridge Crossing** – The proposed UWSP includes a potential bike trail bridge crossing of the West Drainage Canal (Witter Canal) to the east of the intersection of El Centro and Radio roads. The bridge would connect to the bicycle trail located on the eastern side of the canal. It is anticipated that the design of the bridge would utilize footings.



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SOURCE: Wood Rodgers, 2024

Upper Westside Specific Plan EIR

Plate PD-21
Offsite Improvements

ESA

- **Stormwater Pump Discharge and Bank Armoring** – The proposed UWSP would discharge water into the West Drainage Canal (Witter Canal) at two potential locations: one at the northeastern corner of the existing River View Subdivision, to the east of El Centro Road and north of San Juan Road, and the other at the southeastern corner of the existing River View Subdivision, east of El Centro Road and south of San Juan Road. The banks of the levees would be reinforced at these locations to prevent erosion.
- **Roadway Improvements to El Centro Road and San Juan Road** – Improvements would be required at the intersection of El Centro and San Juan roads that would affect all four legs of the intersection.
- **Force Main to New Natomas Pump Station** – A new sewer force main would need to be extended from the UWSP area east to the NNPS to serve future development contemplated under the proposed UWSP. There are two potential alignments being considered. One alignment would extend the force main from the planned pump station near the intersection of Street 8 and El Centro Road east along San Juan Road to the NNPS (1.8 miles). This line would run parallel to the existing sewer trunk line in San Juan Road. The other alignment would extend the force main directly east from the pump station to a greenbelt along the canal paralleling I-80 and continuing along the canal north to San Juan Road, then east to the NNPS (1.7 miles).
- **I-80/West El Camino Avenue Interchange** – Project buildout would require the reconstruction of the I-80/West El Camino Avenue interchange to accommodate the travel needs of the proposed UWSP and provide for a more bicycle/pedestrian-friendly design. All improvements would occur within the existing right-of-way.
- **Water Connection to West River Drive** – The proposed UWSP would be served by the City of Sacramento's water distribution system. One potential point of connection is across I-80 from the southeastern corner of the UWSP area to the east along West River Drive. This improvement would involve boring underneath I-80.

SUSTAINABILITY

As discussed above, sustainability was taken into consideration during the design of the proposed UWSP. The following policies listed in the proposed UWSP would enhance the community's long-term sustainability.

GENERAL

- Subsequent development applications shall be consistent with the Land Use Plan, circulation network, infrastructure systems, park and open space systems, and other aspects of the UWSP to implement the sustainability features that are woven into the plan.

- To contribute to the long-term sustainability of the community, infrastructure, roadways, and dry utilities shall be designed and constructed to provide efficient and effective service and shall contribute to the long-term reliability of these systems, and to improve the ability to respond to emergencies.

Habitat

- Impacts to sensitive species within the Plan Area shall be mitigated through the conservation and/or re-creation of habitat areas at on-site and/or off-site locations, as required by applicable mitigation measures in the UWSP EIR.

Agricultural Land

- Projects within the Plan Area shall mitigate for the loss of agricultural lands (e.g., Prime Farmland, Statewide Importance) on an in-kind basis as development occurs, in accordance with the Upper Westside Resource Conservation Strategy, County requirements, and EIR mitigation measures.

Cultural Resources

- Individual development projects or construction phases shall be reviewed for potential impacts to cultural resources (e.g., historical, tribal, paleontological) as development applications are submitted for review, as required by applicable mitigation measures in the UWSP EIR.
- Where not provided for individual parcels within the Plan Area during the preparation of the UWSP, additional cultural resource studies may be required by the County with subsequent development applications, and projects may be conditioned to provide construction monitoring activities.

Air Quality

- To reduce vehicular travel and related GHG emissions, subsequent development applications shall be consistent with the Land Use Plan and Chapter 4, Mobility, which incorporates an extensive and well-connected network of bikeways, pedestrian trails, and a public transit system.
- To reduce emissions and progress toward the goal of a Net Zero Electric Community, all electric" residential design shall be required on all conventional residential (i.e., LDR, LMDR, MDR, HDR, and VHDR) and to the extent practical on other land use designations (i.e., CMU, EHC). (See related policies in Chapter 10, *Energy*.)
- To maximize the tree canopy and vegetative mass to allow carbon sequestration, landscape corridors and medians along arterial and collector streets, landscape areas around the perimeter of basins or parks, greenbelts, and along open space corridors shall be densely planted with a mix of deciduous and evergreen trees, shrubs, or groundcovers appropriate to the site constraints, soil conditions, and availability of irrigation.

Water Quality

- Subsequent development applications shall incorporate water quality measures that are appropriate to the location and situation and in accordance with the menu of options (e.g., amended soils, bio-retention, water quality basins) as allowed by the County's Storm Water Quality Design Manual.

Water Conservation

- Development projects shall follow the County's adopted Water Conservation requirements for the landscaping of public spaces.
- All new building construction shall be subject to the County's Building Code requirements for low flow appliances and fixtures.

Energy

- To implement energy-conserving measures and reduce energy use compared to "business as usual," all development shall incorporate the latest energy-efficient construction standards in accordance with Title 24 and shall incorporate 75 percent of Tier 2 Voluntary Green Building measures as identified by the California Green Building Standards Code (CALGreen) for residential or non-residential buildings that are in effect at time of building permit issuance.
- To reduce energy demand, lighting for public spaces and building interiors shall utilize light-emitting diode (LED) and other low-wattage lighting to the extent feasible as a strategy.
- To promote the state's electrification of transportation goals, all single-family residential garages shall provide a Level II 240A electrical outlet for electric vehicle charging. Private developments within the CMU areas adjacent to West El Camino Avenue shall provide conveniently placed charging outlets for micro-mobility devices such as e-bikes, e-scooters, or e-boards.
- To provide energy resilience, all single-family residential development is encouraged to provide on-site battery storage to augment power supply and reduce late-afternoon/evening peak-hour demands.

Solid Waste Reduction/Diversion

- Urban farming nodes shall incorporate green waste composting areas at a small scale as a method of reducing the waste stream, improving soil health and providing mulch, and supporting sustainable organic farming methods.
- The County solid waste provider should explore the possibility of establishing a green waste facility as a larger-scale method of providing mulch and soil amendments to the parks, open spaces, and residents within the plan area.

PHASING

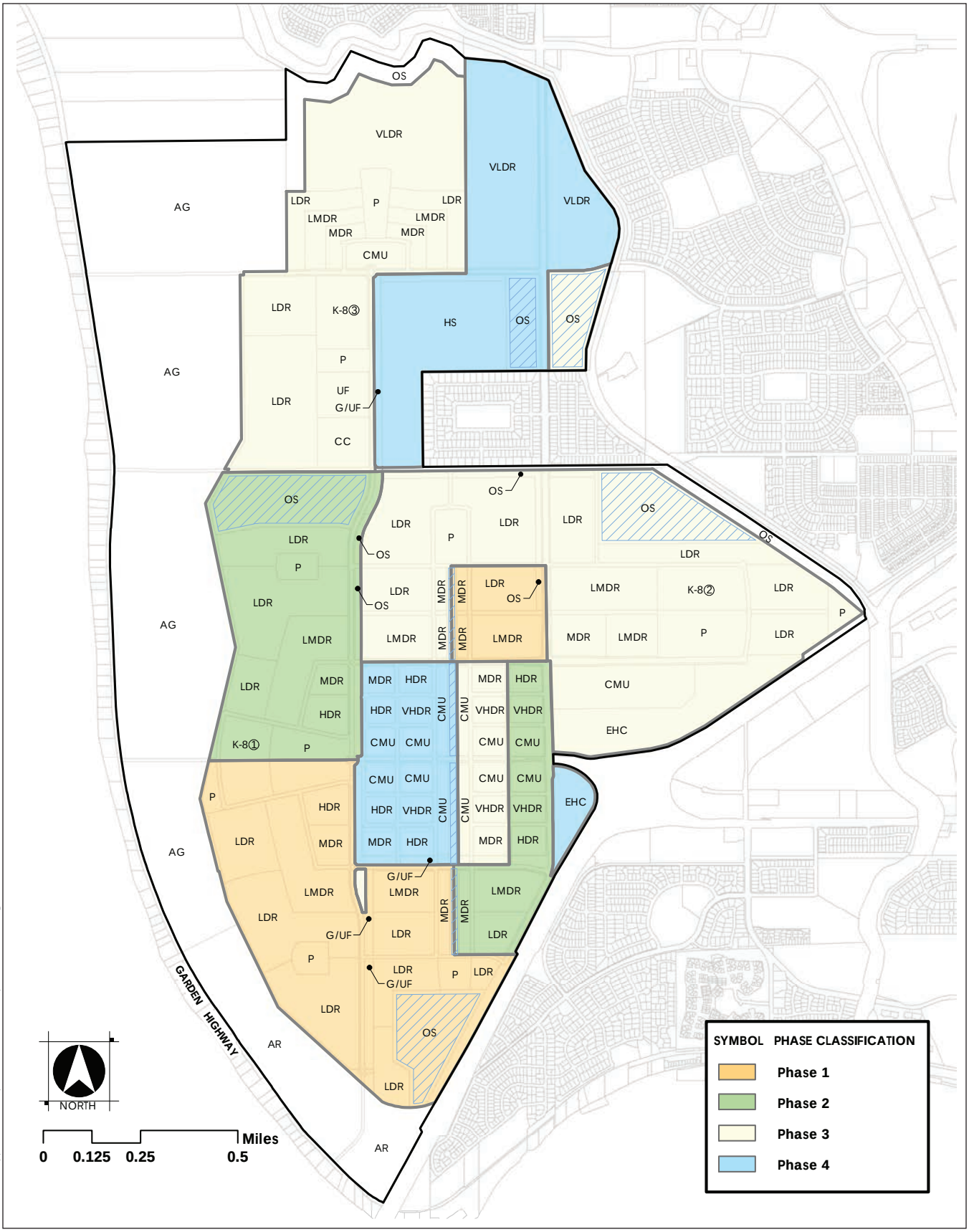
It is anticipated that buildout of the proposed UWSP would take approximately 20 years. With 9,356 units and 3.1 million square feet proposed for the Development Area, the average pace of construction could result in the construction of 468 dwelling units and 155,000 square feet of non-residential space per year, with a target buildout date of 2044.

An approximately 295-acre Phase 1 area has been identified to advance the initial construction of a sewer lift station and a 1.7-mile off-site force main, as well as the extension of water mains. The cost of this initial phase of infrastructure is a significant undertaking but would provide backbone systems that are needed to serve the remainder of the Development Area. Residential development contemplated under Phase 1 includes 1,067 single-family units, 404 low-rise apartment units, 914 midrise apartment units, and 816 high-rise apartments while non-residential development anticipated under Phase 1 includes 1.3 million square feet of office development, an elementary school, and a 33.5-acre community park.

A preliminary phasing plan is illustrated in **Plate PD-22** but would be subject to change as development occurs in response to market demand over time. Changes to the sequencing of individual development phases are permitted without an amendment to the proposed UWSP, provided that the improvements in each phase adequately support the associated development. This includes the ability for the Town Center to commence construction in an earlier phase than is identified on the preliminary phasing plan exhibit. Ultimate development phasing would be coordinated with and approved by County staff with processing of subsequent improvement plans for construction of public facilities.

INTENDED USES OF THE EIR

The EIR is intended to apply to the project approvals listed below, as well as to any other approvals that may be necessary to implement the proposed UWSP. The County of Sacramento is the CEQA lead agency for the project. The Sacramento County Board of Supervisors will use the information contained in the EIR in evaluating the proposed UWSP and rendering a decision to approve or deny approvals of the project. County of Sacramento officials and agencies will use the EIR for other County permits and approvals of the project authorized or required by the County Code and/or state law. The EIR will also serve as the CEQA document for approvals of the project by other local and state agencies with discretionary authority regarding the project (i.e., responsible agencies). Responsible agencies pursuant to CEQA Guidelines Section 15381 may include, but are not limited to, the California Department of Fish and Wildlife and Central Valley Regional Water Quality Control Board, and the California Department of Transportation. Federal agencies that may rely on this EIR in taking action on the project include the U.S. Fish and Wildlife Service and the U.S. Army Corps of Engineers.



D150587.01 - Upper Westside Specific Plan EIR\05 Graphics-GIS-Modeling-USE AZURE\Illustrator

SOURCE: Upper Westside Specific Plan Admin Draft #4, 2024

Upper Westside Specific Plan EIR

Plate PD-22
Preliminary Phasing Plan

ESA

Table PD-3 below includes information required by Section 15124 of the CEQA Guidelines and summarizes the following intended uses of the EIR:

- A list of agencies that are expected to use the EIR in their decision-making.
- A list of permits and other approvals required to implement the project.
- A list of related environmental review and consultation requirements included in federal, state, or local laws, regulations, or policies.

Table PD-3: Subsequent Permits, Approvals, Review, and Consultation Requirements

Agency	Approval
Sacramento County Board of Supervisors	Final environmental impact report certification
Sacramento County Board of Supervisors	Specific Plan Adoption
U.S. Fish and Wildlife Service	Federal Endangered Species Act Section 7 consultation
U.S. Army Corps of Engineers	Federal Clean Water Act Section 404 permit
California Department of Fish and Wildlife	Incidental take permit
Sacramento County Local Agency Formation Commission	Annexation
Sacramento Municipal Utility District	Electric utilities services, utilities, and future facilities
Sacramento Metropolitan Air Quality District	Various permits

3 ALTERNATIVES

OVERVIEW

Pursuant to CEQA Guidelines Section 15126.6, this EIR must describe a range of reasonable alternatives to the proposed project that might feasibly accomplish most of the basic objectives of the proposed project and could avoid or substantially lessen one or more of the significant effects of the project. The feasibility of an alternative is determined by the lead agency based on a variety of factors including, but not limited to, site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and site accessibility and control (CEQA Guidelines Section 15126.6[f][1]).

The chapter discloses the comparative effects of each of the alternatives relative to the proposed UWSP and evaluates the relationship of the alternatives to the objectives of the proposed plan. As required under Section 15126.6(e) of the CEQA Guidelines, an environmentally superior alternative is identified at the end of this chapter for the proposed plan.

FACTORS IN THE SELECTION OF ALTERNATIVES

PROJECT OBJECTIVES

The objectives of the proposed UWSP are used to evaluate the reasonableness and feasibility of each alternative. As presented in Chapter 2, *Project Description*, the objectives for the project are as follows:

1. Formulate a specific plan and related land use planning documents and regulatory approvals for the UWSP area as a means of expanding the Urban Services Boundary (USB) and Urban Policy Area (UPA) in an orderly manner and accommodating the County's share of future regional population growth.
2. Create a land use plan that satisfies County policies, regulations, and expectations, as defined in the General Plan, including Policies LU-114, LU-119, and LU-120.
3. Provide a comprehensively planned, high-quality, large-scale, residential-based community in northwestern Sacramento County, directly northwest of the City of Sacramento, with a balanced mix of uses, employment opportunities, a wide variety of housing types, park and open space, and supporting public and quasi-public uses.
4. Develop a master-planned community that can be efficiently served by existing infrastructure or proposed infrastructure that would encourage logical, orderly development and would discourage leapfrog or piecemeal development and sprawl.

5. Provide residential housing within five miles of the existing job centers of downtown Sacramento and West Sacramento, as well as in close proximity to newly developing or proposed job centers.
6. Create a development that has an overall positive economic impact on Sacramento County and achieves a neutral to positive fiscal impact on the County's finances and existing ratepayers.
7. Create a community that can be logically and efficiently phased to allow the orderly build-out of the community.
8. Provide a safe and efficient circulation system that interconnects land uses and promotes pedestrian and bicycle circulation and transit options that will encourage non-vehicular trips, thereby reducing vehicle miles traveled (VMT).
9. Incorporate parks and open space, including an urban farm-greenbelt and canal, into the project design in a manner that provides community connectivity and encourages walking and bicycle use.
10. Make efficient use of development opportunity as the project site is bordered on three sides by existing or planned urban development.
11. Plan for enough units to provide housing choices in varying densities to respond to a range of market segments, including opportunities for rental units and affordable housing, and significant commercial uses, consistent with the General Plan and Housing Element.
12. Design a land use plan where the development footprint avoids impacts to wetland resources to the extent feasible.
13. Develop a specific plan that respects existing agricultural land uses and operations to the west of the proposed 1,532-acre Development Area.
14. Provide for development that meets the seven identified Sacramento Area Council of Governments (SACOG) Blueprint principles, including provision of transportation choice, compact development, mixed use development, housing choice and diversity, use of existing assets, natural resource conservation, and quality design.
15. Develop the project and any associated on- and/or off-site mitigation to complement the Natomas Basin Habitat Conservation Plan and the Metro Airpark Habitat Conservation Plan.
16. Designate open space preserves along the south side of Fisherman's Lake Slough or along the West Drainage Canal (Witter Canal) that provide natural buffer to these features, and along the westerly edge of the proposed 1,532-acre Development Area to provide a transition between residential and agricultural designations to the west, which will provide a regional benefit for habitat, resources, and open space amenities.
17. Balance development with resource protection in an inter-connected, permanent open space.

18. Create multi-functional habitat within open space corridors that provide on-site habitat and contribute to water quality.

SIGNIFICANT EFFECTS OF THE PROPOSED PROJECT

Section 15126.2(b) of the CEQA Guidelines requires that an EIR describe any significant impacts that cannot be avoided, even with the implementation of feasible mitigation measures. The environmental effects of the proposed UWSP on various aspects of the environment are discussed in detail in Chapters 4 through 20 of this Draft EIR. The significant and unavoidable impacts that cannot be avoided if the proposed UWSP is approved are listed below.

- Degradation of Existing Views and Visual Quality
- Substantially Degrade Existing Visual Character or Quality
- New Sources of Light
- Conversion of Farmland to Nonagricultural Uses
- Conflict with or Obstruct Implementation of an Applicable Air Quality Plan during Project Operation
- Long-Term Operational Emissions of Criteria Air Pollutants and Precursors
- Exposure of Existing Off-Site Sensitive Receptors to TACs during Operation
- Exposure of Future On-Site Sensitive Receptors to TACs during Operation
- Historical Resources
- Archaeological Resources
- Human Remains
- Increase in Traffic Noise at Existing Sensitive Receptors
- Increase in Stationary Noise from Plan Components at Existing Receptors
- Increase in Stationary Noise from Plan Components at Proposed Sensitive Receptors
- Inducement of Substantial Unplanned Population Growth
- Conflict with a Program, Plan, Ordinance or Policy Addressing the Circulation System
- Hazards Due to Design or Incompatible Uses
- Tribal Cultural Resources

Alternatives Considered but Dismissed from Further Evaluation

In identifying alternatives to the proposed UWSP, primary consideration was given to alternatives that could reduce significant unavoidable impacts resulting from development of the proposed plan while still achieving the basic objectives of the proposed plan. Certain impacts that are identified as being significant and unavoidable under the proposed UWSP (e.g., increase in noise levels from project construction and operation) would be due primarily to developing a vacant site. These impacts would not be eliminated, but could be reduced, for example, by limiting the scale of development allowed under the proposed plan, reconfiguring uses, or implementing specific measures. An alternative that would reduce the intensity of development allowed under the proposed UWSP is addressed later in this chapter.

Section 15126.6(c) of the CEQA Guidelines requires the County to disclose alternatives that were considered but rejected from further analysis in this Draft EIR and provide the rationale for dismissal of those alternatives. According to the CEQA Guidelines, “among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts.”

Alternative Project Location

In developing the proposed UWSP and alternatives, consideration was given to the density and intensity of development that could meet project objectives and reduce significant impacts. Many of the anticipated significant impacts would result from the density and intensity of the development proposed. The analysis of alternatives to the proposed UWSP must also address “whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location.” (CEQA Guidelines, Section 15126.6[f][2][A].) Only those locations that would avoid or substantially lessen any of the significant effects of the project need be considered. If no feasible alternative locations exist, the agency must disclose the reasons for this conclusion. (Section 15126.6[f][2][B].) In this case, alternative sites would entail either the same or new significant environmental effects as those that would occur within the UWSP area. For example, development of the proposed UWSP on any suitable alternative site in or around the County may not avoid or substantially lessen the project’s air quality or greenhouse gas (GHG) impacts, as those impacts would occur no matter where the development is located and could be worse if located farther away from a major transportation corridor or in areas with existing unacceptable traffic levels. Moreover, an alternative site that is not adjacent to already developed lands would likely result in greater aesthetic and utilities impacts than those that would occur within the UWSP area.

In addition, while other large vacant properties located adjacent to the City of Sacramento in northwest Sacramento County could feasibly achieve many of the project objectives, those lands are not available as planning applications for these lands

have already been filed with the City of Sacramento and with the County of Sacramento. Furthermore, while other large vacant properties are available in other portions of the county that could feasibly achieve many of the project objectives, none are located along a major transportation corridor within proximity of existing job centers in downtown Sacramento and West Sacramento, as well as near newly developing or proposed job centers, which is an objective of the proposed UWSP.

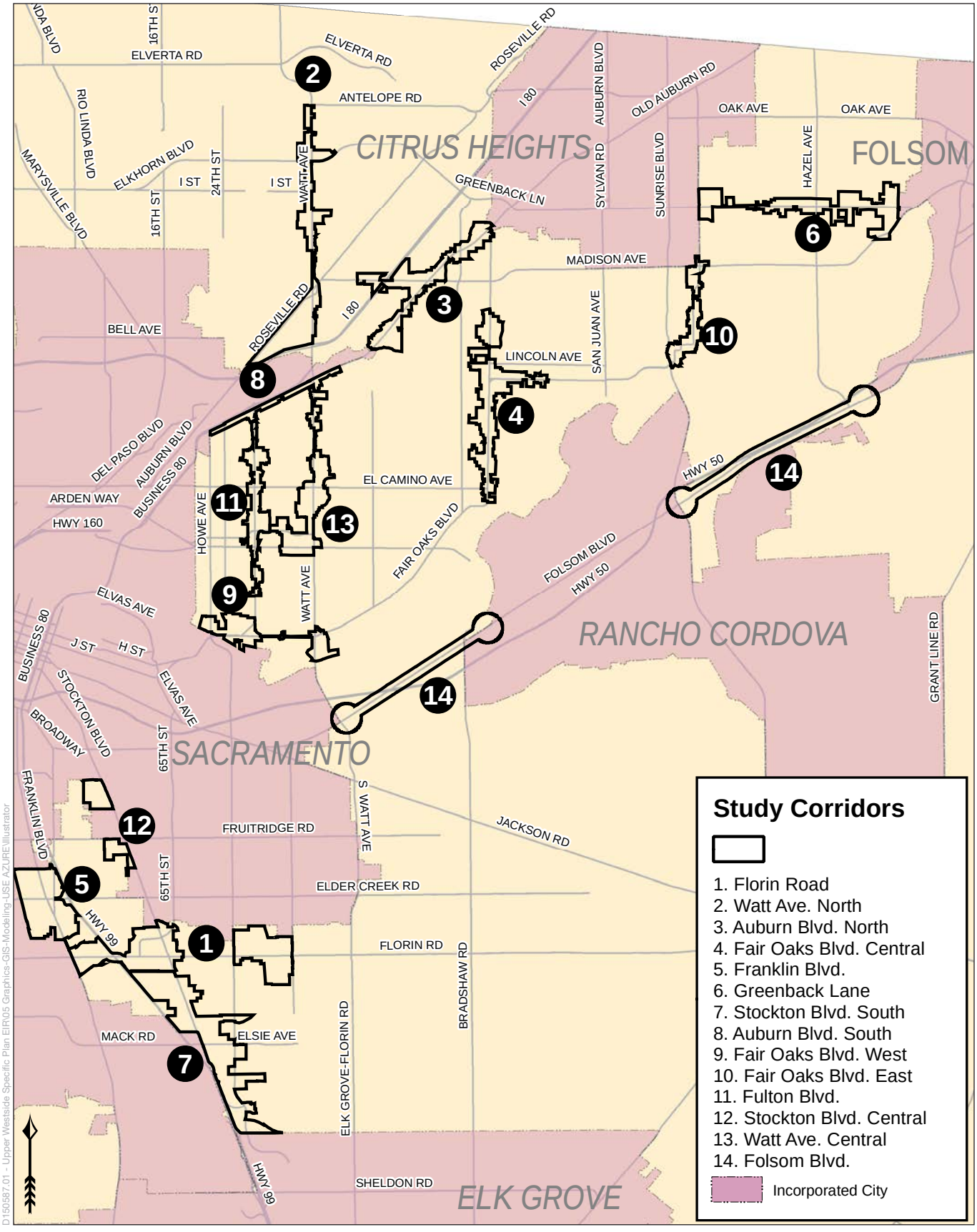
Finally, although the project applicants only control 292 acres or 14 percent of the UWSP area, an offsite alternative would not be feasible as the project applicants do not control any other properties within Sacramento County.

INFILL ALTERNATIVE

SACOG is currently undertaking a scenario planning effort, referred to as Pathways, as part of the process to update its Sacramento Region Metropolitan Transportation Plan/Sustainable Communities Strategy or Blueprint. Three scenarios are currently being considered: Pathway 1, Outward Expansion and Limited Infill; Pathway 2, Balanced Infill and Phased Expansion; and Pathway 3, Focused Infill and Limited Expansion. Per SACOG staff (K. Lizon), a new scenario may be developed due to ongoing analysis and feedback received from the public and SACOG member jurisdictions.

Pathway 1 builds on the land use trends over the last two decades and expands the footprint of the region outward through significant lower density growth in developing communities and rural residential areas. As a result, most growth would consist of large-lot single-family and rural residential units and the least amount of infill growth. The land use forecast to be developed under Pathway 2 is based on key land use metrics from the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) that are to be updated with current conditions. In the 2020 MTP/SCS, roughly 65 percent of new housing and 85 percent of new jobs were in infill areas and roughly 73 percent of new homes consisted of either small lot single-family or attached products. Finally, Pathway 3 directs most of the region's future growth to infill areas such as centers and corridors and established communities. The intent of this pathway is to explore the performance implications of a future that significantly departs from today's land use trends. Housing under Pathway 3 would consist mostly of new small-lot and attached housing products.

The Infill Alternative envisions the growth included in the proposed UWSP being directed toward three corridors located within unincorporated Sacramento County: (1) Florin Road; (2) North Watt Avenue; and (3) Stockton Boulevard Central and South (see **Plate ALT-1**). Growth within these corridors would be developed based on the "inward expansion model" associated with Pathway 3. According to this model, it is assumed that by 2050, these corridors could support an additional 4,980 jobs and 11,800 housing units, and thus could accommodate the 9,356 dwelling units and the approximately 10,300 jobs included in the proposed UWSP (see **Table ALT-1**).



SOURCE: Sacramento County, 2023

Upper Westside Specific Plan EIR

Plate ALT-1
Infill Alternative Growth Corridors

Table ALT-1: Infill Corridors

Corridor	Base-Year		Inward Expansion	
	Existing Conditions (January 2020)		2022–2050	
	Jobs	Housing Units	Additional Jobs	Additional Housing Units
Florin Road	4,080	590	480	1,200
Watt Avenue North	8,310	1,690	2,900	6,400
Stockton Boulevard Central and South	8,660	4,850	1,600	4,200
Total	**21,050**	**7,130**	**4,980**	**11,800**
SOURCE: Patten 2023.				

The Infill Alternative would essentially function as a variation on the Alternative Project Location alternative discussed above. As with that alternative, the essential constraint on the Infill Alternative's implementation is that the UWSP applicants do not control properties outside of the UWSP area, and do not control lands within the areas identified above in Table ALT-1.

CEQA Guidelines Section 15126.6(f) directs that a "rule of reason" be applied when identifying alternatives. As stated in the CEQA Guidelines, the feasibility of a prospective alternative is a key element in the rational selection of alternatives. One element of feasibility contained within the CEQA Guidelines, in Section 15126.6(f)(1), is "whether the proponent can reasonably acquire control, or otherwise have access to the alternative site." As discussed in Chapter 2, *Project Description*, the project applicant controls 10 out of 114 parcels within the UWSP plan area, or around 9 percent of the parcels. The land in the corridors included within this Infill Alternative includes over 3,200 individual parcels, so if the same ownership percentage were applied to this alternative, the project applicant would need to control over 280 parcels, many of which would need to be contiguous, which would be practically impossible. As such, this alternative would therefore be infeasible to implement. CEQA Guidelines Section 15126.6(a) provides that "an EIR is not required to consider alternatives which are infeasible."

Furthermore, while development under this alternative would result in a reduction of VMT locally due to better access to transit, and thus fewer vehicle trips and exhaust emissions, these environmental gains could be reversed, and possibly even worsened, as it is possible that this alternative could increase overall VMT regionally as each of these corridors is located approximately eight miles from the downtown Sacramento and the regional jobs core. In comparison, the UWSP area is located about 3.5 miles from downtown Sacramento, which is less than half that distance. In addition, there is

greater potential for redevelopment along these corridors to encounter contamination from past land uses than under the proposed UWSP, thus increasing the potential for the public in the surrounding communities to be exposed to toxic substances unless protective measures are adequately taken. Finally, infill development along these corridors would likely result in the need to demolish existing housing units and non-residential buildings, thus necessitating the relocation of existing residents, if occupied, which would not occur under the proposed UWSP.

Based upon these considerations, this prospective alternative was not selected for further analysis.

Convert CMU Commercial to Residential Alternative

This alternative would address the state of California's housing crisis by converting the 0.60 floor area ratio Commercial component of the Commercial Mixed Use (CMU) designation into more residential at a target density of 40.0 dwelling units per acre (du/ac). This could result in an average density of 80.0 du/ac for the currently designated CMU parcels and an increase of 3,280 units. The remainder of the proposed UWSP, including the project footprint, would remain the same.

This alternative would not reduce or avoid several impacts associated with the UWSP project, such as those associated with aesthetics, agricultural resources, biological resources, cultural resources, paleontological resources, hazards and hazardous materials (i.e., hazards associated with disturbing contaminated sites), and tribal cultural resources, as the development footprint under this alternative would remain the same. Furthermore, this alternative would likely increase the number of vehicle trips generated by the proposed UWSP, as residents within the CMU designation would no longer have access to retail within the CMU designation and thus would have to travel elsewhere, most likely by private automobile, to access retail services. This in turn would increase impacts associated with VMT, pollutant and GHG emissions from vehicles, and noise from traffic. For these reasons, this alternative was not carried forward for analysis.

Alternatives Selected for Further Consideration

This section describes the range of alternatives to the proposed UWSP that are analyzed in this Draft EIR and examines how specific environmental impacts would differ in severity compared to those associated with the proposed UWSP. For the most part, significant impacts of the alternatives can be mitigated to less-than-significant levels through adoption of the mitigation measures identified in Chapters 4 through 20, which contains the environmental analysis of the proposed UWSP. To varying degrees, the following alternatives would also avoid and/or lessen impacts, including some or all of the significant and unavoidable impacts, of the proposed UWSP. The following alternatives are considered in this section:

Alternative 1: No Project/No Development

Alternative 2: No Project/Existing Zoning

Alternative 3: Reduced Density Alternative

Alternative 4: Reduced Footprint Alternative

CEQA requires consideration of the No Project Alternative, which addresses the impacts of not moving forward with the proposed project. The No Project Alternative can take many forms, including doing nothing, depending on what may likely occur if a project is not developed. In the case of the proposed UWSP, two "No Project" alternatives are considered: (1) not developing the UWSP area and leaving the project area in its present condition (Alternative 1), and (2) developing the UWSP area in accordance with existing zoning consistent with the Sacramento County Zoning Code (Alternative 2).

ALTERNATIVE 1: NO PROJECT/NO DEVELOPMENT

DESCRIPTION

Under Alternative 1, the No Project/No Development Alternative, the County would not adopt the proposed UWSP. Under Alternative 1, no building or development would occur in the UWSP area. It is assumed that the site would remain in its existing condition with agriculture remaining the most predominant use along with agricultural residential, highway-serving commercial, and recreation.

COMPARATIVE ANALYSIS OF ENVIRONMENTAL EFFECTS

AESTHETICS

Alternative 1 would not cause any changes to existing views and the existing visual character because there would be no development within the UWSP area under this alternative. Views of the UWSP area from surrounding areas and Interstate 80 (I-80) would remain those of an open area dominated by agriculture with some residential and commercial use. Furthermore, there would also be no new sources of glare or nighttime light within the UWSP area under this alternative. Therefore, the proposed UWSP's significant and unavoidable impacts (with mitigation) related to scenic views, visual character, and new sources of light would be avoided.

AGRICULTURAL RESOURCES

Under Alternative 1, land in agricultural production within the UWSP area that is zoned for agriculture would not be converted to non-agricultural use and new residents would not be placed near existing farmlands and agricultural uses. Therefore, the proposed UWSP's significant and unavoidable impact (with mitigation) with respect to the conversion of farmland to non-agricultural uses and its less-than-significant impact with respect to conflicts with existing agricultural use and zoning would be avoided.

AIR QUALITY

As no development would occur within the UWSP area under Alternative 1, no new land uses that could result in adverse air quality impacts would occur. Therefore, the proposed UWSP's significant and unavoidable impacts (with mitigation) related to

conflicts with an applicable air quality plan, long-term operational emissions of criteria air pollutants and precursors, and toxic air contaminants would be avoided.

BIOLOGICAL RESOURCES

No development would occur under Alternative 1. Therefore, the proposed UWSP's less-than-significant impacts (with mitigation) related to sensitive species, riparian habitats, wetlands, wildlife movement, wildlife nursery sites, tree preservation, and conflicts with a habitat conservation plan would be avoided.

CLIMATE CHANGE

No development would occur under Alternative 1. Therefore, the proposed UWSP's less-than-significant impacts (with mitigation) related to greenhouse gas (GHG) emissions during construction and operation and conflicts with an applicable plan, policy, or regulation related to GHG emissions would be avoided.

CULTURAL RESOURCES

No construction or grading activities would occur within the UWSP area under Alternative 1, and thus there would be no potential to uncover unknown historical resources, archaeological resources and/or human remains that may be located within the UWSP. Therefore, the proposed UWSP's significant and unavoidable impacts (with mitigation) related to historical resources, archaeological resources and/or human remains would be avoided.

ENERGY

No development would occur under Alternative 1. Therefore, the proposed UWSP's less-than-significant impacts related to wasteful, inefficient, or unnecessary consumption of energy resources, or conflicts with a state or local plan for renewable energy of energy efficiency would be avoided.

GEOLOGY, SOILS, AND PALEONTOLOGY

There would be no development within the UWSP area under Alternative 1, and thus no structures that could be exposed to seismic or soil hazards would be constructed, and no construction or grading activities that would subject soils to erosion, would occur under this alternative. For these reasons, the proposed UWSP's less-than-significant impacts with respect to strong seismic ground shaking, seismic related ground failure, including liquefaction, soil erosion, unstable soil, and expansive soils would be avoided. Furthermore, there would be no potential to uncover unknown paleontological resources that may be located within the UWSP area under Alternative 1, and thus the proposed UWSP's less-than-significant impact (with mitigation) related to this resource topic would also be avoided.

HAZARDS AND HAZARDOUS MATERIALS

As no development would occur within the UWSP area under Alternative 1, no new land uses that could create hazards to the public or handle hazardous materials would be constructed under this alternative. As a result, the proposed UWSP's less-than-significant impacts (with mitigation) with respect to the routine transport, use, or disposal of

hazardous materials, accidental release of hazardous materials, hazardous emissions or use of hazardous materials near schools, and potential onsite contamination would be avoided. Furthermore, the proposed UWSP's less-than-significant impact related to interference with the implementation of an emergency response plan would also be avoided, as no road closures would be required during construction under Alternative 1 and no development would be subject to inundation.

HYDROLOGY AND WATER QUALITY

As no development would occur within the UWSP area under Alternative 1, no new land uses that could result in adverse hydrology and water quality impacts would occur. As a result, the proposed UWSP's less-than-significant impact (with mitigation) with respect to violation of water quality standards or waste discharge requirements, or degradation of surface or groundwater quality would be avoided. Furthermore, the proposed UWSP's less-than-significant impacts related to groundwater supplies or management; flood risk; alteration of drainage patterns; addition of impervious surfaces resulting in erosion, siltation, increased runoff, impedance, or redirection of flood flows; and conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan would also be avoided.

LAND USE

As no development would occur within the UWSP area under Alternative 1, the proposed UWSP's less-than-significant impacts with respect to physical division of an established community or conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect would be avoided.

NOISE

There would be no development within the UWSP area under Alternative 1, and thus no new construction or operational noise and/or vibration would be generated under this alternative. Therefore, the proposed UWSP's significant and unavoidable impacts with respect to traffic and stationary noise and less-than-significant impacts (with mitigation) with respect to construction noise and vibration, stationary noise, and exposure to aircraft noise would be avoided.

POPULATION AND HOUSING

As there would be no development within the UWSP area under Alternative 1, there would be no conflicts with land use plans governing population and housing growth under this alternative, and no imbalance between jobs and housing would occur. Therefore, the proposed UWSP's significant and unavoidable impact related to substantial unplanned population growth would be avoided.

PUBLIC SERVICES AND RECREATION

There would be no new development within the UWSP area under Alternative 1, and thus there would be no change in demand for public services or recreational facilities under this alternative. As a result, the proposed UWSP's less-than-significant impacts with respect to public services and recreation would be avoided.

TRANSPORTATION

As no development would occur under Alternative 1, no new traffic would be generated under this alternative. Therefore, the proposed UWSP's significant and unavoidable impacts (with mitigation) related to a conflict with a program, plan, ordinance or policy addressing the circulation system and hazards due to design or incompatible uses, and less-than-significant impacts related to VMT and emergency access would be avoided.

TRIBAL CULTURAL RESOURCES

No construction or grading activities would occur within the UWSP area under Alternative 1, and thus there would be no potential to uncover unknown tribal cultural resources that may be located within the UWSP area under this alternative. Therefore, the proposed UWSP's significant and unavoidable impact (with mitigation) with respect to tribal cultural resources would be avoided.

UTILITIES AND SERVICE SYSTEMS

There would be no new development within the UWSP area under Alternative 1, and thus there would be no change in demand for utilities and service systems under this alternative. As a result, the proposed UWSP's less-than-significant impacts with respect to the utilities and service systems would be avoided.

Relationship to Project Objectives

None of the objectives for the proposed UWSP would be achieved under Alternative 1.

Alternative 2: No Project/Existing Zoning

Alternative 2, the No Project/Existing Zoning Alternative, is based on development that is reasonably expected to occur in the foreseeable future if the proposed UWSP is not approved. Accordingly, Alternative 2 assumes that the proposed UWSP would not be approved or implemented, including the extension of the USB and UPA, and that future development within the UWSP area would occur consistent with existing County zoning designations, which include Agricultural-Residential 1 (AR-1), Agricultural-Residential 2 (AR-2), Agricultural-Residential 5 (AR-5), Agricultural 20 (AG-20), Agricultural 40 (AG-40), General Commercial (GC) and Highway Travel Commercial (TC) (see **Plate ALT-2**). As shown in **Table ALT-2**, development under existing zoning would result in modest growth within the UWSP area, with a net increase of 46 dwelling units and approximately 288,630 square feet of commercial space, which represents approximately 0.5 percent[1] and 9.3 percent[2] of residential and nonresidential development allowed under the proposed UWSP, respectively.

[1] 46 dwelling units / 9,356 dwelling units = 0.5 percent.

[2] 288,629 square feet / 3,096,245 square feet = 9.3 percent.



Path: U:\GIS\GIS\Projects\15xxxx\D150587 NatomasNorthSP\03 MXDs Projects\UpperWestSide EIR.aprx Plate ALT-2 Zoning, EPimentel 6/21/2024

SOURCE: MAXAR 2022; Sacramento County, 2024; ESA, 2024

Upper Westside Specific Plan EIR

Plate ALT-2
No Project/Existing Zoning Alternative

ESA

Table ALT-2: No Project/Existing Zoning

Existing Zone	Target Density of FAR	Acres	Percent (Acres)	Existing Square Feet/ Dwelling Units	Potential Square Feet/ Dwelling Units	Net Increase Square Feet/ Dwelling Units
GC	0.25 FAR	17.8	0.9%	88,569 SF	193,842 SF	105,273 SF
TC	0.25 FAR	31.8	1.5%	162,946	346,302 SF	183,356 SF
AR-1	--	16.7	0.8%	10 DU	16 DU	6 DU
AR-2[1]	--	108.3	5.2%	20 DU	30 DU	10 DU
AR-5	--	6.0	0.3%	1 DU	1 DU	0 DU
AG-20	--	148.6	7.2%	0 DU	7 DU	7 DU
AG-40[1]	--	1,737.1	84.1%	17 DU	40 DU	23 DU
		2,066.3	**100%**	**251,515 SF**	**540,144 SF**	**288,629 SF**
				48 DU	**94 DU**	**46 DU**

NOTES: DU = dwelling units; FAR = floor area ratio; SF = square feet

1 Development potential impacted by Sacramento Area Flood Control Agency purchase of parcel located directly east of Garden Highway for Mitigation Area.

SOURCE: Wood Rodgers 2024.

In addition, new residential development would only be permitted to occur on 28 acres of land zoned AR-1 and AR-2 in the northeast portion of the UWSP area east of El Centro Road and on 97.0 acres of land zoned AR-2 in the southwest portion of the UWSP area east of Garden Highway, while new nonresidential development would only be permitted to occur on 37.4 acres of land zoned GC and TC adjacent to the I-80/West El Camino Avenue interchange, which represents a fraction (10.6 percent[3]) of the area set aside for new development by the proposed UWSP.

Comparative Analysis of Environmental Effects

Aesthetics

Impacts related to aesthetics under Alternative 2 would be reduced when compared to the proposed UWSP. Specifically, impacts related to scenic views and visual character under Alternative 2 would be less than significant, unlike the proposed UWSP, as only a fraction (10.6 percent) of the area set aside for new development by the proposed UWSP would be developed under this alternative, and thus existing views of the UWSP area from surrounding areas and I-80, and the existing visual character of the area

[3] 162.4 acres / 1,532 acres (Development Area) = 10.6 percent.

itself, would remain relatively unchanged. Similarly, the impact related to new sources of light under Alternative 2 would also be less than significant and no mitigation would be required, unlike the proposed UWSP, as development under this alternative would not introduce a substantial amount of new lighting to an area that is currently rural and contains minimal lighting, and thereby would not adversely affect nighttime views of the area.

AGRICULTURAL RESOURCES

The impact related to the loss of agricultural land under Alternative 2 would be reduced when compared to the proposed UWSP, as no development under this alternative would occur on land that is currently under agricultural production within the UWSP area. Therefore, the proposed UWSP's significant and unavoidable impact (with mitigation) with respect to the conversion of farmland to non-agricultural uses would be avoided under Alternative 2 and the project's mitigation measure to compensate for the loss of farmland would not be required. In addition, the proposed UWSP's less-than-significant impact with respect to conflicts with existing agricultural use and zoning would also be reduced under Alternative 2 when compared to the proposed UWSP, as development under this alternative would only occur on a fraction (10.6 percent) of the area set aside for new development by the proposed UWSP.

AIR QUALITY

Impacts related to air quality would be substantially reduced under Alternative 2 when compared to the proposed UWSP. Because residential development under Alternative 2 would only be approximately 0.5 percent of that allowed under the proposed UWSP, and nonresidential development would only be 9.3 percent of what is proposed, emissions would be substantially less under this alternative than the proposed UWSP. Based upon the substantial reduction in development and subsequent reduction in mass and localized emissions, it is likely that the proposed UWSP's significant and unavoidable impacts (with mitigation) related to conflicts with an applicable air quality plan, criteria air pollutants and precursors, and toxic air contaminants would be lessened to less-than-significant levels and no mitigation would be required.

BIOLOGICAL RESOURCES

Because residential development under Alternative 2 would only be approximately 0.5 percent of that allowed under the proposed UWSP, and nonresidential development would only be 9.3 percent of what is proposed, substantially less area would be developed, and impacts to biological resources would also be substantially less under this alternative. Much of the area would remain in agricultural or otherwise undeveloped condition. Localized impacts to biological resources would occur, presumably in a manner that could be mitigated, as property owners would be subject to several regulatory requirements, including the Migratory Bird Treaty Act, California Fish and Game Code Sections 3505 and 1600, the federal and California endangered species acts, Clean Water Act, and Porter-Cologne Water Quality Control Act if they so choose to further develop their properties. Therefore, the proposed UWSP's less-than-significant impacts (with mitigation) related to sensitive species, riparian habitats, wetlands, wildlife movement, wildlife nursery sites, tree preservation and conflicts with a

habitat conservation plan would be substantially lessened under this alternative, and no mitigation would be required.

CLIMATE CHANGE

Impacts related to GHG emissions and climate change would be substantially reduced under Alternative 2 when compared to the proposed UWSP as residential development under Alternative 2 would only be approximately 0.5 percent of that allowed under the proposed UWSP, and nonresidential development would only be 9.3 percent of what is proposed, and thus emissions would be substantially less under this alternative than under the proposed UWSP. Based upon the substantial reduction in development and subsequent GHG emissions, it is likely that the proposed UWSP's less-than-significant impact (with mitigation) related to construction and operation GHG emissions would be lessened and no mitigation would be required. Furthermore, the proposed UWSP's less-than-significant impact related to conflicts with an applicable plan, policy, or regulation related to GHG emissions would be lessened for the same reason.

CULTURAL RESOURCES

Although development under Alternative 2 would allow for additional development permitted by existing zoning on a fraction (10.6 percent) of the area set aside for new development by the proposed UWSP, the potential for impacts to known historical resources, archaeological resources, and/or human remains, as well as the discovery of unknown historical resources, archaeological resources, and/or human remains during ground-disturbing activities associated with this alternative would remain the same as under the proposed UWSP. As a result, despite the large reduction in area to be disturbed and adherence to County standard conditions of approval, which list steps to take if historical resources, archaeological resources, and/or human remains are inadvertently discovered, these impacts would remain significant and unavoidable, like the proposed UWSP, as it may not be feasible to avoid these resources in some instances, and thus these resources may be altered or destroyed.

ENERGY

Impacts related to energy consumption would be substantially reduced under Alternative 2 when compared to the proposed UWSP as residential development under Alternative 2 would only be approximately 0.5 percent of that allowed under the proposed UWSP, and nonresidential development would only be 9.3 percent of what is proposed, and thus energy use would be substantially less under this alternative than the proposed UWSP. Based upon the substantial reduction in development and subsequent energy consumption, the proposed UWSP's less-than-significant impacts related to wasteful, inefficient, or unnecessary consumption of energy resources, or conflicts with a state or local plan for renewable energy efficiency would be avoided.

GEOLOGY, SOILS, AND PALEONTOLOGY

Impacts related to geology, soils, and paleontology under Alternative 2 would be reduced as fewer residents, employees, and structures would be exposed to seismic risks, geologic hazards, and soil conditions found in the UWSP area and only a small portion (10.6 percent) of the area set aside for new development by the proposed

UWSP would be disturbed under this alternative. However, the danger to residents, employees, and structures associated with seismic risks, geologic hazards, and soil conditions found in the UWSP area under Alternative 2 would not be eliminated, and adherence to the same building regulations as identified for the proposed UWSP would also be required under this alternative to reduce the impact to a less-than-significant level. Concerning paleontological resources, the impact related to these resources would also continue to be potentially significant under Alternative 2 as the potential for the discovery of unknown paleontological resources would remain the same. However, with adherence to County standard conditions of approval, which list steps to take if paleontological resources are inadvertently discovered, this impact would be reduced to a less-than-significant level, like the proposed UWSP, and no mitigation would be required.

HAZARDS AND HAZARDOUS MATERIALS

Impacts related to hazards and hazardous materials under Alternative 2 would be reduced when compared to the proposed UWSP, as only a fraction of the residential development (0.5 percent) and a small portion of the nonresidential development (9.3 percent) allowed under the proposed UWSP would be constructed under this alternative, and only a small portion (10.6 percent) of the area set aside for new development by the proposed UWSP has the potential to be disturbed under this alternative. However, despite this large reduction in development, potential impacts related to hazards and hazardous materials would remain. For example, development under Alternative 2 would still result in the routine transport, use, or disposal of hazardous materials.

Furthermore, development under Alternative 2 could result in the accidental release of hazardous materials, and hazardous emissions or use of hazardous materials near schools. However, as development under this alternative would have to adhere to the same government regulations that regulate the use, storage, transport, and disposal of hazardous materials as the proposed UWSP, these impacts would remain less than significant.

The impact related to potential onsite contamination would remain potentially significant under Alternative 2 as potential contamination from pesticides, lead, arsenic, sumps/tanks, septic systems, asbestos-containing materials (ACM), lead-based paint (LBP), and polychlorinated biphenyls (PCBs) remain present in site soils. However, as existing U.S. Department of Labor Operational Health and Safety Administration (OSHA) regulations require that a worker safety plan be completed before performing any work on a potentially contaminated site, this impact would remain less than significant and no mitigation would be required. Finally, the impact related to physically interfering with an adopted emergency response plan or emergency evacuation plan under Alternative 2 would also remain less than significant as all development under this alternative, like the proposed UWSP, would be required to prepare a traffic control plan (TCP), which would guarantee free flow of traffic through construction zones and would still not substantially impair emergency response or evacuation in the event of a flood as the amount of area developed would be substantially less.

HYDROLOGY AND WATER QUALITY

Impacts related to hydrology and water quality under Alternative 2 would be reduced when compared to the proposed UWSP, as only a fraction of the residential development (0.5 percent) and a small portion of the nonresidential development (9.3 percent) allowed under the proposed UWSP would be constructed under this alternative, and only a small portion (10.6 percent) of the area set aside for new development by the proposed UWSP has the potential to be disturbed under this alternative.

Specifically, Alternative 2 would entail a substantial reduction of ground-disturbing earthwork, including soil excavation and filling, trenching, grading, and landscaping, and a substantial reduction in the development of new impervious surfaces, such as paved streets, parking lots, and rooftops in comparison to the proposed UWSP. Finally, future residential uses within the UWSP area would rely solely on well water for domestic water supply and septic systems for wastewater disposal, as the USB/UPA would not be extended to cover properties zoned for agricultural residential use under this alternative (existing commercial uses adjacent to the I-80/West El Camino Avenue interchange are presently served by the City of Sacramento water and wastewater systems).

Despite a large reduction in ground-disturbing earthwork, potential impacts related to water quality would remain, as sediment and other pollutants could run off to receiving waters during construction. In addition, water polluted with human waste could enter surface water or groundwater if septic systems are not properly maintained. However, with adherence to the same regulations as identified for the proposed UWSP as well as County regulations governing the installation and maintenance of septic systems, impacts related to water quality under Alternative 2 would also be reduced to a less-than-significant level, like the proposed UWSP, and no mitigation would be required.

With respect to groundwater, the UWSP area is located within the North American subbasin, which is considered a high-priority groundwater basin by the state, though not one currently in condition of critical overdraft. A groundwater sustainability plan has been prepared for the subbasin and estimates for groundwater demand within the area covered by the plan are based on existing land use regulations. As Alternative 2 would be consistent with existing zoning, groundwater demand for future uses within the UWSP area have been accounted for in the groundwater sustainability plan, and thus, impacts with respect to groundwater supplies and management would be less than significant, like the proposed UWSP.

Finally, concerning flood risk, alternation of drainage patterns, and the addition of impervious surfaces resulting in erosion, siltation, increased runoff, impedance, or redirection of flood flows, impacts with respect to these topics would also not be eliminated despite the large reduction in development. However, with adherence to the same regulations as identified for the proposed UWSP, impacts related to flood risk, alternation of drainage patterns, and the addition of impervious surfaces resulting in erosion, siltation, increased runoff, impedance, or redirection of flood flows would be reduced to a less-than-significant level, like the proposed plan.

LAND USE

Alternative 2 is based on development that is reasonably expected to occur in the foreseeable future if the proposed UWSP is not approved. Accordingly, Alternative 2 assumes that future development within the UWSP area would occur consistent with existing County zoning designations. As discussed above, development under existing zoning would result in modest growth within the UWSP area, with a net increase of 46 dwelling units and approximately 288,630 square feet of commercial space, which represents approximately 0.5 percent and 9.3 percent of residential and nonresidential development allowed under the proposed UWSP, respectively.

In addition, new residential development would only be permitted to occur on 28 acres of land zoned AR-1 and AR-2 in the northeast portion of the UWSP area east of El Centro Road and on 97.0 acres of land zoned AR-2 in the southwest portion of the of the UWSP area east of Garden Highway, while new nonresidential development would only be permitted to occur on 37.4 acres of land zoned GC and TC adjacent to the I-80/West El Camino Avenue interchange, which represents a fraction (10.6 percent) of the area set aside for new development by the proposed UWSP.

As with the proposed plan, development under Alternative 2 would be required to be consistent with applicable land use plans, policies, and regulations, including the Sacramento County 2030 General Plan and the County Zoning Code. Therefore, Alternative 2 would result in less-than-significant impacts with respect to physical division of an established community or conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, but to a lesser extent due to the substantial reduction in new development.

NOISE

Impacts related to noise under Alternative 2 would be reduced when compared to the proposed UWSP, as only a fraction of the residential development (0.5 percent) and a small portion of the nonresidential development (9.3 percent) allowed under the proposed UWSP would be constructed under this alternative. However, impacts related to construction noise under Alternative 2 would continue to be potentially significant, as the nearest offsite receptor would be the same distance to proposed residential development in the northeast portion of the UWSP area east of El Centro Road as development proposed by the UWSP.

While the Sacramento County Municipal Code exempts all construction noise activity during specified hours of the week, like the proposed UWSP, occasional construction noise levels could be more than 10 A-weighted decibels over existing conditions, which for a project under CEQA review could be a substantial temporary increase in noise levels. However, in the absence of CEQA review, which would not apply to Alternative 2, the municipal code provides the legal restriction for construction noise in Sacramento County and would also apply to Alternative 2 to ensure that impacts related to construction noise under this alternative would be less than significant. With respect to construction vibration, this impact would remain less than significant, as the nearest offsite receptor would be the same distance to proposed residential development in the northeast portion of the UWSP area east of El Centro Road as development proposed

by the UWSP. Mitigation measures to address construction noise and vibration would not be necessary.

Furthermore, the impact related to traffic noise at nearby offsite sensitive receptors would be less than significant under Alternative 2, unlike the proposed UWSP, given the substantial reduction in trips generated under this alternative and thus the mitigation measures proposed to address traffic noise would not be necessary. Moreover, unlike the proposed UWSP, the only sources of stationary noise associated with development under Alternative 2 that could increase noise levels at nearby sensitive receptors would be from commercial uses (e.g., parking, truck delivery, heating, ventilation, and air conditioning, drive-through restaurant, and car wash) on land zoned GC and TC adjacent to the I-80/West El Camino Avenue interchange. Impacts associated with these commercial uses would remain less than significant under this alternative because the noise generated by these uses would be masked by freeway noise as the nearest sensitive receptors to these uses are located to the east across I-80. Additionally, impacts to the nearest sensitive receptors from other sources of stationary noise (e.g., school parking, playgrounds, stadium noise) proposed by the UWSP would be avoided under Alternative 2, as these uses would not be developed under this alternative and thus the mitigation measures proposed to address noise from these sources would not be necessary.

Next, the impact related to the exposure of people residing or working in the UWSP area to noise generated by aircraft arriving and/or departing from Sacramento International Airport would remain less than significant under Alternative 2, as all future residential development under this alternative, like the proposed UWSP, would be conditioned to provide noise insultation and disclose the potential for aircraft noise to create a nuisance to potential buyers.

Finally, the impacts to new sensitive receptors within the UWSP area from noise generated by project-related traffic under Alternative 2 would be less than significant, given the substantial reduction in trips generated under this alternative; thus, the project's mitigation measures proposed to address this impact would not be necessary for the same reason. Similarly, the impacts to new sensitive receptors within the UWSP area from noise generated by stationary sources associated with commercial sues under Alternative 2 would be less than significant, as noise generated by commercial components within land zoned GC and TC adjacent to the I-80/West El Camino Avenue interchange is not located near potential residential uses under this alternative. Finally, as other sources of stationary noise proposed under the proposed UWSP would not be constructed under Alternative 2, these impacts would be avoided under this alternative and the project's mitigation measures to address these impacts would not be necessary.

POPULATION AND HOUSING

Impacts related to population and housing under Alternative 2 would be reduced when compared to the proposed UWSP. For instance, the impact related to the inducement of substantial population growth in the area, either directly or indirectly, would be less than significant under Alternative 2, as development potential under this alternative has

already been captured in existing land use plans governing population and housing growth. In addition, as the amount of development foreseen under Alternative 2 would be substantially less than the amount of development allowed under the proposed UWSP, no imbalance in the between jobs and housing is expected to occur.

PUBLIC SERVICES AND RECREATION

Impacts related to public services and recreation under Alternative 2 would be reduced when compared to the proposed UWSP, as only a fraction of the residential development (0.5 percent) and a small portion of the nonresidential development (9.3 percent) allowed under the proposed UWSP would be constructed under this alternative. Specifically, impacts related to the demand for police protection service, fire protection service, public schools, parks and recreation, and libraries would remain less than significant under Alternative 2 as substantially fewer calls for service, fewer students, and fewer residents would be generated under this alternative compared to the proposed UWSP.

TRANSPORTATION

Impacts related to transportation under Alternative 2 would be reduced when compared to the proposed UWSP, as the amount of traffic generated under this would be substantially less than the amount of traffic generated by the proposed UWSP, given that only a fraction of the residential development (0.5 percent) and a small portion of the nonresidential development (9.3 percent) allowed under the proposed UWSP would be constructed under this alternative. Therefore, the impact related to the consistency with plans, ordinances, or policies addressing the circulation system would be less than significant under Alternative 2, and the project's mitigation measures requiring the construction of bicycle and pedestrian improvements and the provision of additional transit facilities and services would not be required under this alternative as demand for alternative transportation facilities and services under this alternative would not be high enough to necessitate their provision.

However, VMT, which is based on trip length as opposed to number of trips, could increase under Alternative 2, as new residents under this alternative may have to drive farther to access retail services and employment. Next, the impact related to hazards due to design or incompatible uses would be less than significant under Alternative 2 and the project's mitigation measures requiring intersection and freeway interchange improvements would not be required under this alternative, as the amount of traffic generated by this alternative would not justify the construction of these improvements. Finally, the impact related to emergency access would remain less than significant under Alternative 2, as development under this alternative would also be required comply with applicable fire code requirements for emergency evacuation.

TRIBAL CULTURAL RESOURCES

Although development under Alternative 2 would only occur on a fraction (10.6 percent) of the area set aside for new development by the proposed UWSP, the potential for impacts to known tribal cultural resources during ground disturbing activities associated with this alternative would remain the same as under the proposed plan. As a result,

despite the large reduction in area to be disturbed and adherence to County standard conditions of approval, which list steps to take if tribal cultural resources are inadvertently discovered, this impact would remain significant and unavoidable, like the proposed UWSP, as it may not be feasible to avoid these resources in some instances, and thus these resources may be altered or destroyed.

UTILITIES AND SERVICE SYSTEMS

Unlike the proposed UWSP, the USB/UPA would not be extended to cover the Development Area under Alternative 2, and thus public water and sewer service would not be extended into the UWSP area. As a result, water and sewer service to residential development under this alternative would be provided by wells and septic systems (existing commercial uses adjacent to the I-80/West El Camino Avenue interchange are presently served by the City of Sacramento water and sewer systems). As a result, no impact would occur related to the provision of utility infrastructure to serve new development, as no new pipelines would be installed. In addition, no impact would occur related to wastewater disposal, as all wastewater would be treated onsite. With respect to demand for water supply and solid waste disposal under Alternative 2, impacts would remain less than significant, as only a fraction of the residential development (0.5 percent) allowed under the proposed UWSP would be constructed under this alternative, and thus substantially fewer residents demanding these services would be generated under this alternative compared to the proposed UWSP.

With respect to existing commercial uses, impacts related to the provision of utility infrastructure to serve new development and the demand for water supply, wastewater disposal, and solid waste disposal would remain less than significant under Alternative 2, as only a small portion of the nonresidential development (9.3 percent) allowed under the proposed UWSP would be constructed under this alternative, and thus substantially fewer employees demanding these services would be generated under this alternative compared to the proposed UWSP.

Relationship to Project Objectives

All but one of the objectives for the proposed UWSP would not be achieved under Alternative 2. While residential development under this alternative would provide residential housing within five miles of the existing job centers of downtown Sacramento and West Sacramento, as well as near newly developing or proposed job centers (Objective 5), the amount of residential development would be substantially reduced compared to the proposed UWSP.

Alternative 3: Reduced Density

This alternative keeps the same development area footprint but reduces the residential and commercial densities by 25 percent. As shown in **Table ALT-3**, this would result in 7,017 dwelling units and 2.32 million square feet of Commercial Mixed Use (CMU) and Employment Highway Commercial (E/HC). The density reduction would result in High Density Residential (HDR) dropping from 25.0 du/ac to 18.7 du/ac, Very High Density Residential (VHDR) dropping from 35 du/ac to 26.3 du/ac, and CMU Residential dropping from 40.0 du/ac to 30.0 du/ac. The alternative has the potential to reduce

vehicular traffic, and thus air quality and noise impacts, and GHG emissions. It would also still likely remain consistent with LU-120 Criteria CB-1 though closer to the minimum score.

Table ALT-3: Reduced Density

Land Use Map Symbol	Land Use Designation (Density Range)	Net Acres	Anticipated Density/ FAR	Dwelling Units/ Square Feet
RESIDENTIAL USES				
VLDR	Very Low Density Residential (1.0-4.0 du/ac)	164.5 ac	1.2 du/ac	148 du
LDR	Low Density Residential (4.0-7.0 du/ac)	429.2 ac	5.5 du/ac	1,775 du
LMDR	Low Medium Density Residential (6.0-10.0 du/ac)	133.0 ac	8.0 du/ac	797 du
MDR	Medium Density Residential (8.0-20.0 du/ac)	62.5 ac	12.0 du/ac	562 du
HDR	High Density Residential (20.0-40.0 du/ac)	36.4 ac	18.7 du/ac	683 du
VHDR	Very High Density Residential (20.0-40.0 du/ac)	22.6 ac	26.3 du/ac	593 du
	Subtotal	848.2 ac		4,558 du
COMMERCIAL USES				
CMU	Commercial Mixed Use (0.02-2.00+ FAR & 30.0-100.0+ du/ac)	83.2 ac	0.60 FAR 30.0 du/ac	2,459 du 1,630,886 SF
E/HC	Employment/Highway Commercial	52.9 ac		691,298 SF
	Subtotal	*136.1 ac*		2,459 du 2,322,184 SF
PUBLIC, PARK & OPEN SPACE USES				
K-8, HS, CC	Schools	141.1 ac		
P	Parks	82.3 ac		
GUF	Greenbelt/Urban Farm	45.1 ac		
OS	Open Space – Canal	15.0 ac		
OS	Open Space – Lake Basins & Buffers	109.1 ac		
	Subtotal	*392.6 ac*		

Land Use Map Symbol	Land Use Designation (Density Range)	Net Acres	Anticipated Density/ FAR	Dwelling Units/ Square Feet
RIGHT-OF-WAY				
	Major Roads A	116.9 ac		
	Landscape Corridors	38.2 ac		
	Subtotal	*155.1 ac*		
	Subtotal Development Area	**1532.0 ac**		
AG BUFFER				
AR	Agricultural Residential	86.1 ac		--
AG	Agricultural Cropland	410.2 ac		--
OS	Open Space – Ag Buffer	32.8 ac		
	Major Road B – Ag Buffer	5.1 ac		
	Subtotal	*534.2 ac*		
	Total	**2,066.2 ac**		**7,017 du 2,322,184 SF**

NOTES: ac = acres; Ag Buffer = agricultural buffer; du = dwelling units; FAR = floor area ratio; SF = square feet

SOURCE: ESA 2023

Comparative Analysis of Environmental Effects

Aesthetics

Impacts related to aesthetics under Alternative 3 would be like those described for the proposed UWSP, as the same amount of land would be converted from farmland and rural use to urban use under this alternative. Specifically, impacts related to scenic views and visual character would remain significant and unavoidable, as existing views of the UWSP area from surrounding areas and I-80, and the existing visual character of the area itself, would be substantially changed. Furthermore, impacts related to new sources of light under Alternative 3 would remain significant and unavoidable, like the proposed UWSP, as development under this alternative would introduce a substantial amount of new lighting to an area that is currently rural and contains minimal lighting, thereby adversely affecting nighttime views of the area, and the project's mitigation measure to ensure that outdoor lighting is designed in accordance with Section 140.7 of in the 2022 Building Energy Efficiency Standards would still be required.

Agricultural Resources

Impacts related to agricultural resources under Alternative 3 would be like those described for the proposed UWSP, as the same amount of farmland within the UWSP

area would be converted to urban uses. Specifically, the proposed plan's significant and unavoidable impact with respect to the conversion of farmland to non-agricultural uses would remain the same under Alternative 3 and the project's mitigation measure to compensate for the loss of farmland would still be required under this alternative. In addition, the impact with respect to conflicts with existing agricultural use and zoning under Alternative 3 would also remain less than significant, like the proposed UWSP, as an open space buffer corridor would still be placed between proposed development and existing agricultural land to the west under this alternative and the County's right-to-farm ordinance would continue to allow farming on adjacent land.

AIR QUALITY

Impacts related to air quality would be reduced under Alternative 3 when compared to the proposed UWSP, as residential and nonresidential development under Alternative 3 would be 25 percent less than under the proposed UWSP, and thus air pollutant emissions would be correspondingly less under this alternative than the proposed UWSP. Based upon the reduction in development, the proposed UWSP's significant and unavoidable impacts (with mitigation) related to conflicts with an applicable air quality plan related to long-term operational emissions of criteria air pollutants and precursors, and toxic air contaminants would be lessened, but possibly not to a less-than-significant level.

Regardless, the alternative's air pollutant emissions would still be less than under the project as proposed, even if they were to remain significant and unavoidable. However, the reductions in air pollutant emissions that would seemingly be apparent under Alternative 3 could be less than expected as fewer employment and commercial opportunities would be available in the immediate vicinity compared to the proposed plan, and thus some project residents would be required to drive farther to access those opportunities. As a result, more air pollutant emissions would be generated on a per capita basis.

BIOLOGICAL RESOURCES

Residential and commercial development under Alternative 3 would occur over the same development footprint as the proposed UWSP, albeit at lower densities, and therefore the effects of this alternative on biological resources would not differ substantially from the project as proposed. Impacts to biological resources are most driven by disturbance and removal of habitat, and because disturbance and removal of habitat under Alternative 3 would generally not differ from the project as proposed, this alternative's impact would also not differ. Therefore, the proposed plan's less-than-significant impacts (with mitigation) related to sensitive species, riparian habitats, wetlands, wildlife movement, wildlife nursery sites, tree preservation, and conflicts with a habitat conservation plan would be generally the same under this alternative.

CLIMATE CHANGE

Impacts related to GHG emissions and climate change would be reduced under Alternative 3 when compared to the proposed UWSP, as residential and nonresidential development under Alternative 3 would be 25 percent less than the proposed UWSP,

and thus GHG emissions would be correspondingly less under this alternative. Based upon the reduction in development, the proposed UWSP's less-than-significant impact (with mitigation) related to construction GHG emissions would be reduced.

Similarly, less-than-significant impacts (with mitigation) related to operational GHG emissions and conflicts with an applicable plan, policy, or regulation related to GHG emissions would also be reduced due to the reduction in development. However, the reductions in GHG emissions that would seemingly be apparent under Alternative 3 could be less than expected as fewer employment and commercial opportunities would be available in the immediate vicinity compared to the proposed plan, and thus some project residents would be required to drive further to access those opportunities. As a result, more GHG emissions would be generated on a per capita basis.

CULTURAL RESOURCES

Impacts related to cultural resources under Alternative 3 would be like those described for the proposed UWSP as the project footprint, and thus the amount of ground disturbance, would remain the same under this alternative. Specifically, the proposed UWSP's significant and unavoidable impacts (with mitigation) related to historical resources, archaeological resources and/or human remains would remain under Alternative 3 and the project's mitigation outlining measures to be taken if unknown cultural resources are discovered would still be required under this alternative.

ENERGY

Impacts related to energy consumption would be reduced under Alternative 3 when compared to the proposed UWSP, as residential and nonresidential development under Alternative 3 would be 25 percent less than under the proposed UWSP, and thus energy consumption would be correspondingly less under this alternative. Based upon the reduction in development, the proposed UWSP's less-than-significant impacts related to energy use would also be reduced.

However, the reductions in energy use (particularly related to fuel and electric energy to power vehicles) that would seemingly be apparent under Alternative 3 could be less than expected because fewer employment and commercial opportunities would be available in the immediate vicinity compared to the proposed plan, and thus some project residents would be required to drive further to access those opportunities. As a result, more energy would be consumed on a per capita basis.

GEOLOGY, SOILS, AND PALEONTOLOGY

Impacts related to geology, soils, and paleontology under Alternative 3 would be reduced as fewer residents, employees, and potentially structures would be exposed to seismic risks, geologic hazards, and soil conditions found in the UWSP area; the same amount of area set aside for new development by the proposed UWSP would be disturbed under this alternative. However, the risks to residents, employees, and structures associated with seismic risks, geologic hazards, and soil conditions found in the UWSP area under Alternative 3 would not be eliminated, and the same mitigation

measures as identified for the proposed UWSP would be required under this alternative to reduce the impact to a less-than-significant level.

Concerning paleontological resources, the impact related to these resources would also continue to be potentially significant under Alternative 3 as the potential for the discovery of unknown paleontological resources would remain the same, and thus the same mitigation as identified for the proposed UWSP would be required under this alternative to reduce the impact to a less-than-significant level.

HAZARDS AND HAZARDOUS MATERIALS

Impacts related to hazards and hazardous materials under Alternative 3 would be reduced when compared to the proposed UWSP, as the amount of the residential and commercial development would be reduced by 25 percent under this alternative compared to the proposed UWSP; the amount of area set aside for new development by the proposed UWSP would remain the same under this alternative.

However, despite this reduction, potential impacts related to hazards and hazardous materials would remain. For example, development under Alternative 3 would still result in the routine transport, use, or disposal of hazardous materials. Furthermore, development under Alternative 3 could result in the accidental release of hazardous materials, and hazardous emissions or use of hazardous materials near schools. However, as development under this alternative would have to adhere to the same government regulations that regulate the use, storage, transport, and disposal of hazardous materials as the proposed UWSP, these impacts would remain less than significant.

Furthermore, the impact related to potential onsite contamination would remain potentially significant under Alternative 3 as potential contamination from pesticides, lead, arsenic, sumps/tanks, septic systems, ACM, LBP, and PCBs would remain present in site soils. However, the same mitigation as identified for the proposed UWSP would also be required under this alternative to reduce the impact to a less-than-significant level.

Finally, the impact related to physically interfering with an adopted emergency response plan or emergency evacuation plan under Alternative 3 would also remain less than significant as all development under this alternative, like the proposed UWSP, would be required to prepare a TCP, which would guarantee free flow of traffic through construction zones, and would still not substantially impair emergency response or evacuation in the event of a flood as the amount of area developed would be the same.

HYDROLOGY AND WATER QUALITY

Impacts related to hydrology and water quality under Alternative 3 would be like those described for the proposed UWSP, as the same amount of land would be developed under this alternative. Specifically, Alternative 3 would entail the same extent of ground-disturbing earthwork, including soil excavation and filling, trenching, grading, and the same extent of development of new impervious surfaces, such as paved streets, parking lots, and rooftops, as the proposed plan. Consequently, a less-than-significant

impact (with mitigation) with respect to violation of water quality standards or waste discharge requirements, or degradation of surface or groundwater quality would occur under this alternative, like the proposed plan.

Furthermore, less-than-significant impacts related to groundwater supplies or management; flood risk; alteration of drainage patterns; addition of impervious surfaces resulting in erosion, siltation, increased runoff, impedance, or redirection of flood flows; and conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan would also occur under this alternative, like the proposed plan.

LAND USE

Alternative 3 includes the same development area footprint as the proposed UWSP but reduces the residential and commercial densities by 25 percent. As with the proposed plan, development under Alternative 3 would be required to be consistent with applicable land use plans, policies, and regulations, including the Sacramento County 2030 General Plan and the County Zoning Code. Therefore, Alternative 3 would result in less-than-significant impacts with respect to physical division of an established community or conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

NOISE

The impact related to construction noise under Alternative 3 would continue to be potentially significant, as the distance between proposed construction onsite and offsite sensitive receptors would remain the same under this alternative as with the proposed UWSP. As a result, the same mitigation as identified for the proposed UWSP would be required under this alternative to reduce this impact to a less-than-significant level. Similarly, the impact related to construction vibration under Alternative 3 would continue to be potentially significant for the same reason, and the same mitigation as identified for the proposed UWSP would be required under this alternative to reduce this impact to a less-than-significant level.

Next, the impact related to traffic noise at nearby offsite receptors under Alternative 3 would be less severe than the impact described for the proposed UWSP as residential and non-residential development within the UWSP area would be reduced by 25 percent. However, this impact would remain significant and unavoidable and the same mitigation would be required, as the reduction in vehicle trips would likely not be enough to reduce traffic noise levels at nearby receptors to a level that would be below the applicable threshold.

Similarly, the impact related to stationary noise at nearby offsite receptors under Alternative 3 would be less severe than the impact described for the proposed UWSP for the same reason. However, noise from certain stationary sources, such as the proposed high school sports stadium and parks, would remain significant and unavoidable under Alternative 3 and the same mitigation would be required, as the distance from these sources to offsite sensitive receptors would remain the same.

With respect to the exposure of people residing or working in the UWSP area to noise generated by aircraft arriving and/or departing from Sacramento International Airport, this impact would remain less than significant under Alternative 3, as all future residential development under this alternative, like the proposed UWSP, would be conditioned to provide noise insulation and disclose the potential for aircraft noise to create a nuisance to potential buyers.

As with offsite receptors, impacts related to traffic noise at proposed onsite receptors under Alternative 3 would be less severe than the impacts described for the proposed UWSP, as residential and non-residential development within the UWSP area would be reduced by 25 percent. Specifically, future exterior and interior noise levels at these receptors due to project traffic would remain potentially significant under Alternative 3, as the distance from onsite roadways to onsite sensitive receptors would remain the same. However, as the same mitigation as identified for the proposed UWSP would also be required under this alternative, these impacts would be reduced to a less-than-significant level.

Finally, the impact related to stationary noise at future onsite receptors under Alternative 3 would be less severe than the impact described for the proposed UWSP for the same reason. However, like the proposed UWSP, noise from sports stadiums would remain significant and unavoidable under Alternative 3 and the same mitigation would be required, as the distance from these sources to future sensitive receptors would remain the same.

POPULATION AND HOUSING

Impacts related to population and housing under Alternative 3 would be less severe than those described for the proposed UWSP, as residential and non-residential development within the UWSP area would be reduced by 25 percent, and thus fewer new residents would be housed within the UWSP area and fewer employees requiring housing elsewhere in the Sacramento region would be generated. However, impacts related to the inducement of substantial unplanned population growth in the area, either directly or indirectly, would remain significant and unavoidable as, like the proposed UWSP, development within the plan area under Alternative 3 was not anticipated in either the SACOG Blueprint or the current MTP/SCS. Next, impacts related to displacement of housing would remain less than significant, as no change to the agricultural residential homes located within the UWSP area would occur under this alternative, like the proposed UWSP.

PUBLIC SERVICES AND RECREATION

Impacts related to public services and recreation under Alternative 3 would be less severe than those described for the proposed UWSP, as residential and non-residential development within the UWSP area would be reduced by 25 percent, and thus there would be fewer demands of service from public service providers. Specifically, impacts related to the demand for police protection service, fire protection service, public schools, parks and recreation, and libraries would remain less than significant under Alternative 3, as substantially fewer calls for service, fewer students, and fewer residents would be generated under this alternative compared to the proposed UWSP.

TRANSPORTATION

Impacts related to transportation under Alternative 3 would be reduced when compared to the proposed UWSP, as the amount of new development under this alternative would be reduced by 25 percent, and thus less traffic would be generated. However, the impact related to the consistency with plans, ordinances, or policies addressing the circulation system would continue to be significant and unavoidable and the same mitigation would be required, as the County would still not be able to compel the California Department of Transportation (Caltrans) and the City of Sacramento to construct likely bicycle and pedestrian at facilities under their jurisdictions.

Furthermore, VMT, which is based on trip length as opposed to number of trips, could increase under Alternative 3, as the amount of retail and employment uses under this alternative would be substantially lower, and thus new residents under this alternative may have to drive farther to access retail services and employment, and thus result in higher per capita VMT.

Next, like the proposed UWSP, the impact related to hazards due to design or incompatible uses under Alternative 3 would continue to be significant and unavoidable and the same mitigation would be required with respect to freeway off-ramp queues exceeding available storage, freeway on-ramp ramp meter queues exceeding available storage, and potential safety issues at the I-80/West El Camino Avenue interchange associated with Sacramento 49er travel plaza truck stop, as the County would still not be able to compel Caltrans and the City of Sacramento to construct likely improvements at facilities under their jurisdictions.

Finally, the impact related to emergency access would remain less than significant under Alternative 3, as development under this alternative would also be required to comply with applicable fire code requirements for emergency evacuation.

TRIBAL CULTURAL RESOURCES

Impacts related to tribal cultural resources under Alternative 3 would be like those described for the proposed UWSP, as the project footprint, and thus the amount of ground disturbance, would remain the same under this alternative. Specifically, the proposed UWSP's significant and unavoidable impacts related to tribal cultural resources would remain under Alternative 3 and the project's mitigation outlining measures to be taken if unknown tribal cultural resources are discovered would still be required under this alternative.

UTILITIES AND SERVICE SYSTEMS

The impact related to the provision of utility infrastructure to serve new development under Alternative 3 would be the same as under the proposed UWSP and would remain less than significant, as the location and extent of water distribution, wastewater conveyance, stormwater conveyance, and electrical and natural gas distribution infrastructure would be the same under this alternative as the proposed plan. However, impacts related to demand for water supply, wastewater disposal, and solid waste disposal would be reduced under Alternative 3 and would remain less than significant, as residential and non-residential development within the UWSP area would be reduced

by 25 percent under this alternative. As a result, substantially fewer residents and employees demanding these services from utility providers would be generated under Alternative 3 compared to the proposed UWSP.

Relationship to Project Objectives

Alternative 3 would meet or partially meet many of the objectives of the proposed UWSP. However, due to the reduction in residential and commercial densities by 25 percent in comparison to the proposed UWSP, this alternative would reduce the achievement of several proposed UWSP objectives related to the provision of housing and employment opportunities, including Objectives 2, 3, 5, 6, 11, and 14.

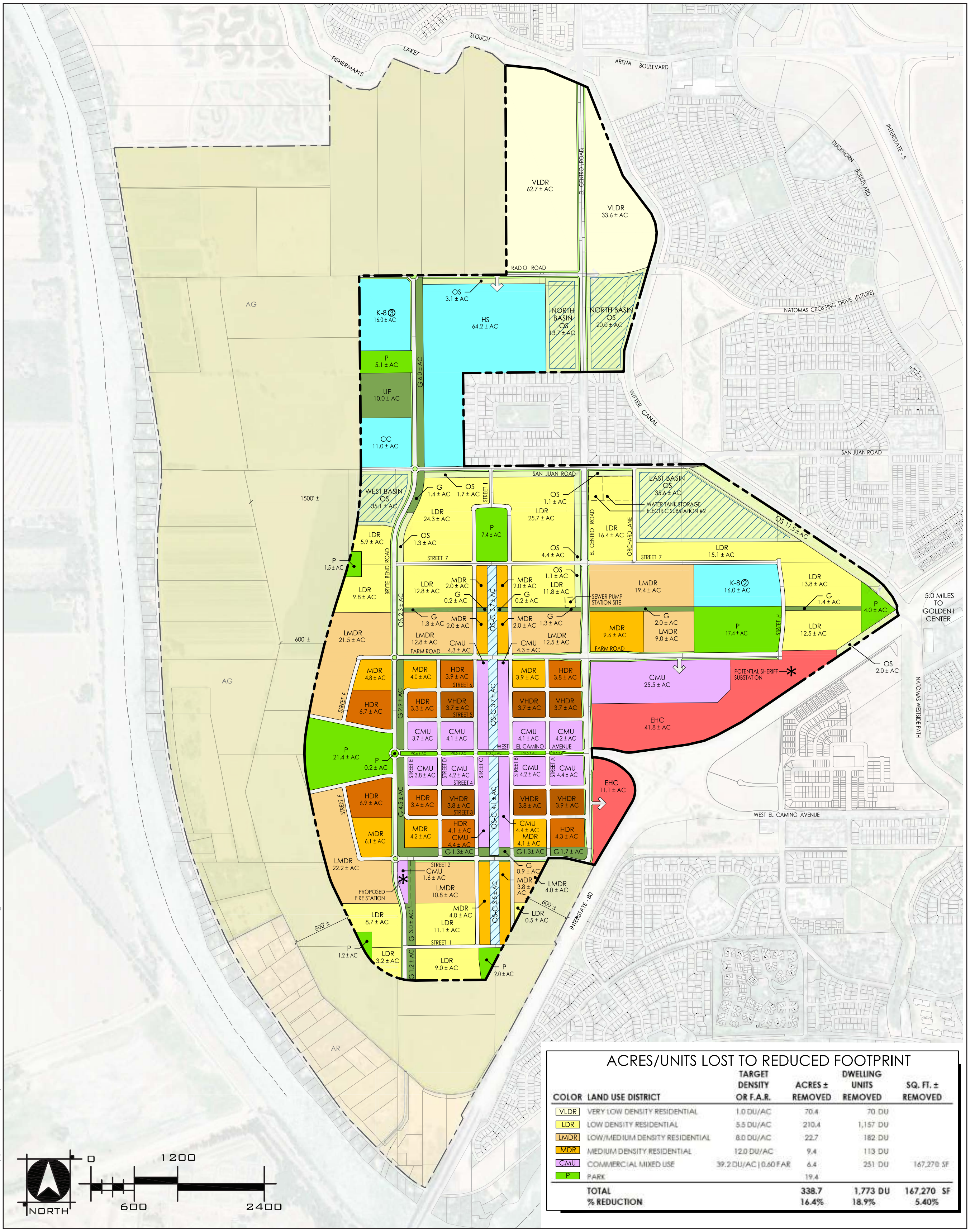
Alternative 4: Reduced Footprint

This alternative looks at shrinking the 1,532-acre development area footprint by approximately 25 percent by shifting inward toward the Town Center from the north, east, and south edges. The low-density residential areas along the east edge of the development area would be eliminated in favor of agricultural uses, as would the mixed-use residential area located north of Radio Road, and the low-density residential along I-80 at the southerly end of the UWSP area. The surrounding low-density residential areas would be eliminated in favor of agricultural designations, and the higher density residential located around and within the Town Center would remain as is (see **Plate ALT-3**). The lower density residential uses would be shifted inward, which would result in less higher density residential. As shown in **Table ALT-4,** this would result in 7,435 dwelling units and 2.93 million square feet of Commercial Mixed Use (CMU) and Employment Highway Commercial (E/HC). The alternative has the potential to reduce air quality impacts near I-80 and traffic noise impacts, as well as aesthetics, conversion of agricultural land, conversion of habitat for special-status species, and historical, archaeological, and tribal lands impacts.

Comparative Analysis of Environmental Effects

Aesthetics

Impacts related to aesthetics under Alternative 4 would be reduced when compared to the proposed UWSP, as the amount of area set aside for new development under this alternative would be reduced by approximately 25 percent. However, despite this reduction, the change to existing views of the UWSP area from surrounding areas and I-80, and the existing visual character of the area itself, under Alternative 4 would still be substantial, as a majority of the agricultural and rural lands in the area would be converted to urban use. As a result, impacts related to scenic views and visual character under Alternative 4 would remain significant and unavoidable, like the proposed UWSP. Similarly, impacts related to new sources of light under Alternative 4 would also remain significant and unavoidable, like the proposed UWSP, as development under this alternative would still introduce a substantial amount of new lighting to an area that is currently rural and contains minimal lighting, thereby adversely affecting nighttime views of the area, and the project's mitigation measure to ensure that outdoor lighting is designed in accordance with Section 140.7 of in the 2022 Building Energy Efficiency Standards would still be required.



ACRES/UNITS LOST TO REDUCED FOOTPRINT

COLOR	LAND USE DISTRICT	TARGET DENSITY OR F.A.R.	ACRES ± REMOVED	DWELLING UNITS REMOVED	SQ. FT. ± REMOVED
VLDR	VERY LOW DENSITY RESIDENTIAL	1.0 DU/AC	70.4	70 DU	
LDR	LOW DENSITY RESIDENTIAL	5.5 DU/AC	210.4	1,157 DU	
LMDR	LOW/MEDIUM DENSITY RESIDENTIAL	8.0 DU/AC	22.7	182 DU	
MDR	MEDIUM DENSITY RESIDENTIAL	12.0 DU/AC	9.4	113 DU	
CMU	COMMERCIAL MIXED USE	39.2 DU/AC | 0.60 F.A.R	6.4	251 DU	167,270 SF
P	PARK		19.4		
	TOTAL		**338.7**	**1,773 DU**	**167,270 SF**
	% REDUCTION		**16.4%**	**18.9%**	**5.40%**

D150587.01 - Upper Westside Specific Plan EIR\05 Graphics-GIS-Modeling-USE AZURE\Illustrator

SOURCE: Wood Rodgers, 2024

Plate ALT-3
Reduced Footprint Alternative

ESA

Table ALT-4: Reduced Footprint

Land Use Map Symbol	Land Use Designation (Density Range)	Net Acres	Anticipated Density/FAR	Dwelling Units/ Square Feet
RESIDENTIAL USES				
VLDR	Very Low Density Residential (1.0-4.0 du/ac)	96.3 ac	1.2 du/ac	113 du
LDR	Low Density Residential (4.0-7.0 du/ac)	184.5 ac	5.5 du/ac	1,020 du
LMDR	Low Medium Density Residential (6.0-10.0 du/ac)	118.4 ac	8.0 du/ac	946 du
MDR	Medium Density Residential (8.0-20.0 du/ac)	52.7 ac	12.0 du/ac	631 du
HDR	High Density Residential (20.0-40.0 du/ac)	36.4 ac	25.0 du/ac	911 du
VHDR	Very High Density Residential (20.0-40.0 du/ac)	22.6 ac	35.0 du/ac	791 du
	Subtotal	510.9 ac		4,412 du
COMMERCIAL USES				
CMU	Commercial Mixed Use (0.02-2.00+ FAR & 30.0-100.0+ du/ac)	76.8 ac	0.60 FAR 40.0 du/ac	3,023 du 2,007,245 SF
E/HC	Employment/Highway Commercial	52.9 ac		921,730 SF
	Subtotal	*129.7 ac*		3,023 du 2,928,975 SF
PUBLIC, PARK & OPEN SPACE USES				
K-8, HS, CC	Schools	141.1 ac		
P	Parks	62.3 ac		
GUF	Greenbelt/Urban Farm	45.1 ac		
OS	Open Space – Canal	15.0 ac		
OS	Open Space – Lake Basins & Buffers	109.1 ac		
	Subtotal	*372.6 ac*		

Land Use Map Symbol	Land Use Designation (Density Range)	Net Acres	Anticipated Density/FAR	Dwelling Units/ Square Feet
RIGHT-OF-WAY				
	Major Roads A	116.9 ac		
	Landscape Corridors	38.2 ac		
	Subtotal	*155.1 ac*		
	Subtotal Development Area	**1,158.3 ac**		
AG BUFFER				
AR	Agricultural Residential[7]	86.1 ac		--
AG	Agricultural Cropland[7]	773.9 ac		--
OS	Open Space – Ag Buffer	32.8 ac		
	Major Road B – Ag Buffer	5.1 ac		
	Subtotal	*897.9 ac*		
	Total	**2,066.2 ac**		**7,435 du 2,928,975 SF**

NOTES: ac = acres; Ag Buffer = agricultural buffer; du = dwelling units; FAR = floor area ratio; SF = square feet

SOURCE: Wood Rodgers 2023

AGRICULTURAL RESOURCES

Impacts to agricultural resources land under Alternative 4 would be reduced when compared to the proposed UWSP, as the amount of area set aside for new development under this alternative would be reduced by approximately 25 percent. However, despite this reduction, the proposed UWSP's significant and unavoidable impact with respect to the conversion of farmland to non-agricultural uses would still occur under Alternative 4 and the project's mitigation measure to compensate for the loss of farmland would still be required under this alternative as farmland would still be converted to urban use.

Furthermore, the impact with respect to conflicts with existing agricultural use and zoning under Alternative 4 would remain less than significant, like the proposed UWSP, as an open space buffer would still be placed between proposed development and existing agricultural land to the west under this alternative and the County's right-to-farm ordinance would continue to allow farming on adjacent land.

AIR QUALITY

Impacts related to air quality would be reduced under Alternative 4 when compared to the proposed UWSP, as residential and nonresidential development under Alternative 4

would be less than under the proposed UWSP, and thus air pollutant emissions would be correspondingly less under this alternative than under the proposed UWSP. Based upon the reduction in development, the proposed UWSP's significant and unavoidable impacts (with mitigation) related to conflicts with an applicable air quality plan long-term operational emissions of criteria air pollutants and precursors, and toxic air contaminants would be lessened, but possibly not to a less-than-significant level.

Regardless, the alternative's air pollutant emissions would still be less than the project as proposed, even if they were to remain significant and unavoidable. However, the reductions in air pollutant emissions that would seemingly be apparent under Alternative 4 could be less than expected because fewer employment and commercial opportunities would be available in the immediate vicinity compared to the proposed plan, and thus some project residents would be required to drive further to access those opportunities. As a result, more air pollutant emissions would be generated on a per capita basis.

BIOLOGICAL RESOURCES

Impacts to biological resources are most driven by disturbance and removal of habitat, and because disturbance and removal of habitat under Alternative 4 would be approximately 25 percent less that the project as proposed, impacts to biological resources would accordingly be less. Greater areas of agricultural lands would be maintained under this alternative, and some species would benefit from this arrangement. Generally, the proposed UWSP's less-than-significant impacts (with mitigation) related to sensitive species, riparian habitats, wetlands, wildlife movement, wildlife nursery sites, tree preservation, and conflicts with a habitat conservation plan would be lessened under this alternative.

CLIMATE CHANGE

Impacts related to GHG emissions and climate change would be reduced under Alternative 4 when compared to the proposed UWSP, as residential and nonresidential development under Alternative 4 would be less than under the proposed UWSP, and thus GHG emissions would be correspondingly less under this alternative. Based upon the reduction in development, the proposed UWSP's less-than-significant impact (with mitigation) related to construction GHG emissions would be reduced.

Similarly, less-than-significant (with mitigation) impacts related to operational GHG emissions and conflicts with an applicable plan, policy, or regulation related to GHG emissions would also be reduced due to the reduction in development. However, the reductions in GHG emissions that would seemingly be apparent under Alternative 4 could be less than expected because fewer employment and commercial opportunities would be available in the immediate vicinity compared to the proposed plan, and thus some project residents would be required to drive further to access those opportunities. As a result, more GHG emissions would be generated on a per capita basis.

CULTURAL RESOURCES

Impacts related to cultural resources under Alternative 4 would be reduced when compared to the proposed UWSP, as the amount of area set aside for new development

under this alternative would be reduced by approximately 25 percent. However, despite this reduction, the proposed UWSP's significant and unavoidable impacts related to historical resources, archaeological resources, and/or human remains would remain under Alternative 4, and the same mitigation as identified for the proposed UWSP would also still be required under this alternative, as the potential for the discovery of unknown historical resources, archaeological resources, and/or human remains during ground-disturbing activities associated with this alternative would remain the same, and as it may not be feasible to avoid these resources in some instances, they may be altered or destroyed.

ENERGY

Impacts related to energy consumption would be reduced under Alternative 4 when compared to the proposed UWSP, as residential and nonresidential development under Alternative 4 would be less than the proposed UWSP, and thus energy consumption would be correspondingly less under this alternative. Based upon the reduction in development, the proposed UWSP's less-than-significant impacts related to energy use would also be reduced.

However, the reductions in energy use (particularly related to fuel and electric energy to power vehicles) that would seemingly be apparent under Alternative 4 could be less than expected as fewer employment and commercial opportunities would be available in the immediate vicinity, and thus some project residents would be required to drive further to access those opportunities. As a result, more energy would be consumed on a per capita basis

GEOLOGY, SOILS, AND PALEONTOLOGY

Impacts related to geology, soils, and paleontology under Alternative 4 would be reduced, as fewer residents, employees, and structures would be exposed to seismic risks, geologic hazards, and soil conditions found in the UWSP area as the amount of area set aside for new development under this alternative, and thus the amount of area to be disturbed, would be reduced by approximately 25 percent. However, the danger to residents, employees, and structures associated with seismic risks, geologic hazards, and soil conditions found in the UWSP area would not be eliminated under Alternative 4, and the same mitigation measures as identified for the proposed UWSP would also be required under this alternative to reduce impacts to a less-than-significant level.

Concerning paleontological resources, the impact related to these resources would also continue to be potentially significant under Alternative 4, as the potential for the discovery of unknown paleontological resources would remain the same, and thus the same mitigation as identified for the proposed UWSP would also be required under this alternative to reduce the impact to a less-than-significant level.

HAZARDS AND HAZARDOUS MATERIALS

Impacts related to hazards and hazardous materials under Alternative 4 would be reduced when compared to the proposed UWSP, as the amount of area set aside for new development under this alternative would be reduced by approximately 25 percent.

However, despite this reduction in development, potential impacts related to hazards and hazardous materials would remain. For example, development under Alternative 4 would still result in the routine transport, use, or disposal of hazardous materials. Furthermore, development under Alternative 2 could result in the accidental release of hazardous materials, and hazardous emissions or use of hazardous materials near schools. However, as development under this alternative would have to adhere to the same government regulations that regulate the use, storage, transport, and disposal of hazardous materials as the proposed UWSP, these impacts would remain less than significant.

Furthermore, the impact related to potential onsite contamination would remain potentially significant under Alternative 4, as potential contamination from pesticides, lead, arsenic, sumps/tanks, septic systems, ACM, LBP, and PCBs would remain present in site soils. However, the same mitigation as identified for the proposed UWSP would also be required under this alternative to reduce the impact to a less-than-significant level.

Finally, the impact related to physically interfering with an adopted emergency response plan or emergency evacuation plan under Alternative 4 would also remain less than significant, as all development under this alternative, like the proposed UWSP, would be required to prepare a TCP, which would guarantee free flow of traffic through construction zones, and would still not substantially impair emergency response or evacuation in the event of a flood as the amount of area developed would be less.

HYDROLOGY AND WATER QUALITY

Impacts related to hydrology and water quality under Alternative 4 would be reduced when compared to the proposed UWSP, as the amount of area set aside for new development under this alternative would be reduced by approximately 25 percent. Specifically, Alternative 4 would entail a reduction of ground-disturbing earthwork, including soil excavation and filling, trenching, grading, and landscaping, and a reduction in the development of new impervious surfaces, such as paved streets, parking lots, and rooftops in comparison to the proposed plan.

However, despite this reduction in development, potential impacts related to violation of water quality standards, waste discharge requirements, or substantial degradation of surface or groundwater quality would not be eliminated, and adherence to the same regulations and mitigation measures as identified for the proposed UWSP would also be required under this alternative to reduce the impact to a less-than-significant level.

The proposed UWSP's less-than-significant impacts related to groundwater supplies or management; flood risk; alteration of drainage patterns; addition of impervious surfaces resulting in erosion, siltation, increased runoff, impedance, or redirection of flood flows; and conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan would also occur under Alternative 4, but to a lesser extent due to the reduction in new development.

LAND USE

Alternative 4 would reduce the UWSP development area footprint by approximately 25 percent by shifting inward toward the Town Center from the north, east, and south edges. As with the proposed UWSP, development under Alternative 4 would be required to be consistent with applicable land use plans, policies, and regulations, including the Sacramento County 2030 General Plan and the Sacramento County Zoning Code. Therefore, Alternative 4 would result in less-than-significant impacts with respect to physical division of an established community or conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

NOISE

The impact related to construction noise under Alternative 4 would continue to be potentially significant, as the distance between proposed construction onsite and offsite sensitive receptors would remain the same under this alternative as with the proposed UWSP. As a result, the same mitigation as identified for the proposed UWSP would be required under this alternative to reduce this impact to a less-than-significant level. Similarly, the impact related to construction vibration under Alternative 4 would continue to be potentially significant for the same reason, and the same mitigation as identified for the proposed UWSP would be required under this alternative to reduce this impact to a less-than-significant level.

Next, the impact related to traffic noise at nearby offsite receptors under Alternative 4 would be less severe than the impact described for the proposed UWSP, as the amount of area set aside for new development under this alternative would be reduced by approximately 25 percent. However, this impact would remain significant and unavoidable, and the same mitigation would be required, as the reduction in vehicle trips would likely not be enough to reduce traffic noise levels at nearby receptors to a level that would be below the applicable threshold.

Similarly, the impact related to stationary noise at nearby offsite receptors under Alternative 4 would be less severe than the impact described for the proposed UWSP for the same reason. However, noise from certain stationary sources, such as the proposed high school sports stadium and parks, would remain significant and unavoidable and the same mitigation would be required under Alternative 4, as the distance from these sources to offsite sensitive receptors would remain the same.

With respect to the exposure of people residing or working in the UWSP area to noise generated by aircraft arriving and/or departing from Sacramento International Airport, this impact would remain less than significant under Alternative 4, as all future residential development under this alternative, like the proposed UWSP, would be conditioned to provide noise insulation and disclose the potential for aircraft noise to create a nuisance to potential buyers.

As with offsite receptors, impacts related to traffic noise at proposed onsite receptors under Alternative 4 would be less severe than the impacts described for the proposed UWSP, as the amount of area set aside for new development under this alternative

would be reduced by approximately 25 percent. Specifically, future exterior and interior noise levels at these receptors due to project traffic would remain potentially significant under Alternative 4, as the distance from onsite roadways to onsite sensitive receptors would remain the same. While some residential uses would no longer be located adjacent to I-80 where they would have been exposed to non-CEQA noise impacts, residential uses would still be located near the adjacent existing Travel Plaza and the northern portions of I-80. However, as the same mitigation as identified for the proposed UWSP would also be required under this alternative, these impacts would be reduced to a less-than-significant level.

Finally, the impact related to stationary noise at future onsite receptors under Alternative 4 would be less severe than the impact described for the proposed UWSP for the same reason. However, like the proposed UWSP, noise from the proposed high school sports stadium would remain significant and unavoidable and the same mitigation would be required under Alternative 4, as the distance from these sources to future sensitive receptors would remain the same.

POPULATION AND HOUSING

Impacts related to population and housing under Alternative 4 would be less severe than those described for the proposed UWSP, as the amount of residential use under this alternative would be decreased by approximately 25 percent and the amount of commercial use under this alternative would be reduced by about 5 percent, thus resulting in fewer new residents to be housed within the UWSP area and fewer employees requiring housing elsewhere in the Sacramento region. However, impacts related to the inducement of substantial unplanned population growth in the area, either directly or indirectly, would remain significant and unavoidable as, like the proposed UWSP, development within the plan area under Alternative 4 was not anticipated in either the SACOG Blueprint or the current MTP/SCS. Next, impacts related to displacement of housing would remain less than significant, as no change to the agricultural residential homes located within the UWSP area would occur under this alternative, like the proposed UWSP.

PUBLIC SERVICES AND RECREATION

Impacts related to public services and recreation under Alternative 4 would be less severe than those described for the proposed UWSP, as the amount of residential use under this alternative would be decreased by approximately 25 percent and the amount of commercial use under this alternative would be reduced by about 5 percent, thus resulting in fewer demands for service from public service providers. Specifically, impacts related to the demand for police protection service, fire protection service, public schools, parks and recreation, and libraries would remain less than significant under Alternative 4, as substantially fewer calls for service, fewer students, and fewer residents would be generated under this alternative compared to the proposed UWSP.

TRANSPORTATION

Impacts related to transportation under Alternative 4 would be reduced when compared to the proposed UWSP, as the amount of area set aside for new development under

this alternative would be reduced by approximately 25 percent, and thus less traffic would be generated. However, the impact related to the consistency with plans, ordinances, or policies addressing the circulation system would continue to be significant and unavoidable and the same mitigation would be required, as the County would still not be able to compel Caltrans and the City of Sacramento to construct likely bicycle and pedestrian at facilities under their jurisdictions.

Furthermore, VMT, which is based on trip length as opposed to number of trips, could increase under Alternative 4 as the amount of retail and employment uses under this alternative would be substantially lower, and thus new residents under this alternative may have to drive farther to access retail services and employment, and thus result in higher per capita VMT.

Next, like the proposed UWSP, the impact related to hazards due to design or incompatible uses under Alternative 4 would continue to be significant and unavoidable and the same mitigation would be required with respect to freeway off-ramp queues exceeding available storage, freeway on-ramp ramp meter queues exceeding available storage, and potential safety issues at the I-80/West El Camino Avenue interchange associated with the Sacramento 49er travel plaza truck stop, as the County would still not be able to compel Caltrans and the City of Sacramento to construct likely improvements at facilities under their jurisdictions.

Finally, the impact related to emergency access would remain less than significant under Alternative 4, as development under this alternative would also be required to comply with applicable fire code requirements for emergency evacuation.

TRIBAL CULTURAL RESOURCES

Impacts related to tribal cultural resources under Alternative 4 would be reduced when compared to the proposed UWSP, as the amount of area set aside for new development under this alternative would be reduced by approximately 25 percent. However, despite this reduction, the impact related to tribal cultural resources would continue to be potentially significant under Alternative 4, as the potential for the discovery of these resources during ground-disturbing activities would remain. As a result, the same mitigation as identified for the proposed UWSP would be required under Alternative 4. However, even with the implementation of this mitigation, this impact would remain significant and unavoidable, like the proposed UWSP, as it may not be feasible to avoid these resources in some instances, and thus these resources may be altered or destroyed.

UTILITIES AND SERVICE SYSTEMS

The impact related to the provision of utility infrastructure to serve new development under Alternative 4 would be reduced as compared to the proposed UWSP and would remain less than significant, as the location and extent of water distribution, wastewater conveyance, stormwater conveyance, and electrical and natural gas distribution infrastructure would be less under this alternative due to its reduced footprint. Similarly, impacts related to demand for water supply, wastewater disposal, and solid waste disposal would be reduced under Alternative 4 and would remain less than significant,

as the amount of residential use under this alternative would be decreased by approximately 25 percent and the amount of commercial use under this alternative would be reduced by about 5 percent. As a result, fewer residents and employees demanding these services from utility providers would be generated under Alternative 4 compared to the proposed UWSP.

Relationship to Project Objectives

Alternative 4 would meet or partially meet many of the objectives of the proposed UWSP. However, due to the 25 percent reduction in the size of the development footprint compared to proposed UWSP, this alternative would reduce the achievement of several proposed UWSP objectives related to the provision of housing and employment opportunities and provision of parks and open space, including Objectives 1, 2, 3, 5, 6, 9, 11, 14, and 16.

Overall Comparison of Alternatives

The analysis of the alternatives is summarized and compared in two tables:
Table ALT-5 provides a summary of impact levels within all environmental topic areas.
Table ALT-6 summarizes the ability of each alternative to meet the objectives for the proposed UWSP.

Environmentally Superior Alternative

Based on the evaluation described in this chapter, Alternative 1: No Project/No Development, in which no building or development would occur in the UWSP area, would be the most environmentally superior alternative, as this alternative would avoid all significant impacts associated with the proposed UWSP. However, Alternative 1 would not meet any of the proposed UWSP objectives. Alternative 2, the No Project/Existing Zoning Alternative, which assumes that the proposed UWSP would not be approved or implemented, and that future development within the UWSP area would occur consistent with existing County zoning designations, would be the second-most environmentally superior alternative, as it could be expected to avoid all significant impacts associated with the proposed UWSP and would result in reduced less-than-significant impacts compared to the proposed UWSP. However, all but one (Objective 5) of the proposed UWSP objectives would not be achieved under Alternative 2.

CEQA requires that a second alternative be identified when the “No Project” alternative if the environmentally superior alternative (CEQA Guidelines, Section 15126.6[e]). Therefore, Alternative 4: Reduced Footprint would be the environmentally superior alternative for the purpose of this analysis. While none of the significant impacts of the proposed UWSP would be avoided under Alternative 4, due to its substantially reduced development footprint, this alternative would provide the greatest reduction in the magnitude of significant impacts while still meeting or partially meeting several of the proposed UWSP objectives.

Table ALT-5: Alternatives Impact Summary and Comparison

Impact Category	Alternative 1: No Project/No Development	Alternative 2: No Project/Existing Zoning	Alternative 3: Reduced Density	Alternative 4: Reduced Footprint
Aesthetics	No Impact ⇩	Less than Significant ⇩	**Significant and Unavoidable ⇧/⇩**	**Significant and Unavoidable ⇩**
Agricultural Resources	No Impact ⇩	Less than Significant ⇩	**Significant and Unavoidable ⇧/⇩**	**Significant and Unavoidable ⇩**
Air Quality	No Impact ⇩	Less than Significant ⇩	**Significant and Unavoidable ⇧/⇩**	**Significant and Unavoidable ⇧/⇩**
Biological Resources	No Impact ⇩	Less than Significant ⇩	Less than Significant ⇧/⇩	Less than Significant ⇩
Climate Change	No Impact ⇩	Less than Significant ⇩	Less than Significant ⇧/⇩	Less than Significant ⇧/⇩
Cultural Resources	No Impact ⇩	**Significant and Unavoidable ⇧/⇩**	**Significant and Unavoidable ⇧/⇩**	**Significant and Unavoidable ⇩**
Energy	No Impact ⇩	Less than Significant ⇩	Less than Significant ⇧/⇩	Less than Significant ⇧/⇩
Geology, Soils, and Paleontology	No Impact ⇩	Less than Significant ⇩	Less than Significant ⇩	Less than Significant ⇩
Hazards and Hazardous Materials	No Impact ⇩	Less than Significant ⇩	Less than Significant ⇩	Less than Significant ⇩
Hydrology and Water Quality	No Impact ⇩	Less than Significant ⇩	Less than Significant ⇧/⇩	Less than Significant ⇩
Land Use	No Impact ⇩	Less than Significant ⇩	Less than Significant ⇧/⇩	Less than Significant ⇩
Noise	No Impact ⇩	Less than Significant ⇩	**Significant and Unavoidable ⇩**	**Significant and Unavoidable ⇩**
Population and Housing	No Impact ⇩	Less than Significant ⇩	**Significant and Unavoidable ⇩**	**Significant and Unavoidable ⇩**
Public Services and Recreation	No Impact ⇩	Less than Significant ⇩	Less than Significant ⇩	Less than Significant ⇩

Impact Category	Alternative 1: No Project/No Development	Alternative 2: No Project/Existing Zoning	Alternative 3: Reduced Density	Alternative 4: Reduced Footprint
Transportation	No Impact ⇩	Less than Significant ⇩	**Significant and Unavoidable ⇩**	**Significant and Unavoidable ⇩**
Tribal Cultural Resources	No Impact ⇩	**Significant and Unavoidable ⇧/⇩**	**Significant and Unavoidable ⇧/⇩**	**Significant and Unavoidable ⇧/⇩**
Utilities and Service Systems	No Impact ⇩	Less than Significant ⇩	Less than Significant ⇩	Less than Significant ⇩

NOTES:

⇩ - The impact is less than the impact of the proposed UWSP.
⇧ - The impact is greater than the impact of the proposed UWSP.
⇧/⇩ - The impact is about the same as the impact of the proposed UWSP.

Table ALT-6: Ability of Alternatives to Meet Project Objectives

Project Objective	Alternative 1: No Project/ No Development	Alternative 2: No Project/ Existing Zoning	Alternative 3: Reduced Density	Alternative 4: Reduced Footprint
1. Formulate a specific plan and related land use planning documents and regulatory approvals for the UWSP area as a means of expanding the USB and UPA in an orderly manner and accommodating the County's share of future regional population growth.	Does not meet objective	Does not meet objective	Meets objective ⇩	Meets objective ⇩
2. Create a land use plan that satisfies County policies, regulations, and expectations, as defined in the General Plan, including Policies LU-114, LU-119, and LU-120.	Does not meet objective	Does not meet objective	Meets objective ⇩	Meets objective ⇩
3. Provide a comprehensively planned, high-quality, large-scale, residential-based community in northwestern Sacramento County, directly northwest of the City of Sacramento, with a balanced mix of uses, employment opportunities, a wide variety of housing types, park, and open space, and supporting public and quasi-public uses.	Does not meet objective	Does not meet objective	Meets objective ⇩	Meets objective ⇩
4. Develop a master-planned community that can be efficiently served by existing infrastructure or proposed infrastructure that would encourage logical, orderly development and would discourage leapfrog or piecemeal development and sprawl.	Does not meet objective	Does not meet objective	Meets objective ⇩	Meets objective ⇩
5. Provide residential housing within five miles of the existing job centers of downtown Sacramento and West Sacramento, as well as in close proximity to newly developing or proposed job centers.	Does not meet objective	Partially meets objective ⇩	Meets objective ⇩	Meets objective ⇩
6. Create a development that has an overall positive economic impact on Sacramento County and achieves a neutral to positive fiscal impact on the County's finances and existing ratepayers.	Does not meet objective	Does not meet objective	Meets objective ⇩	Meets objective ⇩

Project Objective	Alternative 1: No Project/ No Development	Alternative 2: No Project/ Existing Zoning	Alternative 3: Reduced Density	Alternative 4: Reduced Footprint
7. Create a community that can be logically and efficiently phased to allow the orderly build-out of the community.	Does not meet objective	Does not meet objective	Meets objective ⇧/⇩	Meets objective ⇧/⇩
8. Provide a safe and efficient circulation system that interconnects land uses and promotes pedestrian and bicycle circulation and transit options that will encourage non-vehicular trips, thereby reducing vehicle miles traveled (VMT).	Does not meet objective	Does not meet objective	Meets objective ⇧/⇩	Meets objective ⇩
9. Incorporate parks and open space, including an urban farm-greenbelt and canal, into the project design in a manner that provides community connectivity and encourages walking and bicycle use.	Does not meet objective	Does not meet objective	Meets objective ⇧/⇩	Meets objective ⇩
10. Make efficient use of development opportunity as the project site is bordered on three sides by existing or planned urban development.	Does not meet objective	Does not meet objective	Meets objective ⇧/⇩	Meets objective ⇩
11. Plan for enough units to provide housing choices in varying densities to respond to a range of market segments, including opportunities for rental units and affordable housing, and significant commercial uses, consistent with the General Plan and Housing Element.	Does not meet objective	Does not meet objective	Meets objective ⇩	Meets objective ⇩
12. Design a land use plan where the development footprint avoids impacts to wetland resources to the extent feasible.	Does not meet objective	Does not meet objective	Meets objective ⇧/⇩	Meets objective ⇧/⇩
13. Develop a specific plan that respects existing agricultural land uses and operations to the west of the proposed 1,532-acre Development Area.	Does not meet objective	Does not meet objective	Meets objective ⇧/⇩	Meets objective ⇧/⇩

Project Objective	Alternative 1: No Project/ No Development	Alternative 2: No Project/ Existing Zoning	Alternative 3: Reduced Density	Alternative 4: Reduced Footprint
14. Provide for development that meets the seven identified SACOG Blueprint principles, including provision of transportation choice, compact development, mixed use development, housing choice and diversity, use of existing assets, natural resource conservation, and quality design.	Does not meet objective	Does not meet objective	Meets objective ⇩	Meets objective ⇩
15. Develop the project and any associated on- and/or off-site mitigation to complement the Natomas Basin Habitat Conservation Plan and the Metro Airpark Habitat Conservation Plan.	Does not meet objective	Does not meet objective	Meets objective ⇧/⇩	Meets objective ⇧/⇩
16. Designate open space preserves along the south side of Fisherman's Lake Slough or along the West Drainage Canal (Witter Canal) that provide natural buffer to these features, and along the westerly edge of the proposed 1,532-acre Development Area to provide a transition between residential and agricultural designations to the west, which will provide a regional benefit for habitat, resources, and open space amenities.	Does not meet objective	Does not meet objective	Meets objective ⇧/⇩	Meets objective ⇩
17. Balance development with resource protection in an inter-connected, permanent open space.	Does not meet objective	Does not meet objective	Meets objective ⇧/⇩	Meets objective ⇩
18. Create multi-functional habitat within open space corridors that provide on-site habitat and contribute to water quality.	Does not meet objective	Does not meet objective	Meets objective ⇧/⇩	Meets objective ⇩
NOTE: ⇧/⇩ - The alternative is more/less aligned with the objective.				

4 AESTHETICS

INTRODUCTION

This chapter includes a description of the existing visual characteristics of the UWSP area and vicinity, the significance thresholds used to determine the significance of visual and aesthetic impacts, and an analysis of the effects the proposed UWSP could have on views and aesthetics in the project vicinity. The impact discussion evaluates potential impacts to aesthetic and visual resources that could result from implementation of the proposed UWSP compared to existing conditions.

The Notice of Preparation (NOP) for the EIR was circulated on October 5, 2020. No comments were received related to aesthetic, visual, or scenic resources.

The information and analysis included in this chapter was developed based on a review of the proposed UWSP, relevant policies of the Sacramento County 2030 General Plan, and a reconnaissance photographic survey of the UWSP area and vicinity.

ENVIRONMENTAL SETTING

VISUAL CHARACTER OF THE REGION

Sacramento County lies near the center of California's Central Valley. Views of open spaces and undeveloped lands within the valley region are generally characterized by broad sweeping panoramas of flat agricultural lands and open space dotted with trees, divided by numerous rivers and creeks. To the east, the Sierra Nevada and their foothills form a distant background, and the Coast Ranges provide a backdrop on the distant western horizon.

VISUAL CHARACTER OF THE PROJECT AREA

The approximately 2,066-acre UWSP area is located in unincorporated Sacramento County adjacent to the existing city of Sacramento communities of North and South Natomas. The UWSP area is bounded by Fisherman's Lake Slough to the north, the West Drainage Canal (Witter Canal) to the east, Interstate 80 (I-80) to the south, and Garden Highway to the west.

The UWSP area consists predominantly of nearly flat agricultural land, much of which is devoted to expansive fields of row crops that are largely devoid of structures, trees, or other above-ground visible features. Numerous unlined irrigation and drainage canals and ditches cross the UWSP area and are generally oriented north-south and east-west along section lines and parcel boundaries. Pole-mounted overhead electrical transmission lines, oriented north-south and east-west, and pockets of mature trees along roads and near residential uses are the primary above-ground visible elements of the UWSP area. A radio broadcast tower is located in the northern part of the UWSP area, and a television broadcast tower is located in the southwestern portion of the area.

Extending in a generally north-south direction along the western edge of the UWSP area, Garden Highway is a two-lane rural road that parallels the Sacramento River. Generally unobstructed east-facing views of the UWSP area are available for travelers on Garden Highway. Views to the west of Garden Highway are generally dominated by mature trees and dense vegetation that parallel the Sacramento River.

Agricultural and rural residential homes are located within the northeastern portion of the UWSP area near El Centro Road and within the southwestern portion of the area along Garden Highway. Many of the residences are flanked by mature trees, which provide visual screening of the homes from adjacent roadways.

Commercial and service-oriented land uses are located within the UWSP area adjacent to the I-80/West El Camino Avenue interchange and include hotels, fast food and dine-in restaurants, a self-storage facility, the 49er Travel Plaza, several commercial buildings, and a large-scale machine shop. The 49er Travel Plaza includes fuel stations, convenience stores, an automotive repair shop, and a car wash. The buildings in this area feature utilitarian and/or minimally decorative architectural styles typical of freeway-oriented commercial and service uses.

Residential uses within the North Natomas community are located to the north and east of the UWSP area, including the Sundance Lake neighborhood north of Fisherman's Lake Slough, the Gateway West subdivision east of the West Drainage Canal (Witter Canal), and the River View subdivision west of El Centro Road. Similarly, residential uses within the South Natomas community, including the Willow Creek neighborhood, are located to the south of I-80. The Sacramento River and land in agricultural production in Yolo County are located to the west of Garden Highway.

Project Area Views

Plate AE-1 shows the locations of photographic views of the UWSP area from publicly accessible locations. The photographic views are provided on **Plates AE-2** through **AE-8**.

Views of the UWSP area from adjacent surrounding areas vary widely in terms of how much of the UWSP area is visible from these locations. In general, expansive views of the UWSP area are available from select locations on its immediate perimeter where these views are not obscured by intervening structures (e.g., residences or other buildings), stands of mature trees (often associated with residential uses), elevated freeway segments, sound walls, or other obstructions. For example, expansive views of the UWSP area from the north are available from certain locations along the southern edge of the Sundance Lake neighborhood, from the west from Garden Highway, and from the south from the I-80 bridge over the Sacramento River. By contrast, expansive views of the UWSP area from the east (such as from the Gateway West subdivision) are often substantially obscured by residential uses and stands of mature trees along El Centro Road within the UWSP area or by intervening structures, trees, or landforms along the western edge of the UWSP-adjacent neighborhoods.



SOURCE: Google Earth Pro, basemap, 2021; ESA, 2022

Upper Westside Specific Plan EIR

Plate AE-1
Viewpoint Locations

ESA

D150587.01 - Upper Westside Specific Plan EIR\05 Graphics-GIS-Modeling-USE AZURE\Illustrator



Viewpoint 1: View toward the northeastern portion of the UWSP area from near the intersection of Arena Boulevard and El Centro Road. Radio towers in the northern portion of the UWSP area and residential uses and associated mature trees along Garden Highway on the western edge of the UWSP area are visible in the far distance. View facing southwest.



Viewpoint 2: View toward the northeastern portion of the UWSP area from the Gateway West neighborhood located northeast and east of the UWSP area. The West Drainage Canal is visible in the foreground. Residential uses east of El Centro Road within the UWSP area are visible farther distant. View facing southwest.

D150587.01 - Upper Westside Specific Plan EIR\05 Graphics-GIS-Modeling-USE AZURE\Illustrator

SOURCE: ESA, 2022

Upper Westside Specific Plan EIR

Plate AE-2
Viewpoints 1 and 2

ESA



Viewpoint 3: View toward the UWSP area from the Gateway West neighborhood. Residential uses east of El Centro Road within the UWSP area are visible immediately west of the West Drainage Canal. Pole-mounted overhead utility lines extend southward adjacent to the canal. Residential uses and associated mature trees east and west of El Centro Road within the Gateway West neighborhood are visible farther distant to the south. View facing southwest.



Viewpoint 4: View facing north on El Centro Road immediately south of Radio Road within the northern portion of the UWSP area. Residential uses, mature trees, and pole-mounted overhead utility lines flank the road to the west and east.

D150587.01 - Upper Westside Specific Plan EIR\05 Graphics-GIS-Modeling-USE AZURE\Illustrator

SOURCE: ESA, 2022

Upper Westside Specific Plan EIR

Plate AE-3
Viewpoints 3 and 4

ESA



Viewpoint 5: View toward the eastern portion of the UWSP area from San Juan Road. The West Drainage Canal is visible in the immediate foreground. Expansive crop-rowed fields are visible in the middle ground. Recreational (golf range), commercial, and service uses northwest of I-80 (within the UWSP area) and residential uses southeast of I-80 (outside and adjacent to the UWSP area) are visible farther distant. View facing south.



Viewpoint 6: View toward the 49er Travel Plaza (restaurant, convenience store, gas station, motel, and other services) at 2828 El Centro Road within the UWSP area. View facing east.

D150587.01 - Upper Westside Specific Plan EIR\05 Graphics-GIS-Modeling-USE AZURE\Illustrator

SOURCE: ESA, 2022

Upper Westside Specific Plan EIR

Plate AE-4
Viewpoints 5 and 6

ESA



Viewpoint 7: View of the UWSP area facing west from the 49er Travel Plaza on El Centro Road within the UWSP area. Pole-mounted overhead utility lines and agricultural fields strewn with hay bales are visible in the middle ground, with residential uses and associated mature trees along Garden Highway further distant.



Viewpoint 8: Views of the UWSP area from the western edges of the Willow Creek neighborhood within the South Natomas community southeast of the UWSP area are almost entirely blocked by the elevated grade of I-80 and the sound wall (pictured above) that extends along the east side of I-80.

D150587.01 - Upper Westside Specific Plan EIR\05 Graphics-GIS-Modeling-USE AZURE\Illustrator

SOURCE: ESA, 2022

Upper Westside Specific Plan EIR

Plate AE-5
Viewpoints 7 and 8

ESA



Viewpoint 9: View toward agricultural residential uses in the southwestern portion of the UWSP area from Garden Highway. View facing northeast.



Viewpoint 10: View toward agricultural residential uses in the southwestern portion of the UWSP area from Garden Highway. View facing northeast.

D150587.01 - Upper Westside Specific Plan EIR\05 Graphics-GIS-Modeling-USE AZURE\Illustrator

SOURCE: ESA, 2022

Upper Westside Specific Plan EIR

Plate AE-6
Viewpoints 9 and 10

ESA



Viewpoint 11: View toward UWSP area from Garden Highway and San Juan Road. View facing east.



Viewpoint 12: View facing south from San Juan Road at Bryte Bend Road within the UWSP area. Agricultural fields flank the canal that runs south along Bryte Bend Road.

D150587.01 - Upper Westside Specific Plan EIR\05 Graphics-GIS-Modeling-USE AZURE\Illustrator

SOURCE: ESA, 2022

Upper Westside Specific Plan EIR

Plate AE-7
Viewpoints 11 and 12

ESA



Viewpoint 13: View toward the northwestern portion of the UWSP area from Garden Highway. Radio towers in the northern portion of the UWSP area are visible in the middle ground. The City of Sacramento skyline is visible in the far distance. View facing southeast.



Viewpoint 14: View toward the northern portion of the UWSP area from the Sundance Lake neighborhood located north of the UWSP area.

D150587.01 - Upper Westside Specific Plan EIR\05 Graphics-GIS-Modeling-USE AZURE\Illustrator

SOURCE: ESA, 2022

Upper Westside Specific Plan EIR

Plate AE-8
Viewpoints 13 and 14

ESA

With few exceptions, views of the UWSP area from the South Natomas communities to the southeast, such as from the Willow Creek neighborhood, are obscured entirely by the elevated grade of I-80 and/or the associated sound wall that extends along the western edge of these residential areas. In addition, even relatively open views of the UWSP area from surrounding areas and from within the UWSP area are limited by the generally flat topography of the site. However, views of distant features, such as the city of Sacramento skyline (to the southeast), the Sierra Nevada (to the east), and the Coast Ranges (to the west) are available across and from within the UWSP area when weather and air quality permit.

Visual Resources

Visual resources are classified in two categories: scenic resources and scenic views. Scenic resources include specific features of a viewing area (or viewshed) such as trees, rock outcroppings, and historic buildings. Scenic resources are specific features that act as the focal point of a viewshed that tend to draw the eye toward a specific point and are usually foreground elements. The UWSP area is generally characterized as open farmland, with distinct areas of rural residential and commercial development. Prominent foreground elements or other scenic resources are generally absent.

Scenic views and scenic vistas differ from scenic resources in that they are elements of the broader viewshed such as mountain ranges, valleys, and ridgelines. They are usually background elements that can be seen from a range of viewpoints. Distant views of the Sierra Nevada and the Coast Ranges can be visible under clear conditions from the UWSP area. Also visible is the open farmland that makes up much of the UWSP area. These types of expansive and open views are a feature of the Central Valley and are considered part of the County's visual heritage.

Existing Light and Glare Conditions

Nighttime lighting is necessary to provide and maintain safe, secure, and attractive environments. However, these lights have the potential to produce spillover light and glare, and if designed incorrectly, could be considered unattractive. Although nighttime light is a common feature of urban areas, spillover light can adversely affect light-sensitive uses, such as residential units at nighttime.

Glare results when a light source directly in the field of vision is brighter than the eye can comfortably accept. Squinting or turning away from a light source is an indication of glare. The presence of a bright light in an otherwise dark setting may be distracting or annoying, referred to as discomfort glare, or it may diminish the ability to see other objects in the darkened environment, referred to as disability glare. Reflective glare, such as the reflected view of the sun from a window or mirrored surface, can be distracting during the day.

The majority of the UWSP area consists of farm fields that are devoid of nighttime lighting and are dark at night. Rural residential uses in the northeastern and southwestern portions of the UWSP area and associated vehicular traffic on El Centro Road and Garden Highway produce minimal amounts of lighting or illumination.

Illuminated signage, parking lot and security lighting, and vehicle headlights associated with commercial and service-oriented uses located within the UWSP area adjacent to the I-80/West El Camino Avenue interchange generate moderate levels of nighttime illumination. Overall, nighttime lighting and illumination levels within the UWSP area are low. Principal sources of nighttime lighting and illumination in the vicinity of the UWSP area include Sacramento International Airport (SMF) and Metro Air Park approximately three miles northwest of the UWSP area, residential and other urban uses within the North Natomas and South Natomas communities adjacent to the UWSP area, and headlights from vehicles traveling on I-80 and other area roadways. There are no major existing sources of glare within the UWSP area or vicinity.

Airports

The UWSP area is located within the SMF Airport Influence Area, as delineated and defined in the SMF Airport Land Use Compatibility Plan (ALUCP). The SMF ALUCP identifies specific Federal Aviation Administration (FAA) land use restrictions, including height restrictions and restrictions on visual hazards to aircraft, based on defined safety zones around the airport. As specified in the SMF ALUCP, visual hazards to aircraft include certain types of lights, sources of glare, and sources of dust, steam, or smoke (SACOG 2013). The UWSP area is more than one mile away from any delineated safety hazard zones identified in the SMF ALUCP (Wood Rodgers 2021).

Regulatory Setting

Federal

There are no federal regulations that pertain to aesthetics or visual resources that are applicable to the proposed UWSP.

State

Scenic Highway Program

The California Department of Transportation manages the California Scenic Highway Program. The goal of the program is to preserve and protect scenic highway corridors from changes that would affect the aesthetic value of the land adjacent to the highways. The closest state-designated scenic highway to the UWSP area is State Route (SR) 160 from the Contra Costa County line to the southern city limit of Sacramento (Caltrans 2022). At the northernmost point, SR 160 is more than 10 miles south of the UWSP area. No other state-designated scenic highways are near the UWSP area.

Title 24 Outdoor Lighting Standards

As published in Section 6 of the California Code of Regulations, Title 24 (also referred to as the California Green Building Standards Code [CALGreen]) is a broad set of requirements for energy conservation, green design, construction and maintenance, fire and life safety, and accessibility that apply to the structural, mechanical, electrical, and

plumbing systems in a building. The code applies to all buildings in California. California updates its energy code every three years. Construction projects with permit applications applied for on or after January 1, 2023 must follow the 2022 Energy Code.

The 2022 Building Energy Efficiency Standards of Title 24 include regulations for outdoor lighting characteristics, such as maximum power and brightness, shielding, and sensor controls to turn lighting on and off. Different lighting standards are set by classifying areas by lighting zone (LZ), which are zones LZ0 through LZ4 (see Table 10-114-A of the 2022 Building Efficiency Standards).

- LZ0: Very Low
- LZ1: Low
- LZ2: Moderate
- LZ3: Moderately High
- LZ4: High

Lighting regulations for areas of lower ambient lighting are stricter – providing lower wattage allowances – in order to protect those areas from new sources of light pollution and light trespass. According to the U.S. Census, the UWSP area is designated as rural.[1] Therefore, the UWSP area is located within lighting zone LZ1 (low ambient illumination) [2] as defined in the 2022 Building Energy Efficiency Standards (CEC 2022).

Section 140.7, Prescriptive Requirements for Outdoor Lighting, in the 2022 Building Energy Efficiency Standards specifies wattage allowance per lighting application based on lighting zones (see Table 140.7-B of the 2022 Building Efficiency Standards).

[1] The Census Bureau's urban-rural classification is a delineation of geographic areas, identifying both individual urban areas and the rural area of the nation. The Census Bureau's urban areas represent densely developed territory, and encompass residential, commercial, and other non-residential urban land uses. The Census Bureau delineates urban areas after each decennial census by applying specified criteria to decennial census and other data. Rural encompasses all population, housing, and territory not included within an urban area. For the 2020 Census, an urban area will comprise a densely settled core of census blocks that meet minimum housing unit density and/or population density requirements. This includes adjacent territory containing non-residential urban land uses. To qualify as an urban area, the territory identified according to criteria must encompass at least 2,000 housing units or have a population of at least 5,000.

[2] As specified in Table 10-114-A of the 2022 Building Efficiency Standards, LZ1 includes single or dual family residential areas, parks, and agricultural zone districts, developed portions of government designated parks, recreation areas, and wildlife preserves. Those that are wholly contained within a higher lighting zone may be considered by the local government as part of that lighting zone.

LOCAL

SACRAMENTO COUNTY 2030 GENERAL PLAN

The following policies from the Land Use Element of the Sacramento County 2030 General Plan (County of Sacramento 2011) are applicable to the proposed UWSP.

LU-16 Apply the "Community Design Guidelines" and design review authority to all long-range planning efforts, including but not limited to Specific Plans, Comprehensive Plans, Community Plans, and Commercial Corridor Plans.

LU-17 Support implementation of the design review program on a project-by-project basis to ensure that all development applications positively contribute to the immediate neighborhood and the surrounding community.

LU-18 Encourage development that complements the aesthetic style and character of existing development nearby to help build a cohesive identity for the area.

LU-19 Incompatible urban land uses should be buffered from one another by methods that retain community character, and do not consume large land areas or create pedestrian barriers.

LU-20 Planning processes for existing communities, commercial corridors, and new growth areas shall provide for distinct and identifying physical elements, which may include gateways, signage, public art, common site or street layout, shared design qualities of buildings or infrastructure, or prominent landmarks or destinations.

LU-31 Strive to achieve a natural nighttime environment and an uncompromised public view of the night sky by reducing light pollution.

In addition to the above policies, the General Plan Conservation Element states its primary goal as "Natural resources managed and protected for the use and enjoyment of present and future generations while maintaining the long-term ecological health and balance of the environment." The concept of enjoyment includes appreciation of scenic resources and visual beauty.

SACRAMENTO COUNTY ZONING CODE

Chapter 3 (Use Regulations) and Chapter 5 (Development Standards) of the Sacramento County Zoning Code contains standards requiring that illumination of buildings, landscaping, signs, and parking and loading areas be shielded and directed so that no light trespasses onto adjacent properties. Chapter 5 (Development Standards) also requires that lighting shall be directed away from residential areas and public streets so that glare is not produced that could affect the general safety of vehicular traffic and the privacy and well-being of residents.

IMPACTS AND ANALYSIS

SIGNIFICANCE CRITERIA

For purposes of this EIR and consistent with the criteria presented in Appendix G of the CEQA Guidelines, impacts related to aesthetics may be considered significant if implementation of the proposed UWSP would:

- Have a substantial adverse effect on a scenic vista;
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings (public views are those that are experienced from publicly accessible vantage point). In an urbanized area, conflict with applicable zoning and other regulations governing scenic quality; or
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

ISSUES NOT DISCUSSED IN IMPACTS

Substantially damage scenic resources within a state scenic highway – The UWSP area and surrounding environs do not include any designated state scenic highways. Therefore, no impact would occur, and this issue is not evaluated further in this EIR.

METHODOLOGY AND ASSUMPTIONS

The information and analysis included in this section was developed based on a review of the proposed UWSP, the Sacramento County 2030 General Plan, and a reconnaissance photographic survey of the UWSP area and vicinity. Visual character is defined narrowly to include only analysis of viewsheds, physical site characteristics, and lighting. This analysis does not include a subjective evaluation of design characteristics such as colors, architectural styles, building materials, or other matters of personal preference.

Visual impacts are evaluated by describing the visual changes that would result from approval and implementation of the proposed UWSP and comparing those changes with existing visual character of the UWSP area and vicinity. The analysis assumes that open space and rural areas, such as the UWSP area, are typically of higher visual quality than urban areas, because the open character preserves visual continuity (the blending of visual elements) and a farther horizon of sight. Significance is determined based on consideration of relevant policies of the 2030 General Plan and in light of the 2030 General Plan EIR's assumption that a substantial visual change is conservatively considered to be a significant impact.

IMPACT AE-1: DEGRADATION OF EXISTING VIEWS

As described in Chapter 2, *Project Description*, the proposed UWSP would guide development on an approximately 2,066-acre site in unincorporated northwestern Sacramento County, which includes mostly agricultural cropland, along with rural residential and commercial uses. The UWSP would provide a mix of residential and non-residential land uses that accommodate 9,356 housing units with a mixture of densities, and over 3 million square feet of commercial, retail, and office uses. Development of the UWSP area would convert agricultural and rural lands into an urban area consisting of buildings of different heights and densities, open space and recreational corridors, and urban roadway infrastructure.

As also described in Chapter 2, *Project Description*, and depicted on Plate PD-20, the proposed UWSP would also include a variety of offsite improvements, including road improvements to El Centro Road, Natomas Central Drive, and Arena Boulevard; road improvements to El Centro and San Juan roads; new roadway connections to Garden Highway at Radio Road, San Juan Road, Street 9, and Bryte Bend Road; a potential bike trail bridge crossing of the West Drainage Canal (Witter Canal); stormwater discharge facilities at two potential locations of the West Drainage Canal (Witter Canal); a new sewer force main from the UWSP area east to the New Natomas Pump Station (NNPS); potential improvements to the I-80/West El Camino Avenue interchange; and a new water supply connection to the existing City of Sacramento water distribution system along West River Drive. The proposed offsite improvements would occur within existing rights-of-way (ROWs) and would not include new structures that would substantially alter or obstruct scenic views, such as views of the Sierra Nevada and the Coast Ranges.

Regarding development of the UWSP area, the proposed UWSP includes Development Standards and Design Guidelines to direct the buildout of the 1,532-acre Development Area to ensure high quality design and visual cohesion and consistency. The UWSP Development Standards and Design Guidelines are based on the Countywide Design Guidelines but enable varied development and a distinctive character specific to the UWSP area. Where the UWSP Development Standards and Design Guidelines are silent on a topic, the standard would default to the requirements of the Countywide Design Guidelines. While the proposed UWSP includes adoption of Design Guidelines and Development Standards aimed to ensure high quality design and visual cohesion and consistency, development of the UWSP area would result in the construction of buildings, structures, and landscaping elements that would block distant views of the horizons in all directions from most areas within the UWSP area. While available from certain locations, distant views of the Sierra Nevada and the Coast Ranges that are currently visible under clear conditions from the UWSP area would no longer be available from most areas of the UWSP area with implementation of the proposed UWSP. To sensitive viewer groups, particularly existing residents within and on the periphery of the UWSP area, this blockage of views would be considered a substantial adverse effect on a scenic vista and a significant impact. Aside from implementation of development standards and design guidelines already required for the proposed UWSP,

no other feasible mitigation is available to reduce the magnitude of the visual changes that would occur. Therefore, this impact would be **significant and unavoidable**.

Mitigation Measures

No feasible measures available.

Impact AE-2: Substantially Degrade Existing Visual Character or Quality

As discussed above under Impact AE-1, implementation of the proposed UWSP would result in the development of residential, commercial, mixed use, office, school, park, open space, roadways, and other urban uses, as well as creation of an agricultural buffer area on an approximately 2,066-acre site in unincorporated northwestern Sacramento County, which currently comprises mostly agricultural cropland, along with rural residential and commercial uses. The proposed UWSP would also include a variety of offsite improvements as previously described under Impact AE-1. The proposed offsite improvements would occur within existing ROWs (e.g., within existing roadway corridors, facility footprints, and/or underground) and would not include new structures or other physical elements that would substantially degrade existing visual character or quality.

Regarding development of the UWSP area, while the proposed UWSP includes adoption of Design Guidelines and Development Standards aimed to ensure high quality design and visual cohesion and consistency, the change in visual character would be permanent and drastic, regardless of whether or not the new development community would be visually appealing. To sensitive viewer groups, particularly existing residents within and on the periphery of the UWSP area, this could be perceived as a substantial degradation of visual character and quality and a significant impact. Aside from implementation of development standards and design guidelines already required for the proposed UWSP, no other feasible mitigation is available to reduce the magnitude of the visual changes that would occur. As a result, this impact would be **significant and unavoidable**.

Mitigation Measures

No feasible measures available.

Impact AE-3: New Sources of Light or Glare

Upon full buildout, implementation of the UWSP would result in the urbanization of up to 1,532 acres with up to 9,356 housing units; more than 3 million square feet of commercial, retail, and office uses; as well as schools, parks, and associated roadways and parking lots.

New uses and associated automobiles would introduce new sources of light to an area with relatively few lighting sources. In addition to new sources of light, the urbanization of up to 1,532 acres of sparsely developed land would also introduce new sources of glare from reflective elements such as glass and rooftop photovoltaic (PV) solar panels.

As previously discussed, the UWSP area is within a rural area that has minimal lighting and is designated as an LZ1 zone (low ambient illumination) as defined in the 2022 Building Energy Efficiency Standards of California Code of Regulations, Title 24 (CALGreen). Because the UWSP area is in an LZ1 zone, the lighting restrictions are more robust than if the UWSP area were in a more urban environment. Section 140.7, Prescriptive Requirements for Outdoor Lighting, in the 2022 Building Energy Efficiency Standards specifies wattage allowance per lighting application based on lighting zones (see Table 140.7-B of the 2022 Building Efficiency Standards).

The proposed UWSP would also include a variety of offsite improvements as previously described under Impact AE-1. The proposed offsite improvements comprise roadway, utility, and infrastructure improvements within existing ROWs and would not include substantial new sources of adverse light or glare.

Regarding development of the UWSP area, the UWSP includes Development Standards and Design Guidelines based on the Countywide Design Guidelines and Chapter 5 of the Zoning Code, which require that outdoor lighting shall be directed away from adjacent areas to minimize light pollution caused by glare or spillage into neighboring properties, and which meet the objective of General Plan Policy LU-31 to achieve a natural nighttime environment and an uncompromised public view of the night sky by reducing light pollution. The UWSP Development Standards and Design Guidelines also incorporate Title 24 energy efficiency standards for outdoor lighting for both the public and private sector and which regulate lighting characteristics such as maximum power and brightness and shielding,

A new high school that would be located southeast of the intersection of Bryte Bend Road and Radio Road within the UWSP area (see discussion of *Schools* in Chapter 2, *Project Description*) would likely include a stadium with pole-mounted outdoor lighting fixtures to illuminate scheduled nighttime athletic events and other activities. Outdoor lighting for the stadium or other new school uses within the UWSP area would be required to comply with Countywide Design Guidelines and Commercial Lot and Commercial and Institutional Project Development Standards in Chapter 5 of the Zoning Code, which direct that lighting fixtures shall be constructed with full shielding and/or recessed to reduce light trespass to adjoining properties.

Regarding light or glare hazards to aircraft operations, as previously discussed, the nearest airport to the UWSP area is SMF, which is approximately three miles northwest of the UWSP area. The UWSP area is more than one mile away from any delineated safety hazard zones identified in the SMF ALUCP, and implementation of the proposed UWSP would not result in creation of light or glare hazards to aircraft operations as defined in the SMF ALUCP. In addition, the County Zoning Code (Section 3.6.6.C) requires that all PV panels be oriented on rooftops or other hardscape areas to avoid unreasonable glare from solar panels onto adjacent properties.

Although spillover lighting, excessive lighting, and glare would be minimized due to the strict lighting standards that would be adopted as part of the project, implementation of the UWSP would introduce a substantial amount of new lighting to an area that is

currently rural and contains minimal lighting, thereby adversely affecting nighttime views of the area. Due to the amount of development and lighting proposed, this would be a significant impact.

Implementation of Mitigation Measure AE-3 would ensure that outdoor lighting associated with development allowed under the proposed UWSP is designed in accordance with Section 140.7, Prescriptive Requirements for Outdoor Lighting, in the 2022 Building Energy Efficiency Standards, which specifies wattage allowance per lighting application based on lighting zones (see Table 140.7-B of the 2022 Building Efficiency Standards).

However, because the proposed plan complies with applicable policies and standards aimed at minimizing adverse light and glare, and because of the scale of proposed development, no additional feasible mitigation is available to further reduce this impact. For this reason, this impact would be **significant and unavoidable**.

Mitigation Measures

AE-3 The UWSP shall be amended to require all lighting applications subject to 2022 Building Efficiency Standards Section 140.7 to use fixtures approved by DarkSky International.[3]

[3] DarkSky International, formerly the International Dark Sky Association, is a United States-based non-profit organization incorporated in 1988. The mission of DarkSky is to preserve and protect the nighttime environment through quality outdoor lighting.

5 AGRICULTURAL RESOURCES

INTRODUCTION

This chapter describes existing agricultural resources within the UWSP area and evaluates effects to agricultural resources that could occur with implementation of the proposed UWSP.

The Notice of Preparation (NOP) for the EIR was circulated on October 5, 2020. The County received several comments related to agricultural resources from state and local public agencies as well as the general public. Comments included requests for the EIR to identify and include mitigation for the direct and indirect conversion of agricultural land that would result with implementation of the proposed UWSP; the recommended use of permanent agricultural conservation easements as compensation for the loss of agricultural land; identification of project impacts on any current and future agricultural operations in the project vicinity; identification of potential contract resolutions for land in agricultural preserve and/or enrolled in a Williamson Act contract; requests for reconsideration of the designation for the area along the Garden Highway to be open space with agriculture as an allowable use; concern regarding the potential loss of agricultural land on the ability for the Natomas Basin Habitat Conservation Plan requirements to be met; and a request that the interface between the planned urban uses and existing and ongoing natural uses be assessed for any setback required by the state and the Sacramento County agricultural commissioner between the UWSP area and sensitive uses, including residences and schools.

The information and analysis included in this chapter was developed based on a review of applicable information and documents, including the proposed UWSP; the Sacramento County 2030 General Plan; information and geospatial data related to agricultural resources available from the U.S. Department of Agriculture (USDA), the Natural Resources Conservation Service (NRCS), and Sacramento County; and other relevant sources.

ENVIRONMENTAL SETTING

SACRAMENTO COUNTY AGRICULTURAL VALUE

In 2022, Sacramento County ranked 21 in gross value of agricultural production among all California Counties with a gross valuation of approximately $603 million. In 2022, wine grapes had the highest crop value ($189 million) followed by milk ($91 million), pears ($56 million), poultry ($33 million), aquaculture ($33 million), and corn silage

($24 million). In total, 128,596 acres of field crops[1] were harvested in the County in 2022 (Sacramento County Agricultural Commission 2022).

FARMLAND CLASSIFICATION

The State of California maps and classifies farmland through the California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP). Classifications are based on a combination of physical and chemical characteristics of the soil and climate that determines the degree of suitability of the land for crop production. The minimum land use mapping unit is 10 acres unless specified (California Department of Conservation 2024a). The classifications under the FMMP are as follows:

- **Prime Farmland**: Farmland with the best combination of physical and chemical features able to sustain long-term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.
- **Farmland of Statewide Importance**: Farmland similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.
- **Unique Farmland**: Farmland of lesser quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated but may include non-irrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date.
- **Farmland of Local Importance**: Land of importance to the local agricultural economy.
- **Grazing Land**: Land on which the existing vegetation is suited to the grazing of livestock.
- **Urban and Built-Up Land**: Land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. This land is used for residential, industrial, commercial, construction, institutional, public administration, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.
- **Other Land**: Land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry, or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than

[1] Field crops only include corn, hay, oats, rice, ryegrass, safflower, sudangrass, triticale, wheat, barley, dry beans, hops, etc.

forty acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.

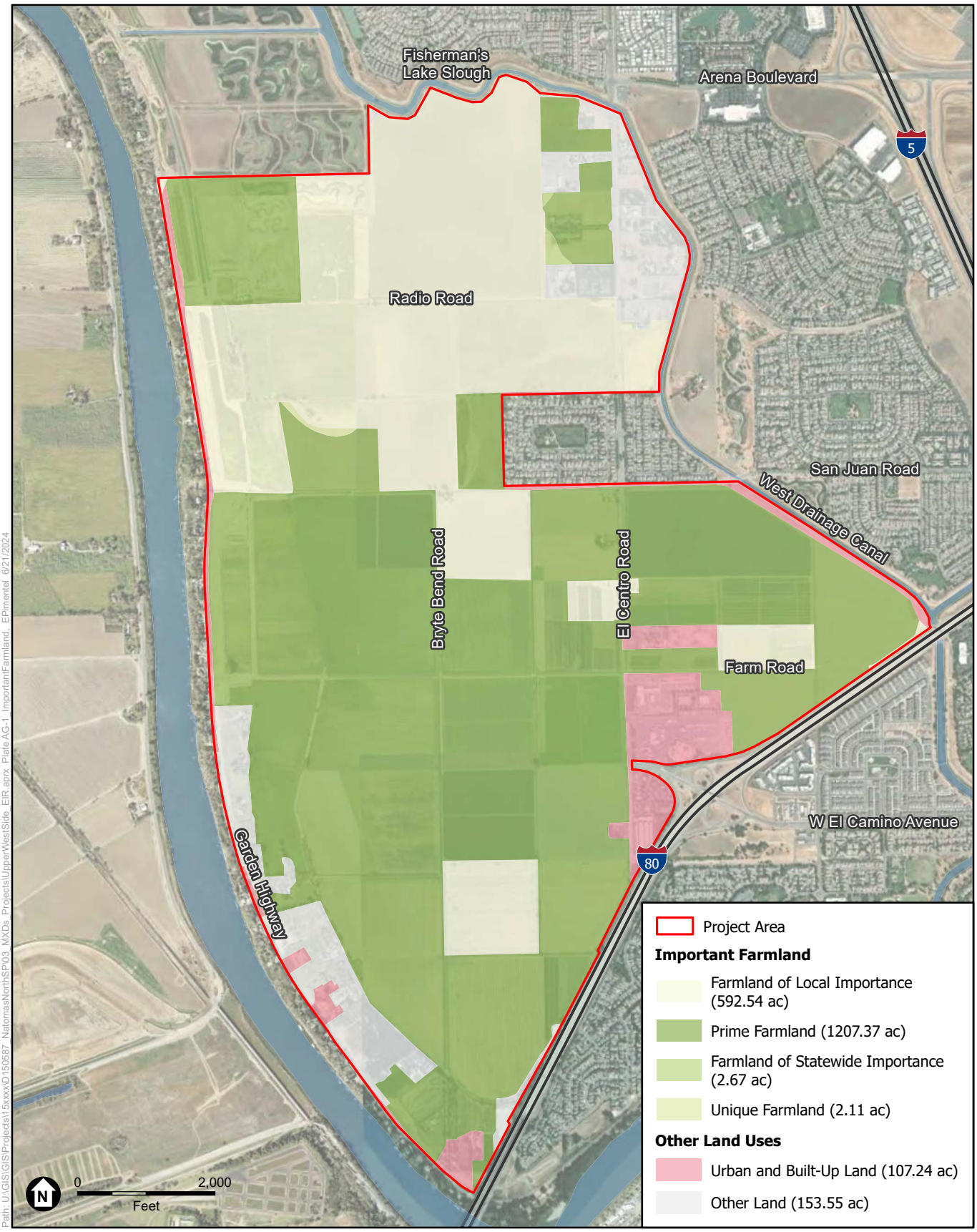
In 2010, Sacramento County had 97,477 acres of Prime Farmland, 45,263 acres of Farmland of Statewide Importance, 15,076 acres of Unique Farmland, 53,929 acres of Farmland of Local Importance, and 155,824 acres of Grazing Land. By 2020, each of those categories had decreased, excluding Unique Farmland and Farmland of Local Importance. **Table AG-1** shows the change over time in acreage of farmland from 2010 to 2020 (California Department of Conservation 2024b).

Table AG-1: Farmland in Sacramento County

Land Use Category	Acreage by Category 2010-2020						Net Change 2010-2020 (acres)	Percent Change 2010-2020
	2010	2012	2014	2016	2018	2020		
Prime Farmland	97,477	93,916	91,568	90,691	86,963	84,684	-12,793	-13.1%
Farmland of Statewide Importance	45,263	43,580	43,105	43,342	44,003	43,825	-1,438	-3.2%
Unique Farmland	15,076	15,060	15,125	15,540	15,579	15,642	566	3.8%
Farmland of Local Importance	53,929	56,981	58,852	57,910	55,049	56,275	2,346	4.4%
Important Farmland Subtotal	**211,745**	**209,537**	**208,650**	**207,483**	**201,594**	**200,426**	**-11,319**	**-5.3%**
Grazing Land	155,824	154,744	153,452	153,174	149,987	147,789	-8,035	-5.2%
Agricultural Land Subtotal	**367,569**	**364,281**	**362,102**	**360,657**	**351,581**	**348,215**	**-19,354**	**-5.3%**
Urban and Built-Up Land	178,784	180,246	181,296	182,237	183,975	185,537	6,753	3.8%
Other Land	71,585	73,401	74,558	75,069	83,619	85,437	13,852	19.4%
Water Area	18,147	18,148	18,120	18,116	16,910	16,896	-1,251	-6.9%
Total Area Inventoried	**636,085**	**636,076**	**636,076**	**636,079**	**636,085**	**636,085**	**0**	**0.0%**

SOURCE: California Department of Conservation 2024b. Historic Land Use Conversion. Available: https://www.conservation.ca.gov/dlrp/fmmp/Pages/Index.aspx. Accessed June 13, 2024.

As shown on **Plate AG-1,** the UWSP area currently contains approximately 1,805 acres of Important Farmland. This includes approximately 1,207 acres of Prime Farmland, 593 acres of Farmland of Local Importance, three acres of Farmland of Statewide Importance, and two acres of Unique Farmland (California Department of Conservation 2023a).



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SOURCE: MAXAR 2022; FMMP, 2020; ESA, 2024

Upper Westside Specific Plan EIR

Plate AG-1
Important Farmland

ESA

Other land uses defined by the FMMP within the UWSP area include approximately 107 acres of Urban and Built-Up Land and about 154 acres of Other Land. Important Farmland within the UWSP area comprises less than one percent of the total Important Farmland within Sacramento County.

Existing and Adjacent Land Uses

The UWSP area is nearly flat and consists primarily of agricultural land. Elevation within the UWSP area ranges from approximately 12 feet above mean sea level (msl) along the eastern border of the area to approximately 27 feet above msl along the western border of the area. The UWSP area predominantly consists of graded agricultural land, including row crops and dry farming. Several large agricultural residences are located along the southwestern border and northeastern corner of the UWSP area. Numerous unlined drainage canals and ditches cross the agricultural portions of the UWSP area and are generally oriented north-south and east-west along section lines and parcel boundaries to provide irrigation water and drainage.

Residential uses within the North Natomas community are located to the north of Fisherman's Lake Slough and, except for the River View Subdivision, which is located on both sides of El Centro Road to north of San Juan Road, to the east of the West Drainage Canal (Witter Canal). Similarly, residential uses within the South Natomas community are located to the south of I-80. Residential uses within the Garden Highway Special Planning Area and the Sacramento River are located to the west of Garden Highway. Commercial land uses are located adjacent to the I-80/West El Camino interchange and include a truck stop, gas stations, restaurants, hotels, self-storage, construction equipment sales, and offices.

Existing Land Use Designations and Zoning

Current Sacramento County 2030 General Plan land use designations for the UWSP area include Agricultural Cropland (1,858.3 acres), Agricultural Residential (97.0 acres), Recreation (58.8 acres), and Commercial and Offices (52.2 acres).

Current Zoning designations for the UWSP area include Agricultural 20 (148.6 acres), Agricultural 40 (1,737.1 acres), AG-Residential 1 (16.7 acres), AG-Residential 2 (108.3 acres), AG-Residential 5 (6.0 acres), General Commercial (17.8 acres), and Highway Travel Commercial (31.8 acres).

Existing Agricultural Operations

As described in the Land Use Element of the Sacramento County 2030 General Plan, agricultural cropland has at least some of the following attributes: deep to moderately deep soils, abundant to ample water supply, distinguishable geographic boundaries, absence of incompatible residential uses, absence of topographical constraints, good to excellent crop yields, and large to moderate sized farm units. The Land Use Element identifies that these attributes indicate the need for ambitious preservation policies and techniques.

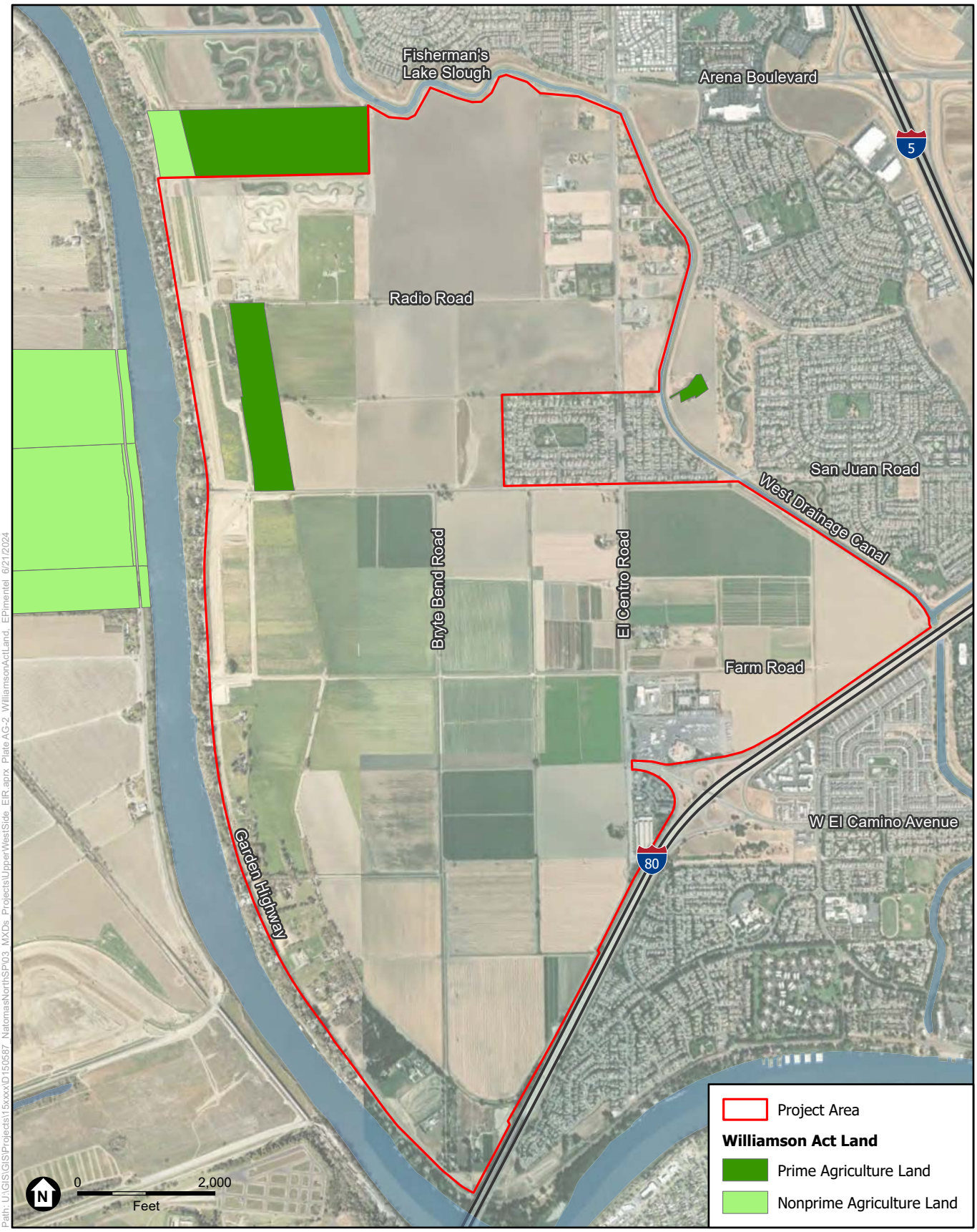
As noted above, the UWSP area predominantly consists of graded agricultural land, including row crops and dry farming. There are a total of five farms within the UWSP area covering approximately 1,200 acres, three of which farm most of the land (about 1,170 acres). The primary crops under cultivation within the UWSP area include wheat, safflower, corn, tomatoes, and strawberries, with strawberries comprising the smallest portion of these crops. Bell peppers, cabbage, melons, and blueberries are also grown in small portions of the UWSP area and in substantially less volume compared to the main crops noted above. In addition, some farmers within the UWSP area farm their own land, albeit on a smaller scale than the larger operations described above. In addition, there are small storefront booths within the UWSP area (on El Centro Road between San Juan Road and Farm Road) where vendors sell produce directly to customers.

As is the case for anywhere commercial agriculture occurs, crop values in the UWSP area can change year to year and can even modulate during a given season due to numerous factors, including market demand and conditions for a specific crop, weather factors, and labor and transportation costs. Notwithstanding these variables, tomatoes are currently most likely to produce the highest gross receipt per acre in the UWSP area, with wheat currently most likely to produce the lowest gross receipt per acre within the UWSP area.

Williamson Act Parcels

The Williamson Act, also known as the California Land Conservation Act of 1965, enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space uses. When the County enters into a contract with the landowners under the Williamson Act, the landowner agrees to limit the use of the land to agriculture and compatible uses for a period of at least ten years and the County agrees to tax the land at a rate based on the agricultural production of the land, rather than its real estate market value. The County has designated areas as agricultural preserves within which the County will enter into contracts for the preservation of the land in agriculture.

As of 2023, there are approximately 1,933 total parcels under Williamson Act contracts in Sacramento County (Sacramento County 2023). **Plate AG-2** shows parcels under Williamson Act contracts within and adjacent to the UWSP area. The UWSP area includes one parcel (APN 225-0190-024) under a Williamson Act contract (California Department of Conservation 2023b). As shown on Plate AG-2, this parcel is located in the northwestern portion of the UWSP area between Radio Road and San Juan Road. Per the Sacramento County Assessor Parcel Viewer, this parcel comprises approximately 30.42 acres (Sacramento County 2024).



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SOURCE: MAXAR 2022; FMMP, 2023; ESA, 2024

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Plate AG-2
Williamson Act Land

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NATURAL RESOURCES CONSERVATION SOIL SURVEY

The USDA provides the NRCS Soil Survey, which contains a wide range of information on the soils of an area. Soils are classified by type and how they can be used for agricultural uses.

STORIE INDEX

The Storie Index is a semi-quantitative method of rating soils used mainly for irrigated agriculture based on crop productivity data collected from major California soils in the 1920s and 1930s. The Storie Index assesses the productivity of a soil from the following characteristics: the degree of soil profile development, surface texture, slope, and other conditions. A score ranging from 1 to 100 percent is determined for each factor, and the scores are then multiplied together to generate an index rating. Since 2005, the NRCS has published Storie Index ratings generated from the University of California revised Storie Index method (O'Geen et al. 2008). Soils are classified by the revised Storie Index numerical ratings into six classes as follows:

- Grade 1: Excellent (81 to 100)
- Grade 2: Good (61 to 80)
- Grade 3: Fair (41 to 60)
- Grade 4: Poor (21 to 40)
- Grade 5: Very poor (11 to 20)
- Grade 6: Nonagricultural (10 or less)

LAND CAPABILITY

Land capability classification shows, in a general way, the suitability of soils for most kinds of field crops. The soils are grouped according to their limitations for field crops, the risk of damage if they are used for crops, and the way they respond to management. The criteria used in grouping the soils does not include major and generally expensive land forming that would change slope, depth, or other characteristics of the soils, nor do they include possible but unlikely major reclamation projects. Capability classification is not a substitute for interpretations that show suitability and limitations of groups of soils for rangeland, for woodland, or for engineering purposes.

In the capability system, soils are generally grouped at three levels: capability class, subclass, and unit. Capability classes, the broadest groups, are designated by the numbers 1 through 8. The numbers indicate progressively greater limitations and narrower choices for practical use. The classes are defined as follows:

- Class 1 soils have few limitations that restrict their use.
- Class 2 soils have moderate limitations that reduce the choice of plants or that require moderate conservation practices.
- Class 3 soils have severe limitations that reduce the choice of plants or that require special conservation practices, or both.

- Class 4 soils have very severe limitations that reduce the choice of plants or that require very careful management, or both.
- Class 5 soils are subject to little or no erosion but have other limitations, impractical to remove, that restrict their use mainly to pasture, rangeland, forestland, or wildlife habitat.
- Class 6 soils have severe limitations that make them generally unsuitable for cultivation and that restrict their use mainly to pasture, rangeland, forestland, or wildlife habitat.
- Class 7 soils have very severe limitations that make them unsuitable for cultivation and that restrict their use mainly to grazing, forestland, or wildlife habitat.
- Class 8 soils and miscellaneous areas have limitations that preclude commercial plant production and that restrict their use to recreational purposes, wildlife habitat, watershed, or esthetic purposes.

Plate AG-3 shows the types and locations of soils within the UWSP area. **Table AG-2** provides the descriptions, ratings, and acreages of the soils within the UWSP area.

Regulatory Setting

Federal

No federal plans, policies, regulations, or laws related to agricultural resources are applicable to the proposed UWSP.

State

California Department of Conservation Farmland Mapping and Monitoring Program

The California Department of Conservation's FMMP was established in 1984 to document the location, quality, and quantity of agricultural lands and conversion of those lands over time. The program provides impartial analysis of agricultural land use changes throughout California. The FMMP is tasked with mapping and monitoring important farmlands for most of the state's agricultural areas. The maps are prepared based on soil survey information and land inventory and monitoring criteria developed by the USDA NRCS. The FMMP prepares and maintains an automated map and database system to record and report changes in the use of agricultural lands every two years on even numbered calendar years. As of the publication of this Draft EIR, the most recent Sacramento County Important Farmland Map is for 2020 and was published in July 2023 (California Department of Conservation 2023).



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SOURCE: MAXAR 2022; SSURGO, 2024; ESA, 2024

Upper Westside Specific Plan EIR

Plate AG-3
Soils

ESA

Table AG-2: Agricultural Soil Evaluation

Map Unit	Soil Type	Storie Index Rating	Land Class Capability Rating	Farmland Classification	Acres in Plan Area	Percent of Plan Area
115	Clear Lake clay, hardpan substratum, drained, 0 to 1 percent slopes	Grade 5	Class 3	Prime farmland if irrigated	307.8	14.9%
119	Columbia sandy loam, clayey substratum, partially drained, 0 to 2 percent slopes	Grade 4	Class 3	Prime farmland if irrigated	40.2	1.9%
127	Cosumnes silt loam, partially drained, 0 to 2 percent slopes	Grade 4	Class 3	Prime farmland if irrigated	1,401.4	67.8%
128	Cosumnes silt loam, drained, 0 to 2 percent slopes	Grade 2	Class 3	Prime farmland if irrigated	71.1	3.4%
137	Durixeralfs, 0 to 1 percent slopes	Grade 5	Class 4	Not prime farmland	13.3	0.6%
141	Egbert clay, partially drained, 0 to 2 percent slopes	Grade 5	Class 3	Prime farmland if irrigated	7.3	0.4%
161	Jacktone clay, drained, 0 to 2 percent slopes	Grade 6	Class 3	Farmland of statewide importance	17.2	0.8%
206	Sailboat silt loam, partially drained, 0 to 2 percent slopes, MLRA 16	Grade 2	Class 3	Prime farmland if irrigated	200.0	9.7%
221	San Joaquin-Xerarents complex, leveled, 0 to 1 percent slopes	NA	Class 3	Farmland of statewide importance	7.3	0.4%
247	Water	NA	NA	NA	0.2	0.0%
SOURCE: NRCS 2024.						

California Land Conservation Act of 1965

The Williamson Act, also known as the California Land Conservation Act of 1965, enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space uses. When the County enters into a contract with the landowners under the Williamson Act, the landowner agrees to limit the use of the land to agriculture and compatible uses for a period of at least ten years and the County agrees to tax the land at a rate based on the agricultural production of the land, rather than its real estate market value. The County has designated areas as agricultural preserves within which the County will enter into contracts for the preservation of the land in agriculture.

California Public Resources Code

California Public Resources Code Section 21060.1 defines “agricultural land” as prime farmland, farmland of statewide importance, or unique farmland, as defined by the USDA land inventory and monitoring criteria, as modified for California.

California Code of Regulations

California Code of Regulations sections 6690-6692 govern the use of pesticides near school sites. This regulation restricts specific pesticide applications Monday through Friday between 6 a.m. and 6 p.m. based on type of application, distance from a school or daycare, and requires agricultural operators to notify schools, if their agricultural operation is within a quarter mile from the school boundary, of all pesticides to be used during the school year.

Cortese-Knox-Hertzberg Local Government Reorganization Act

Section 56064 of the Cortese-Knox-Hertzberg Local Government Reorganization Act defines “prime agricultural land” as an area of land, whether a single parcel or contiguous parcels, that has not been developed for a use other than an agricultural use and that meets any of the following qualifications:

a) Land that qualifies, if irrigated, for rating as class I or class II in the USDA NRCS land use capability classification, whether or not land is actually irrigated, provided that irrigation is feasible.

b) Land that qualifies for rating 80 through 100 Storie Index Rating.

c) Land that supports livestock used for the production of food and fiber and that has an annual carrying capacity equivalent to at least one animal unit per acre as defined by the USDA in the National Range and Pasture Handbook, Revision 1, December 2003.

d) Land planted with fruit or nut-bearing trees, vines, bushes, or crops that have a nonbearing period of less than five years and that will return during the commercial bearing period on an annual basis from the production of unprocessed agricultural plant production not less than four hundred dollars ($400) per acre.

e) Land that has returned from the production of unprocessed agricultural plant products an annual gross value of not less than four hundred dollars ($400) per acre for three of the previous five calendar years.

LOCAL

SACRAMENTO COUNTY 2030 GENERAL PLAN

The following policies from the Land Use, Agricultural, and Conservation elements of the Sacramento County 2030 General Plan are applicable to the proposed UWSP. Please note that select policies below have been updated to reflect proposed General Plan Text Amendments requested by the project applicant (see Appendix PD-1). Changes to the text of the policies are shown by either strikethrough where text has been deleted, or double underline where new text has been inserted.

LAND USE

LU-2 The County shall maintain an Urban Services Boundary (USB) that defines the long-range plans (beyond twenty-five years) for urbanization and extension of public infrastructure and services and defines important areas for protecting as open space and agriculture.

AGRICULTURAL

AG-1 The County shall protect prime, statewide importance, unique, and local importance farmlands located outside of the USB from urban encroachment consistent with General Plan policies authorizing amendment of the Land Use Diagram in the interest of the public health, safety, and welfare of the residents of Sacramento County (see LU-114, LU-119 – LU-128).

AG-2 The County shall not accept applications for General Plan amendments outside the USB redesignating prime, statewide importance, unique and local importance farmlands or lands with intensive agricultural investments to agricultural/residential or urban use (i.e., residential, commercial, industrial) unless the applicant demonstrates that the request is consistent with the General Plan Agriculture-Residential expansion policies (please refer to Land Use Element Policies regarding Agriculture-Residential uses).

AG-3 The County shall permit agricultural uses on buffers, provided such uses are conducted in a manner compatible with urban uses. Buffers shall be used to separate farming practices incompatible with adjacent urban uses. Any homeowners' association or similar entity within the development shall assist in determining compatible use. Buffers shall not adversely conflict with agricultural uses on adjoining property.

AG-4 Prospective buyers of property adjacent to agricultural land shall be notified through the title report that they could be subject to inconvenience or discomfort resulting from accepted farming activities as per provisions of the County's right-to-farm ordinance.

AG-5 Projects resulting in the conversion of more than fifty (50) acres of farmland shall be mitigated within Sacramento County, except as specified in the paragraph below, based on a 1:1 ratio, for the loss of the following farmland categories through the specific planning process or individual project entitlement requests to provide in-kind or similar resource value protection (such as easements for agricultural purposes):

- prime, statewide importance, unique, local importance, and grazing farmlands located outside the USB; and
- prime, statewide importance, unique, and local importance farmlands located inside the USB.

The Board of Supervisors retains the authority to ~~override~~ set aside the in-County mitigation requirement for ~~impacts to~~ Unique, Local, and Grazing farmlands, but not with respect to Prime and Statewide farmlands.

However, if that land is also required to provide mitigation for impacts to special-status species ~~pursuant to a Sacramento County endorsed or approved Habitat Conservation Plan (HCP)~~, then the Board of Supervisors may consider on a case by case basis the mitigation land ~~provided~~ required to mitigate for impacts to special-status species ~~in accordance with the HCP~~ as meeting the requirements of this section, including land outside of Sacramento County.

Note: This policy is not tied to any maps contained in the Agricultural Element. Instead, the most current Important Farmland map from the Department of Conservation should be used to calculate mitigation.

AG-6 If a property owner is required to mitigate for the loss of farmland under Policy AG-5, and the approved master plan or community plan includes land permanently set aside for an urban farm, a 1:1 farmland credit will be given to projects that incorporate urban farming within the project that permanently preserves farmland. Urban farms may qualify for credit for the proposed master plan or community plan and will be considered as part of the master plan or community plan process subject to the following criteria:

- The required minimum urban farm size to qualify for the credit shall be at least 5 acres;
- Only land that is fully available for farming shall count towards the credit. Ancillary facilities such as education buildings, farmer's markets, and parking areas shall not be included in the acreage calculation;
- Community gardens shall not count toward the credit;
- The zoning shall be a permanent agricultural zone, or similar zone, that ensures the permanency of the agricultural use;
- An appropriate source of water shall be identified and provided;

- A permanent agricultural easement shall be recorded over the site. The agricultural easement shall be dedicated to the County of Sacramento or an organization approved by the County to preserve the farmland; and
- If there is a separate farm management entity, a recorded farming management agreement shall be required between the landowner and the farm manager.

Any reversion to a non-farming use on an urban farm site that received farmland credit shall trigger farmland mitigation regardless of the size. The mitigation shall be equivalent to the mitigation required at the time of the original project approval. In addition, the mitigation shall be based on the farmland category at the time of original project approval; however, in the event the farmland category has been upgraded to a higher category as shown on the latest Important Farmland Map from the Department of Conservation, that farmland category shall be used as the basis in determining equivalent mitigation.

CONSERVATION

CO-51 Direct development away from prime or statewide importance farmlands or otherwise provide for mitigation as required by AG-5 slowing the loss of additional farmland conversion to other uses.

SACRAMENTO COUNTY LOCAL AGENCY FORMATION COMMISSION

Local agency formation commissions (LAFCos) are state-mandated quasi-judicial countywide commissions whose purview is to oversee boundary changes of cities and special districts, the formation of new agencies, including the incorporation of new cities and districts, and the consolidation or reorganization of special districts and/or cities. The proposed UWSP would be subject to the standards related to agricultural resources from Sacramento County LAFCo's Policies, Standards, and Procedures Manual (1990) as amended in April 2024. LAFCo may make exceptions to these general and specific standards if it determines that such exceptions are necessary because of unique circumstances, are required to resolve conflicts between general and specific standards, result in improved quality or lower cost of services available, or there exists no feasible or logical alternative.

CHAPTER IV, SELECTED GENERAL STANDARDS, STANDARD E. AGRICULTURAL LAND CONSERVATION

LAFCo will exercise its powers to conserve agricultural land pursuant to the following standards:

- **Standard E.1.** LAFCo will approve a change of organization or reorganization which will result in the conversion of prime agricultural land in open space use to other uses only if the Commission finds that the proposal will lead to the planned, orderly, and efficient development of an area. For purposes of this standard, a proposal leads to the planned, orderly, and efficient development of an area only if all of the following criteria are met:

a. The land subject to the change of organization or reorganization is contiguous to either lands developed with an urban use or lands which have received all discretionary approvals for urban development.

b. The proposed development of the subject lands is consistent with the Spheres of Influence Plan, including the Master Services Element of the affected agency or agencies.

c. Development of all, or a substantial portion of, the subject land is likely to occur within five years. In the case of very large developments, annexation should be phased whenever feasible. If the Commission finds phasing infeasible for the specific reasons, it may approve annexation if all or a substantial portion of the subject land is likely to develop within a reasonable period of time.

d. Insufficient vacant non-prime lands exists within the applicable Spheres of Influence that are planned, accessible, and developable for the same general type of use.

e. The proposal will have no significant adverse effect on the physical and economic integrity of other agricultural lands. In making this determination, LAFCo will consider the following factors:

   (1) The agricultural significance of the subject and adjacent areas relative to other agricultural lands in the region.

   (2) The use of the subject and adjacent areas.

   (3) Whether public facilities related to the proposal would be sized or situated so as to facilitate the conversion of adjacent to nearby agricultural land, or will be extended through or adjacent to, any other agricultural lands which lie between the project site and existing facilities.

   (4) Whether natural or man-made barriers serve to buffer adjacent or nearby agricultural lands from the effects of the proposed development.

   (5) Applicable provisions of the General Plan open space and land use elements, applicable growth management policies, or other statutory provisions designed to protect agriculture.

Impacts And Analysis

Significance Criteria

For purposes of this EIR and consistent with the criteria presented in Appendix G of the CEQA Guidelines, impacts on agricultural resources may be considered significant if implementation of the proposed UWSP would:

- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the

Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use;

- Conflict with existing zoning for agricultural use or a Williamson Act contract;
- Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g));
- Result in the loss of forest land or conversion of forest land to non-forest use;
- Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use.

California Public Resources Code Section 21060.1(a) defines "agricultural land" as prime farmland, farmland of statewide importance or unique farmland, as defined by the USDA land inventory and monitoring criteria, as modified for California. In addition, Sacramento County 2030 General Plan Policy AG-5 specifies that projects resulting in the conversion of more than 50 acres of farmland shall be mitigated within Sacramento County, except as specified by the policy, based on a 1:1 ratio, for the loss of the following farmland categories through the specific planning process or individual project entitlement requests to provide in-kind or similar resource value protection (such as easements for agricultural purposes):

- prime, statewide importance, unique, local importance, and grazing farmlands located outside the USB; and
- prime, statewide importance, unique, and local importance farmlands located inside the USB.

Accordingly, the analysis in this chapter defines "Farmland" as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance as defined by the California Department of Conservation. As shown on Plate AG-1**,** there is no Grazing Land within the UWSP area.

Issues Not Discussed in Impacts

Conflict with existing zoning for forest land or timberland or result in the loss of forest land or conversion of forest land to non-forest use – There are no forested areas or timberlands in the UWSP area; none of the parcels within the area are zoned for timberland production. Tree resources within the UWSP area are limited to scattered trees, most of which are associated with existing homes and outbuildings. For these reasons, no impact would occur, and these issues are not evaluated further in the EIR.

Methodology and Assumptions

The evaluation of potential impacts related to agricultural resources was based on a review of applicable information and documents, including the proposed UWSP; the

Sacramento County 2030 General Plan; information and geospatial data related to agricultural resources available from the USDA, the NRC, and Sacramento County; and other state regulations as presented above.

Sacramento County LAFCo Criteria

The proposed UWSP would be subject to standards related to agricultural resources contained in the Sacramento County LAFCo Policies, Standards, and Procedures Manual (1990) as amended in April 2024. As specified in Standard E.1 in Chapter IV, Selected General Standards, Standard E. Agricultural Land Conservation, LAFCo will approve a change of organization or reorganization which will result in the conversion of prime agricultural land in open space use to other uses only if LAFCo finds that the proposal will lead to the planned, orderly, and efficient development of an area. For purposes of this standard, a proposal leads to the planned, orderly, and efficient development of an area only if specified criteria are met, including a determination that the proposal will have no significant adverse effect on the physical and economic integrity of other agricultural lands. In making this determination, LAFCo considers the factors provided in Standard E.1. An evaluation of the proposed UWSP with respect to these factors is provided below.

- **Factor 1.** The agricultural significance of the subject and adjacent areas relative to other agricultural lands in the region.
    - ***Analysis:*** The value of agricultural production within the UWSP area is proportional to the production value of all agricultural land in Sacramento County. As previously noted, Important Farmland within the UWSP area (approximately 1,805 acres) comprises less than one percent of the total Important Farmland within Sacramento County (200,426 acres). Prime Farmland within the UWSP area (about 1,207 acres) comprises 1.4 percent of the total Prime Farmland within Sacramento County (84,684 acres). As discussed under Impact AG-1 below, implementation of the proposed UWSP would result in the conversion of approximately 1,372 acres of Important Farmland to nonagricultural uses, which would comprise less than one percent of the total Important Farmland within Sacramento County. Impacts related to the conversion of farmland to nonagricultural uses that would result from implementation of the UWSP are evaluated under Impact AG-1 below.

- **Factor 2.** The use of the subject and adjacent areas.
    - ***Analysis:*** As described above, most of the UWSP area is in current agricultural use. Surrounding uses within the County include residential and urban uses to the north, east, and south, as well as additional agricultural to the north and east. Surrounding uses outside the County include agricultural uses across the Sacramento River to the west in Yolo County.

- **Factor 3.** Whether public facilities related to the proposal would be sized or situated so as to facilitate the conversion of adjacent to nearby agricultural land,

or will be extended through or adjacent to, any other agricultural lands which lie between the UWSP area and existing facilities.

- ***Analysis:*** If approved, the proposed UWSP would include the extension of utilities to serve the UWSP area only. The capacity of proposed utilities would not be sized to facilitate the extension of services into unplanned growth areas. Further discussion of the growth-inducing effects of the proposed UWSP are addressed in Chapter 23, *Growth Inducement and Urban Decay*.

- **Factor 4.** Whether natural or man-made barriers serve to buffer adjacent or nearby agricultural lands from the effects of the proposed development.
  - ***Analysis:*** As part of the proposed UWSP, a 534-acre agricultural buffer is proposed to the west of the Development Area, which is intended to allow for the continuation of existing agricultural, ag-residential, and mitigation uses. To buffer proposed residential uses near the western edge of the Development Area from continued agricultural activity within the agricultural buffer, an open space buffer corridor is proposed along the western edge of the Development Area. The corridor would vary in width from 30 to 50 feet and include a hedgerow of tree plantings adjacent to planned residential uses and a farm fence adjacent to existing agricultural/ag-residential uses.

- **Factor 5.** Applicable provisions of the General Plan open space and land use elements, applicable growth management policies, or other statutory provisions designed to protect agriculture.
  - ***Analysis:*** General Plan Policy LU-2 states that the County shall maintain a USB that defines the long-range plans (beyond twenty-five years) for urbanization and extension of public infrastructure and services and defines important areas for protecting as open space and agriculture. In addition, General Plan Policy AG-1 states that the County shall protect prime, statewide importance, unique, and local importance farmlands located outside of the USB from urban encroachment while General Plan Policy AG-2 states that the County shall not accept applications for General Plan amendments outside the USB redesignating prime, statewide importance, unique and local importance farmlands, or lands with intensive agricultural investments to agricultural / residential or urban use (i.e., residential, commercial, industrial) unless the applicant demonstrates that the request is consistent with the General Plan Agriculture-Residential expansion policies. As discussed in Chapter 14, *Land Use*, of this Draft EIR, the proposed UWSP establishes a development framework for land use, community design and character, infrastructure improvements, and orderly development that is consistent with the objectives and policies in the Sacramento County 2030 General Plan that guide expansion of the Urban Policy Area (UPA) and USB. In addition, General Plan Policy AG-5 requires applicants to mitigate agricultural land conversion. The proposed project's compliance with Policy AG-5 is discussed under Impact AG-1 below.

IMPACT AG-1: CONVERSION OF FARMLAND TO NONAGRICULTURAL USES

As described in Chapter 2, *Project Description*, the proposed UWSP would guide development on 2,066 acres of unincorporated land in northwestern Sacramento County. Under existing conditions, the UWSP area predominantly consists of graded agricultural land, including row crops and dry farming. Under existing conditions, several large agricultural residences are located along the southwestern border and northeastern corner of the UWSP area. The proposed UWSP would provide a mix of residential and non-residential land uses to accommodate 9,356 housing units with a mixture of densities that supports all population segments, and over 3.1 million square feet of commercial, retail, and office uses that serve the community's needs. Key features of the proposed UWSP would include a mixed-use Town Center, 10 active parks, and an extensive system of greenbelts and multi-use trails with linkages to downtown Sacramento. Development would be limited to a 1,532-acre Development Area.

As part of the proposed UWSP, a 534-acre agricultural buffer is proposed to the west of the Development Area, which is intended to allow for the continuation of existing agricultural, ag-residential, and mitigation uses. To buffer proposed residential uses near the western edge of the Development Area from continued agricultural activity within the agricultural buffer, an open space buffer corridor is proposed along the western edge of the Development Area. The corridor would vary in width from 30 to 50 feet and include a hedgerow of tree plantings adjacent to planned residential uses and a farm fence adjacent to existing agricultural/ag-residential uses.

As also described in Chapter 2, *Project Description*, and depicted on Plate PD-21, the proposed UWSP would also include a variety of offsite improvements, including road improvements to El Centro Road, Natomas Central Drive, and Arena Boulevard; road improvements to El Centro and San Juan roads; new roadway connections to Garden Highway; a potential bike trail bridge crossing of the West Drainage Canal (Witter Canal); stormwater discharge facilities at two potential locations of the West Drainage Canal (Witter Canal); a new sewer force main from the UWSP area east to the New Natomas Pump Station; potential improvements to the I-80/El Camino Avenue interchange; and a new water supply connection to the existing City of Sacramento water distribution system along West River Drive. The proposed offsite improvements would occur within existing rights-of-way and would not convert farmland to nonagricultural uses.

As discussed in Chapter 14, *Land Use*, of this Draft EIR, the proposed UWSP establishes a development framework for land use, community design and character, infrastructure improvements, and orderly development that is consistent with the objectives and policies in the Sacramento County 2030 General Plan that guide expansion of the UPA and USB.

With regard to conversion of farmland to nonagricultural uses that would occur with implementation of the proposed UWSP, General Plan Policy AG-5 specifies that projects resulting in the conversion of more than 50 acres of farmland shall be

mitigated, except as specified by the policy, based on a 1:1 ratio for the loss of Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance. As shown on Plate AG-1, the UWSP area currently contains approximately 1,805 acres of farmland as defined by General Plan Policy AG-5. This includes about 1,207 acres of Prime Farmland, 593 acres of Farmland of Local Importance, three acres of Farmland of Statewide Importance, and two acres of Unique Farmland (California Department of Conservation 2023a).

To quantify the types and acres of farmland that would be converted to nonagricultural uses with implementation of the proposed UWSP, a georeferenced shapefile (i.e., polygon[2]) of the 1,532-acre Development Area was digitally imposed over the current (2020) Important Farmland map data from the California Department of Conservation (California Department of Conservation 2023a), enabling a calculation of the types and acres of farmland that would be converted. Based on this calculation, and as shown in **Table AG-3**, implementation of the UWSP would result in the conversion of approximately 1,372 acres of farmland subject to mitigation pursuant to General Plan Policy AG-5. This total includes conversion of approximately 940 acres of Prime Farmland, 429 acres of Farmland of Local Importance, three acres of Farmland of Statewide Importance, and less than one acre of Unique Farmland.

Table AG-3: UWSP Farmland Conversion

Farmland Classification	Acres
Prime	939.74
Local	428.95
Statewide	2.67
Unique	0.69
Total	**1,372.05**
SOURCE: California Department of Conservation. 2023a. Sacramento County Important Farmland 2020. Map published July 2023. Available: https://www.conservation.ca.gov/dlrp/fmmp/Pages/Sacramento.aspx. Accessed June 17, 2024.	

In addition, as specified in General Plan Policy AG-6, if a property owner is required to mitigate for the loss of farmland under Policy AG-5, and the approved master plan or community plan includes land permanently set aside for an urban farm, a 1:1 farmland credit will be given to projects that incorporate urban farming within the project that permanently preserves farmland. As further specified in General Plan Policy AG-6, any reversion to a non-farming use on an urban farm site that received farmland credit shall trigger farmland mitigation regardless of the size. The mitigation shall be equivalent to the mitigation required at the time of the original project approval. The proposed UWSP

[2] Polygons are used in Geographical Information Systems (GIS) to measure the area and perimeter of a particular location or feature, such as a project site or development footprint.

does not propose urban farm uses as defined in the General Plan Agricultural Element.[3] However, should specified urban farm uses be identified or proposed in an amended plan, the provisions of this policy would be applied as applicable.

Therefore, as described above, the proposed UWSP would result in the loss of approximately 1,372 acres of farmland subject to mitigation pursuant to General Plan Policy AG-5. Implementation of Mitigation Measure AG-1 would require preservation of farmland at a 1:1 ratio. Under the currently adopted General Plan Policy AG-5, the preservation of farmland at a 1:1 ratio must typically be located within Sacramento County. However, as provided in Appendix PD-1, Proposed General Plan Text Amendments, of this EIR, the UWSP proposes revisions to General Plan Policy AG-5 that would clarify when out-of-county mitigation for agricultural land impacts might be considered. These text amendments would be implemented with approval of a General Plan amendment proposed as part of the UWSP. The proposed revisions provide that the Board of Supervisors would retain the authority to set aside the in-County mitigation requirement for impacts to unique, local, and grazing farmlands, but not with respect to prime and statewide farmlands unless the mitigation land is also providing mitigation for impacts to special-status species. Under those circumstances, revised Policy AG-5 explains, the Board of Supervisors may consider, on a case-by-case basis, the mitigation land required to mitigate for impacts to special-status species as also meeting the requirements of for mitigating impacts for loss of farmland, including land outside of Sacramento County. Therefore, Mitigation Measure AG-1 below requires that the project proponent shall mitigate the loss of farmland that would result from implementation of the proposed UWSP at a 1:1 ratio consistent with General Plan Policy AG-5, as amended.

However, even with this mitigation, there would be a substantial net loss of agricultural production within Sacramento County as a result of the proposed UWSP, and this impact would be **significant and unavoidable**.

[3] The Sacramento County 2030 General Plan Agricultural Element (page 8) provides the following definition. Urban Farm: Urban farming generally involves income-earning or food producing activities such as planting, growing, harvesting, processing, and distributing field and vegetable crops in or around a village, town, or city to meet the daily demands of the consumers. Small scale breeding and raising of livestock could be allowed on a limited basis. In addition, incidental activities may include culinary and dietary education facilities, produce stands, and farmer's markets. Agricultural practices should include organic farming which focuses on maximum yields from a minimum area, while simultaneously improving the soil. The goal is long-term sustainability of both the soil and agricultural operations. For the purpose of this definition, urban farms are separate and distinct from community gardens. In addition, urban farm sites must be located within the UPA.

Mitigation Measures

AG-1 The project proponent shall mitigate the loss of farmland within the plan area, except as otherwise specified in General Plan Policy AG-5 (as amended with UWSP approval), based on a 1:1 ratio through the specific planning process or individual project entitlement requests to provide in-kind or similar resource value protection (such as easements for agricultural purposes). The impact acreage requiring offset shall be based on the most current Farmland Mapping and Monitoring Program at the time of the County's approval. Preservation land must be in-kind or of similar resource value.

Impact AG-2: Conflict with Existing Agricultural Use and Zoning

The proposed UWSP would amend the Sacramento County General Plan Land Use Diagram to change the land use designations within the UWSP area from Agricultural Cropland (1,858.3 acres), Agriculture Residential (97.0 acres), Recreation (58.8 acres), and Commercial and Offices (52.2 acres) to Low Density Residential (1,186.8 acres), Medium Density Residential (48.9 acres), High Density Residential (29.7 acres), Commercial and Office (61.2 acres), Mixed Use (114.6 acres), Public/Quasi-Public (100.4 acres), Recreation (18.7 acres), Agricultural Cropland (418.8 acres), and Agricultural Residential (87.2 acres).

The proposed changes to the land use designations and allowable uses within the UWSP area would be permitted with approval of a General Plan amendment and approval of related amendments to the County Code. Because the entitlements requested as components of the proposed UWSP would change the zoning to make it consistent with the proposal, the proposed UWSP would not conflict with zoning for agricultural use within the UWSP area. In addition, as discussed in Chapter 14, *Land Use*, of this Draft EIR, the proposed UWSP establishes a development framework for land use, community design and character, infrastructure improvements, and orderly development that is consistent with the objectives and policies in the Sacramento County 2030 General Plan that guide expansion of the UPA and USB.

As previously described, the proposed UWSP would also include a variety of offsite improvements that would occur within existing rights-of-way and would not conflict with existing agricultural use and zoning.

Though a significant portion of land in the UWSP area would be rezoned toward non-agricultural uses, such rezoning would not conflict with agricultural uses. As described above, the proposed UWSP includes a 30- to 50-foot-wide open space buffer corridor along the western perimeter of the Development Area to help alleviate future conflicts between agricultural operation and future urban uses.

With regard to land within a Williamson Act contract, Sacramento County requires land within a Williamson Act contract to be zoned for agricultural use. The UWSP area includes one parcel (APN 225-0190-024) under a Williamson Act contract. As shown on Plate AG-2, this parcel is located in the northwestern portion of the UWSP area that would continue to be designated as Agricultural Cropland with implementation of the

UWSP and would be within the proposed agricultural buffer as described above. Implementation of the proposed UWSP would not affect the zoning, contract status, or viability of the parcel under a Williamson Act contract within or in the vicinity of the UWSP area. For the reasons stated above, the proposed UWSP would not conflict with existing agricultural use and zoning, and this impact would be **less than significant**.

Mitigation Measures

None required.

Impact AG-3: Other Changes Which Could Result in Conversion of Farmland to Nonagricultural Use

The proposed UWSP would not indirectly result in the conversion of agricultural land outside of the UWSP area. As previously described under Impact AG-1, the proposed UWSP would include offsite improvements that would occur within existing rights-of-way and would not convert farmland to nonagricultural uses or conflict with existing agricultural uses. The existing land use designations for parcels adjacent to the UWSP area include, amongst others, agricultural-residential and agricultural cropland, which limit the allowed density of development. Such land uses would limit the conversion of adjacent land to nonagricultural use. While implementation of the proposed UWSP would place new residents near existing farmlands and agricultural uses, the proposed plan would include an open space buffer corridor to enable continued agricultural operations within the 534-acre agricultural buffer to the west of the Development Area. In addition, the proposed UWSP includes a request to amend the UPA and USB. The amended UPA and USB would specifically exclude the aforementioned adjacent agricultural lands. In addition, for any new development north or south of the UWSP area that would propose to convert farmland to nonagricultural use, the land would need to be rezoned and entitled under a separate process requiring substantial effort.

The proposed UWSP emphasizes policies that support the long-term preservation of agriculture and ensure that development pressures are avoided to the maximum extent feasible. For example, UWSP Policy 3-EE specifies the implementation and maintenance of the aforementioned agricultural buffer to the west of the Development Area to preserve existing agricultural uses and farming operations, to allow visual separation between the Development Area and the Garden Highway/Sacramento River, and to create a transition to habitat mitigation areas located to the northwest. UWSP 3-FF specifies that the agricultural buffer would be outside of the County's UPA and USB. UWSP Policy 3-GG specifies that uses within the agricultural buffer should be limited to those compatible with the rural character of the area, consistent with UWSP Section 3.4.4, Agricultural Buffer Uses, and the County's Zoning Code.

As previously discussed, proposed high density residential uses would be concentrated near the center of the UWSP area, and development allowed under the proposed UWSP would gradually transition to low density residential uses towards the agricultural buffer zone. This gradual dispersal of residential density would reduce pressure to urbanize areas adjacent to, as well as to the north and south of, the agricultural buffer.

Finally, development consistent with the proposed UWSP would concentrate development within the Development Area and would not extend infrastructure to areas beyond the identified growth boundary, Furthermore, infrastructure would not be sized to serve development offsite. Therefore, this impact would be **less than significant**.

Mitigation Measures

None required.

6 AIR QUALITY

INTRODUCTION

This chapter describes the existing ambient air quality environment in and around the UWSP area. It evaluates changes to air quality conditions that could result from implementation of the proposed UWSP.

Specifically, this chapter assesses the potential air quality effects caused by stationary, mobile, and area sources related to construction and operation of the proposed UWSP, as well as the potential for the proposed UWSP to generate objectionable odors, in consideration of the updated 2023 CEQA Guidelines questions. This chapter also describes the climate and meteorology in the UWSP area; existing air quality conditions in the UWSP area for criteria air pollutants and toxic air contaminants (TACs); odors; and applicable federal, state, and regional air quality standards. Mitigation is provided, where necessary and appropriate, to address any significant impacts identified. For a discussion of the proposed UWSP's potential contributions to global greenhouse gas (GHG) emissions, see Chapter 8, *Climate Change*.

The County received comments on the Notice of Preparation (NOP) related to air quality, which are addressed in this chapter to the extent they pertain to the impacts of the proposed UWSP. NOP comments relevant to this chapter include requests for the County to evaluate construction and operational air quality impacts and to include an air quality mitigation plan (AQMP) to address operational emissions, consistent with guidance from the Sacramento Metropolitan Air Quality Management District (SMAQMD). This has been addressed in the analysis below.

This chapter relies in part on the Air Quality Technical Report prepared by Raney Planning & Management Inc. (Raney 2024) in support of the project (see Appendix AQ-1), which was independently peer reviewed by Environmental Science Associates, in addition to the other technical resources that are referenced herein. The analysis included in this chapter was developed based on project-specific construction and operational features and assumptions, data provided in the *Administrative Draft Upper Westside Specific Plan* (County of Sacramento 2021), the *Air Quality and Greenhouse Gas Impact Analysis* (Raney 2024), and traffic information provided by the traffic consultant (see Chapter 18, *Transportation*). The impacts were assessed consistent with the guidance provided by the SMAQMD's *Guide to Air Quality Assessment in Sacramento County* (SMAQMD 2020a).

ENVIRONMENTAL SETTING

Air quality is affected by the rate, type, and location of pollutant emissions and the associated meteorological conditions that influence pollutant movement and dispersal. Wind speed, wind direction, barometric pressure, and air temperature combined with

geographic features such as mountains and valleys determine how air pollutant emissions affect local air quality.

Climate and Topography

The UWSP area is located within the County of Sacramento, which lies within the Sacramento Valley Air Basin (SVAB) and is within the jurisdictional boundaries of the SMAQMD. The SVAB includes topographic features that regulate the climate including the Coast Ranges to the west, the Sierra Nevada to the east, and the Cascade Range to the north. These mountain ranges channel winds through the SVAB but also inhibit the dispersion of pollutant emissions. The SVAB, including Sacramento, is characterized by a Mediterranean climate that includes mild, rainy winter weather from November through March and warm to hot, dry weather from May through September.

During the summer, the Sacramento Valley has an average high temperature of 92 degrees Fahrenheit (°F) and an average low temperature of 58°F. In the winter, the average high temperature is 58°F and the average low is 40°F. The average annual rainfall is approximately 20 inches.

Wind directions in the Sacramento Valley are influenced by the predominant wind flow pattern associated with each season. The predominant annual and summer wind pattern in the Sacramento Valley is the full sea breeze, commonly referred to as the “Delta breeze.” These cool winds originate from the Pacific Ocean and flow through the Carquinez Strait, a sea-level gap in the Coast Ranges. In the winter (December to February), northerly winds predominate. During about half the days from July through September, however, a phenomenon called the “Schultz Eddy,” a large isotropic vertical-axis eddy on the north side of the Carquinez Strait, prevents the Delta breezes from transporting pollutants north and out of the Sacramento Valley and causes the wind pattern to circle back to the south, all of which tends to keep air pollutants in the Sacramento Valley. The effect of this phenomenon exacerbates the pollutant levels in the area and increases the likelihood of violations of state and federal air quality standards during this period.

The vertical and horizontal movement of air is an important atmospheric component involved in the dispersion and subsequent dilution of air pollutants. Without atmospheric movement, air pollutants can collect and concentrate in a single area, increasing the associated health hazards. For example, inversions occur frequently in the SVAB, especially during the fall and early winter, and restrict the vertical dispersion of pollutants released near ground level.

Air Pollutants of Concern

Air pollutants of concern within the SVAB include criteria air pollutants and TACs.

Criteria Air Pollutants

Criteria air pollutants are a group of six common air pollutants for which the U.S. Environmental Protection Agency (USEPA) has set ambient air quality standards.

Criteria air pollutants include ground-level ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter (PM) in size fractions of 10 microns or less in diameter (PM_{10}) and 2.5 microns or less in diameter ($PM_{2.5}$), and lead. Most of the criteria air pollutants are primary pollutants and are directly emitted from sources. Ozone, however, is a secondary pollutant that is formed in the atmosphere by a chemical reaction between nitrogen oxides (NO_X) and reactive organic gases (ROG) in the presence of sunlight. In addition to the criteria air pollutants identified by the USEPA, California regulates four additional criteria air pollutants: visibility-reducing particulates, sulfates, hydrogen sulfide, and vinyl chloride.

Criteria air pollutants of concern in the SVAB include ozone, PM_{10}, and $PM_{2.5}$, as concentrations of these pollutants have been above state and/or national ambient air quality standards in the past three years (see Section 4.2.2). NO_2, CO, SO_2, lead, visibility-reducing particulates, sulfates, hydrogen sulfide, and vinyl chloride concentrations are well below state and national ambient air quality standards and are not air pollutants of concern in the SVAB. **Table AQ-1** lists the health effects associated with the criteria air pollutants of concern.

Table AQ-1: Health Effects of Main Criteria Pollutants

Pollutant	Adverse Effects
Ozone	• People most at risk from breathing air containing ozone include people with asthma, children, older adults, and people who are active outdoors, especially outdoor workers. In addition, people with certain genetic characteristics, and people with reduced intake of certain nutrients (such as Vitamins C and E) are at greater risk from ozone exposure. • Breathing ozone can trigger a variety of health problems including chest pain, coughing, throat irritation, and airway inflammation. It also can reduce lung function and harm lung tissue. Ozone can worsen bronchitis, emphysema, and asthma, leading to increased medical care. • Ozone affects sensitive vegetation and ecosystems, including forests, parks, wildlife refuges, and wilderness areas. In particular, ozone harms sensitive vegetation during the growing season.
Carbon Monoxide	• When inhaled at high concentrations, CO combines with hemoglobin in the blood and reduces the oxygen-carrying capacity of the blood. This results in reduced oxygen reaching the brain, heart, and other body tissues and is especially dangerous for people with cardiovascular diseases, chronic lung disease, or anemia, as well as for fetuses. • The most common effects of CO exposure are fatigue, headaches, confusion, and dizziness due to inadequate oxygen delivery to the brain. • At very high concentrations, which are possible indoors or in other enclosed environments, CO can cause dizziness, confusion, unconsciousness, and death.
Nitrogen Dioxide	• Breathing air with a high concentration of NO_2 can irritate airways in the human respiratory system. Such exposures over short periods can aggravate respiratory diseases, particularly asthma, leading to respiratory symptoms (such as coughing, wheezing, or difficulty breathing), hospital admissions, and visits to emergency rooms. Longer exposures to elevated concentrations of NO_2 may contribute to the development of asthma and potentially increase susceptibility to respiratory infections. People with asthma, as well as children and the elderly, are generally at greater risk for the health effects of NO_2.

Pollutant	Adverse Effects
	• NO_2, along with other NO_X, reacts with other chemicals in the air to form both PM and ozone. Both of these are also harmful when inhaled due to effects on the respiratory system.
Sulfur Dioxide	• Short-term exposures to SO_2 can harm the human respiratory system and make breathing difficult. Health effects are those of asthma exacerbation, including bronchoconstriction accompanied by symptoms of respiratory irritation such as wheezing, shortness of breath and chest tightness, especially during exercise or physical activity. • Exposure at elevated levels of SO_2 (above 1 ppm) results in increased incidence of pulmonary symptoms and disease, decreased pulmonary function, and increased risk of mortality (CARB 2024a).
Particulate Matter (PM_{10} and $PM_{2.5}$)	• Particulate matter (PM) contains microscopic solids or liquid droplets that are so small that they can be inhaled and cause serious health problems. Particles less than 10 micrometers in diameter pose the greatest problems, because they can get deep into your lungs, and some may even enter the bloodstream. Of these, particles less than 2.5 micrometers in diameter, also known as fine particles or $PM_{2.5}$, pose the greatest risk to health. • Exposure to such particles can affect both your lungs and your heart. Numerous scientific studies have linked particle pollution exposure to a variety of problems, including premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms, such as irritation of the airways, coughing, or difficulty breathing. • Fine particles ($PM_{2.5}$) are the main cause of reduced visibility (haze) in parts of the United States, including many national parks and wilderness areas.
Lead	• Lead can adversely affect the nervous system, kidney function, immune system, reproductive and developmental systems, and the cardiovascular system, and affects the oxygen carrying capacity of blood. • The lead effects most commonly encountered in current populations are neurological effects in children, such as behavioral problems and reduced intelligence, anemia, and liver or kidney damage. • Excessive lead exposure in adults can cause reproductive problems in men and women, high blood pressure, kidney disease, digestive problems, nerve disorders, memory and concentration problems, and muscle and joint pain.
NOTES: CO = carbon monoxide; NO_2 = nitrogen dioxide; NO_X = oxides of nitrogen; $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter; ppm = parts per million; SO_2 = sulfur dioxide SOURCES: CARB 2023a, 2023b, 2023c; USEPA 2021a, 2021b, 2021c, 2021d, 2022.	

GROUND-LEVEL OZONE

As discussed above, ground-level ozone is a secondary air pollutant produced in the atmosphere through a complex series of photochemical reactions involving the ozone precursors, which are ROG (also referred to as volatile organic compounds [VOCs]), NO_X, and sunlight. The main sources of ROG in the SVAB are the evaporation of solvents, paints, and fuels; the main sources of NO_X are combustion processes (including motor vehicle engines). Ozone is a regional air pollutant because its precursors are transported and diffused by wind concurrently with ozone production

through a photochemical reaction process. Ozone causes eye irritation, airway constriction, and shortness of breath, and can aggravate existing respiratory diseases such as asthma, bronchitis, and emphysema.

CARBON MONOXIDE

CO is an odorless, colorless gas usually formed as the result of the incomplete combustion of fuels. The single largest source of CO is motor vehicle engines; the highest emissions levels occur during low travel speeds, stop-and-go driving, cold starts, and hard acceleration. Exposure of humans to high concentrations of CO reduces the oxygen-carrying capacity of the blood and can cause headaches, nausea, dizziness, and fatigue; impaired central nervous system function; and angina (chest pain) in persons with serious heart disease. Very high concentrations of CO can be fatal.

PARTICULATE MATTER

PM is frequently classified by particle size, where PM_{10} consists of PM that is 10 microns or less in diameter and $PM_{2.5}$ consists of the subset of PM_{10} that is 2.5 microns or less in diameter (a micron is one-millionth of a meter). PM_{10} and $PM_{2.5}$ represent the fractions of PM that can be inhaled into air passages and the lungs and can cause adverse health effects. Some sources of PM (such as wood burning in fireplaces, demolition, and construction activities) are more local, while others (such as vehicular traffic) have a more regional effect. Very small particles of certain substances (e.g., sulfates and nitrates) can cause lung damage directly, or can contain adsorbed gases (e.g., chlorides or ammonium) that may be injurious to health. Particulates also can damage materials, such as statues and monuments, and reduce visibility.

Large dust particles (diameter greater than 10 microns) settle out rapidly and are easily filtered by human breathing passages. This large dust is of more concern as a soiling nuisance than as a health hazard. The remaining fine particulate matter, PM_{10} and $PM_{2.5}$, is a health concern, particularly at levels above the federal and state ambient air quality standards. $PM_{2.5}$ (including diesel exhaust particles) has greater effects on health because these particles are small enough to penetrate to the deepest parts of the lungs.

Short-term (up to 24 hours' duration) exposure to PM_{10} has been associated primarily with worsening of respiratory diseases, including asthma and chronic obstructive pulmonary disease, leading to hospitalization and emergency department visits. The effects of long-term (months or years) exposure to PM_{10} are less clear, although studies suggest a link between long-term PM_{10} exposure and respiratory mortality, and the International Agency for Research on Cancer published a review in 2015 that concluded that particulate matter in outdoor air pollution causes lung cancer (IARC 2015).

Mortality studies conducted since the 1990s have shown a statistically significant direct association between mortality (premature deaths) and daily concentrations of particulate matter in the air. Despite important gaps in scientific knowledge and continued reasons for some skepticism, a comprehensive evaluation of the research findings provides persuasive evidence that exposure to fine particulate air pollution has adverse effects on cardiopulmonary health and can lead to premature death (Pope and Dockery 2006).

VISIBILITY-REDUCING PARTICLES

Visibility-reducing particles are any particles in the atmosphere that obstruct the range of visibility by creating haze (CARB 2022). These particles vary in shape, size, and chemical composition, and come from a variety of natural and human-made sources including windblown metals, soil, dust, salt, and soot. Other haze-causing particles are formed in the air from gaseous pollutants (e.g., sulfates, nitrates, organic carbon particles), which are the major constituents of fine PM, such as $PM_{2.5}$ and PM_{10}, and are caused from the combustion of fuel. The California Air Resources Board (CARB) standard for visibility-reducing particles is based not on health effects, but rather on welfare effects, such as reduced visibility and damage to materials, plants, forests, and ecosystems. The health impacts associated with $PM_{2.5}$ and PM_{10} are discussed above under *Particulate Matter*.

NITROGEN DIOXIDE

NO_2 is a reddish-brown gas that is a byproduct of combustion processes. Automobiles and industrial operations are the main sources of NO_2. Aside from its contribution to ozone formation, NO_2 can increase the risk of acute and chronic respiratory disease and reduce visibility. NO_2 may be visible as a coloring component on high-pollution days, especially in conjunction with high ozone levels.

OTHER CRITERIA AIR POLLUTANTS

Other criteria air pollutants include SO_2 and lead, which are not air pollutants of concern in the SVAB. SO_2 is a combustion product of sulfur or sulfur-containing fuels such as coal and diesel. SO_2 is also a precursor to the formation of particulate matter, atmospheric sulfate, and atmospheric sulfuric acid formation that could precipitate downwind as acid rain. The maximum SO_2 concentrations recorded in the vicinity of the UWSP area are well below federal and state standards.

Leaded gasoline (phased out in the United States beginning in 1973), lead-based paint (on older houses and cars), smelters (metal refineries), and manufacture of lead storage batteries have been the primary sources of lead released into the atmosphere. Lead has a range of adverse neurotoxic health effects, which puts children at special risk. Some lead-containing chemicals cause cancer in animals. Lead levels in the air have decreased substantially since leaded gasoline was eliminated. Ambient lead concentrations are only monitored on an as-warranted, site-specific basis in California.

TOXIC AIR CONTAMINANTS

TACs are State of California–designated airborne substances that are capable of causing short-term (acute) and long-term (chronic or carcinogenic, i.e., cancer-causing) adverse human health effects (i.e., injury or illness). TACs include both organic and inorganic chemical substances and may be emitted from a variety of common sources including gasoline stations, automobiles, diesel engines, dry cleaners, industrial operations, and painting operations. TACs of concern for the proposed UWSP include diesel particulate matter (DPM) and asbestos. DPM would occur from construction equipment and on-road diesel construction trucks, operational on-road diesel trucks, and

operations of emergency back-up diesel generators. Asbestos fibers could be released and suspended in ambient air during demolition activities (discussed further below).

DIESEL PARTICULATE MATTER

The exhaust from diesel engines includes hundreds of different gaseous and particulate components, many of which are toxic carcinogens. Mobile sources such as trucks and buses are among the primary sources of diesel emissions, and concentrations of DPM are higher near heavily traveled highways and rail lines with diesel locomotive operations.

CARB identified DPM as a TAC in 1998, primarily based on evidence demonstrating cancer effects in humans (CARB 2023d). It is estimated that about 70 percent of total known cancer risk related to air toxics in California is attributable to DPM (CARB 2023d). More than 90 percent of DPM is less than 1 microgram in diameter and thus is largely a subset of $PM_{2.5}$; therefore, DPM also contributes to the same non-cancer health effects as $PM_{2.5}$ exposure (see Table AQ-1). DPM may also facilitate the development of new allergies.

Regulation of diesel engines and fuels has decreased DPM levels by 68 percent since 1990. Furthermore, CARB estimates that emissions of DPM in 2035 will be less than half those in 2010, even with increasing vehicle miles traveled (CARB 2023d). Nonetheless, based on 2012 estimates of statewide exposure, DPM is estimated to increase statewide cancer risk by 520 cancers per million residents exposed over a lifetime.

$PM_{2.5}$

A large body of scientific evidence indicates that both long-term and short-term exposure to $PM_{2.5}$ can cause a wide range of health effects (e.g., aggravating asthma and bronchitis), causing visits to the hospital for respiratory and cardiovascular symptoms, and contributing to heart attacks and deaths (CARB 2023e). $PM_{2.5}$ (including diesel exhaust particles) is thought to have greater effects on health because these particles are very small and therefore can penetrate to the deepest parts of the lungs.

According to CARB, both PM_{10} and $PM_{2.5}$ can be inhaled with some deposition throughout the airways. PM_{10} is more likely to deposit on the surfaces of the larger airways of the upper region of the lung while $PM_{2.5}$ is more likely to travel into and deposit on the surface of the deeper parts of the lung, which can induce tissue damage, and lung inflammation.

Short-term exposure to $PM_{2.5}$ has been associated with premature mortality, increased hospital admissions for heart or lung causes, acute and chronic bronchitis, asthma attacks, emergency room visits, respiratory symptoms, and restricted-activity days. Long-term exposure to $PM_{2.5}$ has been linked to premature death, particularly in people who have chronic heart or lung diseases, and reduced lung function growth in children. According to CARB, populations most likely to experience adverse health effects with exposure to PM_{10} and $PM_{2.5}$ include older adults with chronic heart or lung disease, children, and asthmatics. Children and infants are susceptible to harm from inhaling pollutants such as PM_{10} and $PM_{2.5}$ as compared to healthy adults because they inhale

more air per pound of body weight than do adults, spend more time outdoors, and have developing immune systems that are more susceptible to external toxins (CARB 2024b).

ASBESTOS

Asbestos is a fibrous mineral and used as a processed component of building materials. Because asbestos has been proven to cause serious adverse health effects, including asbestosis and lung cancer, it is strictly regulated based on its natural widespread occurrence and its use as a building material. When building materials containing asbestos are disturbed, asbestos fibers may be released and suspended in ambient air. Asbestos is also naturally occurring in ultramafic rock (a rock type commonly found in California), but it is unlikely to occur within the UWSP area (CARB 2005).

EXISTING CONDITIONS

The UWSP area is in unincorporated Sacramento County adjacent to the existing City of Sacramento communities of North and South Natomas. The proposed UWSP is bounded by Fisherman's Lake Slough to the north, the West Drainage Canal (Witter Canal) to the east, Interstate 80 (I-80) to the south, and Garden Highway to the west. The 2,066-acre site is outside of the County's Urban Policy Area and Urban Services Boundary in the Natomas community and Natomas Vision Area, and is predominantly agricultural land with existing commercial uses, including a truck stop, restaurants, gas stations, and hotels located west of the I-80 off-/on-ramps.

Surrounding existing land uses include the Sacramento River to the south and west; agricultural land to the west; I-80, multi-family residences, and a business park to the east; and single-family residences to the east, west, north, and south.

The Sacramento County General Plan designates the site as Agricultural Cropland, Agricultural Residential, Commercial/Office, and Recreation and the site is zoned Agricultural, Agricultural Residential, General Commercial, and Highway Travel Commercial.

EXISTING AMBIENT AIR QUALITY

Air quality is monitored by CARB at various locations to determine which air quality standards are being violated to determine attainment status of the region and to direct emission reduction efforts, such as developing attainment plans and rules, incentive programs, etc. The nearest local air quality monitoring stations to the UWSP area are the Bercut Drive (100 Bercut Drive) and Sacramento–T Street (1309 T Street) monitoring stations. The Bercut Drive monitoring station provides the nearest representative measurement of CO and is approximately 2.5 miles southeast of the UWSP area. The Sacramento–T Street station provides the nearest representative measurement of NO_2, ozone, $PM_{2.5}$, and PM_{10} and is approximately 4 miles southeast of the UWSP area.

Table AQ-2 presents a three-year summary of air pollutant concentration data collected at these monitoring stations for ozone, PM_{10}, $PM_{2.5}$, NO_2, and CO, as well as the number of days the applicable standards were exceeded during the given year. National and state regulatory standards are discussed in detail in the *Regulatory Setting* below.

Table AQ-2: Summary of Air Quality Monitoring Data (2020-2022)

Pollutant	National/ State Standard	2020	2021	2022
OZONE				
Maximum 1-hour concentration, ppm	0.09 [1]	**0.112**	0.091	**0.106**
Number of days above state 1-hour standard		**1**	0	**1**
Maximum 8-hour concentration, ppm	0.070/0.070	**0.076**	**0.080**	**0.079**
Number of days above national 8-hour standard		**3**	**1**	**3**
CARBON MONOXIDE				
Maximum 1-hour concentration, ppm	35/20	4.3	2.2	2.0
Number of days above national or state 1-hour standard		0	0	0
NITROGEN DIOXIDE				
Annual average concentration, ppm	0.053/0.030	0.008	0.007	0.008
Maximum 1-hour concentration, ppm	0.100/0.18	0.054	0.055	0.050
Number of days above national 1-hour standard		0	0	0
Number of days above state 1-hour standard		0	0	0
PARTICULATE MATTER (PM_{10})				
Annual average concentration, µg/m^3	20 [1]	**31.2**	**23.5**	**21.0**
Maximum 24-hour concentration (national/state), µg/m^3	150/50	**298.7/292.8**	132.6**/142.6**	60.2**/61.3**
Estimated number of days above national 24-hour standard [3]		**4.0**	0.0	0.0
Estimated number of days above state 24-hour standard [3]		**59.0**	**13.3**	**6.1**
PARTICULATE MATTER ($PM_{2.5}$)				
Annual average concentration, µg/m^3	12.0/12.0	**13.1/13**	9.3/9.4	8.5/8.6
Maximum 24-hour concentration, µg/m^3	35 [2]	**111.0/150.4**	**89.1**	33.1
Estimated number of days above national 24-hour standard [3]		**17.1**	**4.0**	0.0

NOTES:

$\mu g/m^3$ = micrograms per cubic meter; ppm = parts per million.

Number of days exceeded is for all days in a given year, except for particulate matter. PM_{10} and $PM_{2.5}$ are monitored every six days. 2020–2022 monitoring data for ozone, nitrogen dioxide, PM_{10}, and $PM_{2.5}$ are from the Sacramento-T Street station (CARB 2024c). 2020–2022 monitoring data for carbon monoxide are from the Sacramento-Bercut Drive station (USEPA 2024). The California Air Resources Board and U.S. Environmental Protection Agency use different methods to calculate the emissions for certain criteria air pollutants for comparisons to the state and national standards.

Bold values are in excess of applicable standard.

1 State standard, not to be exceeded.
2 National standard, not to be exceeded.
3 Particulate matter sampling schedule of one out of every six days, for a total of approximately 60 samples per year. Estimated days exceeded mathematically estimates of how many days concentrations would have been greater than the level of the standard had each day been monitored.

SOURCES: CARB 2024c; USEPA 2024

As described in Table AQ-2, ozone levels in the vicinity of the UWSP area have resulted in numerous violations of ambient air quality standards from 2020-2022. During the three-year study period, concentrations of ozone in the vicinity of the UWSP area have only exceeded the one-hour state standard twice from 2020-2022 but have exceeded the eight-hour state and national standards seven times from 2020-2022.

Monitoring data for PM_{10} in the vicinity of the UWSP area indicate that the 24-hour national standard was exceeded four times in 2020. In 2021 and 2022, the PM_{10} 24-hour national standard was not exceeded. For $PM_{2.5}$, the study area was estimated to have exceeded the 24-hour national standard approximately 17 times in 2020 and four times in 2021. In 2022 the $PM_{2.5}$ 24-hour national standard was not exceeded.

Odors

Odors are generally regarded as an annoyance rather than a health hazard. Manifestations of a person's reaction to odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache). The ability to detect odors varies considerably among the population and overall is quite subjective.

People may have different reactions to the same odor. An odor that is offensive to one person may be perfectly acceptable to another (e.g., coffee roaster). An unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. In a phenomenon known as *odor fatigue*, a person can become desensitized to almost any odor, and recognition only occurs with an alteration in the intensity. The occurrence and the severity of odor impacts depend on the nature, frequency, and intensity of the source, wind speed and direction, and the sensitivity of receptors.

Odoriferous compounds could be generated from a variety of source types including both construction and operational activities. Examples of common land use types that

typically generate significant odor impacts include wastewater treatment plants; sanitary landfills; composting/green waste facilities; recycling facilities; petroleum refineries; chemical manufacturing plants; painting/coating operations; rendering plants; and food packaging plants. The UWSP area is not located in the vicinity of any land use types that are known to generate significant odor impacts.

Sensitive Receptors

Air quality concerns do not affect individuals or groups within the population in the same way, and some groups are more sensitive to adverse health effects caused by exposure to air pollutants than others. Population subgroups sensitive to the health effects of air pollutants include the elderly and the young, those with higher rates of respiratory disease such as asthma and chronic obstructive pulmonary disease, and with other environmental or occupational health exposures (e.g., indoor air quality) that affect cardiovascular or respiratory diseases.

Land uses such as schools, children's day care centers, hospitals, and nursing and convalescent homes are the most sensitive to poor air quality because the population groups associated with these uses have increased susceptibility to respiratory distress. Parks and playgrounds are considered moderately sensitive to poor air quality because persons engaged in strenuous work or exercise also have increased sensitivity to poor air quality; however, exposure times are generally far shorter in parks and playgrounds than in residential locations and schools, which typically reduces the overall health risk associated with exposure to pollutants. Residential areas are considered more sensitive to air quality conditions than commercial and industrial areas because people generally spend longer periods of time at their residences, with associated greater exposure to ambient air quality conditions. Workers are not considered sensitive receptors because all employers are required to follow regulations set forth by the U.S. Department of Labor Occupational Safety and Health Administration (OSHA) to ensure the health and well-being of their employees.

The northeastern and southeastern boundaries of the UWSP area are characterized by residential land uses. There are also low-density residences to the west along the Sacramento River waterfront. Thus, in the project vicinity, the nearest sensitive receptors are primarily residences, as well as public schools. The following residential sensitive receptors are located within a 1,000-foot radius of the UWSP area:

- Natomas Estates Park, located within the northeast portion of the UWSP area boundary.
- River View Park neighborhood, located approximately 50 feet from the UWSP area boundary in the center of the area.
- Gateway West neighborhood, located approximately 200 feet to the east of the UWSP area.
- Willow Creek neighborhood, located approximately 300 feet to the southeast of the UWSP area.

- Garden Highway riverfront residences, located approximately 100–900 feet to the west of the UWSP area.
- Sundance Lake neighborhood, located approximately 500 feet to the north of the UWSP area.

Additionally, the following non-residential sensitive receptors are located near the UWSP area:

- Witter Ranch Elementary School, located approximately 800 feet to the east of the UWSP area.
- Sunlake Daycare LLC, located approximately 800 feet to the north of the UWSP area.
- Two Rivers Elementary School, located approximately 1,400 feet to the east of the UWSP area.
- Merryhill Preschool, located approximately 1,000 feet to the northeast of the UWSP area.

Baseline Conditions

The UWSP area is predominantly agricultural land with existing commercial uses, including a truck stop, restaurants, gas stations, and hotels located west of the I-80 off-/on-ramps at West El Camino Avenue. The existing conditions for operational emissions were estimated using the California Emissions Estimator Model (CalEEMod) v. 2020.4.0. Existing land use inputs and vehicle trip generation rate inputs for the model were consistent with the trip generation memorandum that was prepared by Fehr and Peers. Therefore, baseline conditions conservatively assume the associated existing air pollutant emissions.

Regulatory Setting

Federal

Criteria Air Pollutants

The USEPA is required by the federal Clean Air Act (CAA) to identify and establish national ambient air quality standards (NAAQS) to protect public health and the environment. The federal CAA identifies two types of NAAQS: primary and secondary. *Primary standards* provide public health protection, including protecting the health of sensitive populations such as those with pre-existing respiratory conditions, children, and the elderly. *Secondary standards* provide public welfare protection, including protection against decreased visibility and damage to animals, crops, vegetation, and buildings.

The USEPA has set NAAQS for six principal pollutants, called *criteria air pollutants*. These criteria air pollutants include ozone, NO_2, SO_2, CO, PM, and lead. As discussed previously, PM is separated into two different criteria pollutants based on particle

fraction size; these separate standards are in terms of PM_{10} and $PM_{2.5}$. **Table AQ-3** presents the current NAAQS (and state ambient air quality standards) and provides a brief discussion of the principal sources for each pollutant.

Table AQ-3: National and California Ambient Air Quality Standards and Major Sources

Pollutant	Averaging Time	State Standard	National Standard	Major Pollutant Sources
Ozone	1 hour	0.09 ppm	---	Formed when reactive organic gases and NO_X react in the presence of sunlight. Major sources include on-road motor vehicles, solvent evaporation, and commercial/ industrial mobile equipment.
	8 hour	0.070 ppm	0.070 ppm	
Carbon Monoxide	1 hour	20 ppm	35 ppm	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hour[1]	9.0 ppm	9 ppm	
Nitrogen Dioxide	1 hour	0.18 ppm	100 ppb	Motor vehicles, petroleum refining operations, industrial sources, aircraft, ships, and railroads.
	Annual Avg.	0.030 ppm	0.053 ppm	
Sulfur Dioxide	1 hour	0.25 ppm	75 ppb	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	3 hour	---	0.5 ppm [2]	
	24 hour	0.04 ppm	0.14 ppm	
	Annual Avg.	---	0.030 ppm	
Respirable Particulate Matter (PM_{10})	24 hour	50 µg/m^3	150 µg/m^3	Dust and fume-producing industrial and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	Annual Avg.	20 µg/m^3	---	
Fine Particulate Matter ($PM_{2.5}$)	24 hour	---	35 µg/m^3	Fuel combustion in motor vehicles, equipment, and industrial sources; residential and agricultural burning; also formed from photochemical reactions of other pollutants, including NO_X, sulfur oxides, and organics.
	Annual Avg.	12 µg/m^3	12.0 µg/m^3	
Lead	Monthly Avg.	1.5 µg/m^3	---	Present source: lead smelters, battery manufacturing, and recycling facilities. Past source: combustion of leaded gasoline.
	Quarterly	---	1.5 µg/m^3	
Hydrogen Sulfide	1 hour	0.03 ppm	No National Standard	Geothermal power plants, petroleum production, and refining
Sulfates	24 hour	25 µg/m^3	No National Standard	Produced by the reaction in the air of SO_2.

Pollutant	Averaging Time	State Standard	National Standard	Major Pollutant Sources
Visibility-Reducing Particles	8 hour	Extinction of 0.23/km; visibility of 10 miles or more	No National Standard	See $PM_{2.5}$.
Vinyl Chloride	24 hour	0.01 ppm	No National Standard	Polyvinyl chloride and vinyl manufacturing.

NOTES: $\mu g/m^3$ = micrograms per cubic meter; km = kilometer; NO_X = nitrogen oxides; ppb = parts per billion; ppm = parts per million.

"---" means there is no standard.

1 A more stringent 8-hour carbon monoxide state standard exists around Lake Tahoe (6 ppm).
2 Secondary national standard.

SOURCE: CARB 2016

The USEPA classifies air basins (or portions thereof) as "attainment" or "nonattainment" for each criteria air pollutant, based on whether or not the NAAQS had been achieved. The classification is determined by comparing monitoring data with the standards (please refer to Table AQ-3 above). "Unclassified" is defined by the federal CAA as any area that cannot be classified, on the basis of available information, as meeting or not meeting the national primary or secondary ambient air quality standard for the pollutant. Furthermore, an area may be designated attainment with a maintenance plan (also known as a maintenance area), which means that an area was previously classified as nonattainment for a criteria air pollutant but has since been redesignated as attainment. These areas have demonstrated through modeling that they have sufficient controls in place to meet and maintain the NAAQS.

The Sacramento region's attainment status for the criteria air pollutants is summarized in **Table AQ-4** (state designations are also provided). The Sacramento region is considered a federal nonattainment area for ozone and $PM_{2.5}$ and an attainment-maintenance area for the federal CO and PM_{10} standards. Sacramento County has been designated nonattainment for the state one-hour ozone, state eight-hour ozone, and state PM_{10} standards. The County is designated attainment or unclassified for all other state and federal standards.

The federal CAA requires each state to prepare an air quality control plan, referred to as a State Implementation Plan (SIP). The SIP is a living document that is periodically modified to reflect the latest emissions inventories, planning documents, and rules and regulations of air basins as reported by the agencies with jurisdiction over them. The USEPA has responsibility to review all state SIPs to determine whether they conform to the mandates of the federal CAA and will achieve air quality goals when implemented.

Table AQ-4: Sacramento County Attainment Status

Pollutant and Averaging Time	Designation/Classification	
	State Standards	Federal Standards
Ozone (1-hour)	**Nonattainment**	**Nonattainment[1]**
Ozone (8-hour)	**Nonattainment**	**Nonattainment/Moderate**
Carbon Monoxide (1-hour)	Attainment	Attainment/Maintenance
Carbon Monoxide (8-hour)	Attainment	Attainment/Maintenance
Nitrogen Dioxide (1-hour)	Attainment	Unclassified/Attainment
Nitrogen Dioxide (Annual)	Attainment	Unclassified/Attainment
Sulfur Dioxide (1-hour)	Attainment	Unclassified/Attainment
Sulfur Dioxide (24-hour)	Attainment	No Federal Standard
Respirable Particulate Matter (PM_{10}) (24-hour)	**Nonattainment**	Attainment
Respirable Particulate Matter (PM_{10}) (Annual)	**Nonattainment**	No Federal Standard
Fine Particulate Matter ($PM_{2.5}$) (24-hour)	Attainment	**Nonattainment[2]**
Fine Particulate Matter ($PM_{2.5}$) (Annual)	Attainment	Attainment
Lead	Attainment	Unclassified/Attainment
Visibility-Reducing Particles	Unclassified	No Federal Standard
Sulfates	Attainment	No Federal Standard
Hydrogen Sulfide	Unclassified	No Federal Standard
Vinyl Chloride	Unclassified	No Federal Standard

NOTES: The California Air Resources Board (CARB) makes area designations for 10 criteria pollutants (ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, particulate matter 10 microns or less in diameter, particulate matter 2.5 microns or less in diameter, lead, visibility-reducing particles, sulfates, and hydrogen sulfide). CARB does not designate areas according to the vinyl chloride standard.

1 The U.S. Environmental Protection Agency (USEPA) issued a Determination of Attainment on October 18, 2012 (77 *Federal Register* [FR] 64036), but the Sacramento Federal Ozone Nonattainment Area has not yet redesignated the Attainment.

2 USEPA issued a Determination of Attainment on May 10, 2017 (82 FR 21711), but the Sacramento Federal $PM_{2.5}$ Nonattainment Area has not yet redesignated the Attainment.

SOURCE: SMAQMD 2022

Hazardous Air Pollutants

Federal laws use the term “hazardous air pollutants” (HAPs) to refer to the same types of compounds that are referred to as TACs under state law. Currently, 187 substances are regulated as HAPs. The federal CAA requires the USEPA to identify the National Emission Standards for Hazardous Air Pollutants (NESHAPs) to protect public health and welfare. NESHAPs potentially applicable to the proposed UWSP include the National Emission Standard for Asbestos (Code of Federal Regulations Title 40, Part 61, Subpart M).

State

Criteria Air Pollutants

At the state level, CARB oversees California's air quality policies and regulations. California had adopted its own air quality standards (California ambient air quality standards [CAAQS]), as shown in Table AQ-3. California's ambient standards are required to be at least as protective as the NAAQS and in some cases are more stringent.

In 1988, California passed the California Clean Air Act (California Health and Safety Code Sections 39600 et seq.), which, like its federal counterpart, called for the designation of areas as attainment or nonattainment, based on state ambient air quality standards rather than the federal standards. The California Clean Air Act requires each air district in which state air quality standards are exceeded to prepare a plan that documents reasonable progress toward attainment. If an air basin (or portion thereof) exceeds the CAAQS for a particular criteria air pollutant, it is considered to be nonattainment for that criteria air pollutant until the area can demonstrate compliance. As indicated in Table AQ-4, Sacramento County is classified as nonattainment and moderate nonattainment for the 8-hour and 1-hour state ozone standards, respectively, and is nonattainment for the 24-hour and annual state PM_{10} standard.

Toxic Air Contaminants

The State Air Toxics Program was established in 1983 under Assembly Bill (AB) 1807. A total of 243 substances have been designated TACs under California law; they include the 187 (federal) HAPs adopted in accordance with state law. The Air Toxics "Hot Spots" Information and Assessment Act of 1987 (AB 2588) seeks to identify, quantify, and evaluate risk from air toxics sources; however, AB 2588 does not regulate air toxics emissions.

In 2000, CARB approved a comprehensive Diesel Risk Reduction Plan to reduce diesel emissions from both new and existing diesel-fueled vehicles and engines. Further regulations of diesel emissions by CARB include the On-Road Heavy Duty Diesel Vehicle (In-Use) Regulation, the On-Road Heavy Duty (New) Vehicle Program, the In-Use Offroad Diesel Vehicle Regulation, and the New Offroad Compression Ignition Diesel Engines and Equipment Program. All of these regulations and programs have timetables by which manufacturers must comply and existing operators must upgrade their diesel-powered equipment.

In 2004, CARB adopted a measure to limit idling of diesel-fueled commercial motor vehicles. Heavy-duty diesel vehicles with a Gross Vehicle Weight Rating of 10,000 pounds (lbs.) or heavier are prohibited from idling for more than two minutes within California's borders. Exceptions to the rule apply for certain circumstances.

CARB Air Quality and Land Use Handbook

The *Air Quality and Land Use Handbook: A Community Health Perspective* (CARB 2005) (CARB Handbook), which is advisory rather than regulatory, includes the following recommendations that may apply to the project:

- Avoid siting new sensitive land uses within 500 feet of urban roads carrying 100,000 vehicles per day.
- Avoid siting new sensitive land uses within 300 feet of a large gasoline station (gasoline dispensing facility [GDF]) (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50-foot separation is recommended for typical GDFs.
- Avoid siting new sensitive land uses within 300 feet of any dry-cleaning operation using perchloroethylene. For operations with two or more machines, provide 500 feet. For operations with three or more machines, consult the local air district. Do not site new sensitive land uses in the same building with dry-cleaning operations that use perchloroethylene.
- Obtain facility-specific information where there are questions about siting a sensitive land use close to an industrial facility, including the amount of pollutant emitted and its toxicity, distance to nearby receptors, and types of emissions controls in place.

Title 24 – California Energy Efficiency Standards

Energy consumption for new residential and nonresidential buildings is regulated by California Code of Regulations Title 24, Part 6, Building Energy Efficiency Standards (the California Energy Code), which was established in 1978 in response to a legislative mandate to reduce California's energy consumption and make for development of healthier buildings. The standards are updated periodically (typically every three years) to allow for consideration and possible incorporation of new energy-efficiency technologies and cleaner building methods. The current standards became effective on January 1, 2023, and require that all new residential construction now install Minimum Efficiency Reporting Value (MERV) 13 filters to reduce particulate impacts on indoor air quality.

SB 350 - Clean Energy and Pollution Reduction Act of 2015

Senate Bill (SB) 350, known as the Clean Energy and Pollution Reduction Act of 2015, was enacted on October 7, 2015, and provides a new set of objectives in clean energy, clean air, and pollution reduction by 2030. The objectives include the following:

- To increase from 33 percent to 50 percent, the procurement of our electricity from renewable sources.
- To double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation.

California Air Resources Board Advanced Clean Car Program

The Advanced Clean Cars emissions-control program was approved by CARB in 2012 and is closely associated with the Pavley regulations. The program requires a greater number of zero-emission vehicle models for years 2015 through 2025 to control mobile sources emissions, smog, soot, and GHG emissions. This program includes the Low-Emissions Vehicle regulations to reduce criteria pollutant and GHG emissions from light- and medium-duty vehicles; and the Zero-Emissions Vehicle regulations to require manufactures to produce an increasing number of pure zero-emissions vehicles (meaning battery and fuel cell electric vehicles) with the provision to produce plug-in hybrid electric vehicles between 2018 and 2025. The Advanced Clean Cars II Regulations require that all new passenger cars, trucks, and SUVs sold in California be zero emissions by 2035. CARB adopted the Advanced Clean Cars II regulations on August 25, 2022.

California Air Resources Board Mobile Source Strategy

The Mobile Source Strategy (2016) includes an expansion of the Advanced Clean Cars program (which further increases the stringency of emissions for all light-duty vehicles, and 4.2 million zero-emission and plug-in hybrid light-duty vehicles by 2030). It also calls for more stringent GHG requirements for light-duty vehicles beyond 2025 as well as GHG reductions from medium-duty and heavy-duty vehicles and increased deployment of zero-emission trucks primarily for classes 3–7 “last-mile” delivery trucks in California. Statewide, the Mobile Source Strategy would result in a 45 percent reduction in GHG emissions and a 50 percent reduction in the consumption of petroleum-based fuels and associated criteria pollutants. CARB’s Mobile Source Strategy includes measures to reduce total light-duty vehicle miles traveled by 15 percent compared to business as usual in 2050.

CARB is developing the 2020 Mobile Source Strategy to take an integrated planning approach to identify the level of transition to cleaner mobile-source technologies needed to achieve all of California’s targets. The 2020 Mobile Source Strategy was heard by the Board on October 28, 2021, and was forwarded to the appropriate policy and fiscal committees of the California Legislature as required by California SB 44. The programs and concepts in the 2020 Mobile Source Strategy will be incorporated in other planning efforts, including the SIP, the 2022 Climate Change Scoping Plan Update, and community emissions reduction plans developed as a part of AB 617’s Community Air Protection Program. CARB translated the concepts in the 2020 Mobile Source Strategy into federally enforceable SIP measures and commitments included in the 2022 State SIP Strategy to support attainment of federal ozone standards across the State.

California Air Resources Board Advanced Clean Trucks Regulation

The Advanced Clean Trucks regulation was approved on June 25, 2020, and has two main components: a manufacturer’s zero-emissions-vehicle sales requirement and a one-time reporting requirement for large entities and fleets. Manufacturers who certify Class 2b–8 chassis or complete vehicles with combustion engines are required to sell zero-emissions trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emissions truck/chassis sales need to be 55 percent of

Class 2b–3 truck sales, 75 percent of Class 4–8 straight truck sales, and 40 percent of truck tractor sales.

Portable Equipment Registration Program

The Portable Equipment Registration Program is a statewide program created by CARB to register portable equipment designed to move from one location to another throughout California. Equipment registered under this program may operate in multiple local air districts, including the SVAB. CARB is responsible for the Portable Equipment Registration Program and issues program registrations for eligible equipment, such as portable engines and portable equipment powered by engines rated 50 horsepower or greater, and portable equipment units that emit particulate matter greater than 2 lbs./day. The SMAQMD enforces the requirements of the program at the local level.

Local

Sacramento Metropolitan Air Quality Management District

SMAQMD is the regional agency responsible for air quality regulation within Sacramento County. The agency regulates air quality through its planning and review activities and has permit authority over most types of stationary emission sources and can require operators of stationary sources to obtain permits, can impose emission limits, set fuel or material specifications, and establish operational limits to reduce air emissions. SMAQMD regulates new or modified stationary sources of criteria air pollutants and TACs.

All areas designated as nonattainment are required to prepare plans showing how the area would meet the air quality standards by its attainment dates. The following are the most recent air quality plans applicable to the area of the proposed UWSP:

- Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan (SMAQMD 2013a)
- SMAQMD's Triennial Report and Air Quality Plan Revision (SMAQMD 2015)
- PM_{10} Implementation/Maintenance Plan and Redesignation Request for Sacramento County (SMAQMD 2010).
- $PM_{2.5}$ Maintenance Plan and Redesignation Request (SMAQMD 2013b)
- 2004 Revision to the California State Implementation Plan for CO (SMAQMD 2004)

The construction phase of the proposed UWSP would be subject to the applicable SMAQMD regulations with regard to construction and stationary equipment, particulate matter generation, architectural coatings, and paving materials. Equipment used during construction would be subject to the applicable requirements of SMAQMD Regulation 2 (Permits), Rule 201 (General Permit Requirements); and Regulation 4 (Prohibitory Rules), Rule 401 (Ringelmann Chart/Opacity), Rule 402 (Nuisance), Rule 403 (Fugitive Dust), Rule 404 (Particulate Matter), Rule 405 (Dust and Condensed Fumes), Rule 420 (Sulfur Content of Fuels), and construction practices would be subject to Rule 442

(Architectural Coatings), and Rule 453 (Cutback and Emulsified Asphalt Paving Materials). Demolition activities would be in compliance with all SMAQMD rules associated with demolition and construction.

The operational phase of the proposed UWSP would be subject to SMAQMD Rule 201, which requires any business or person to obtain an authority to construct and a permit to operate prior to installing or operating new equipment or processes that may release or control air pollutants to ensure that all SMAQMD rules and regulations are considered. Potentially applicable stationary pollutant sources that would be installed as part of the proposed UWSP include multiple new boilers, natural gas burning fire pits, diesel emergency generators, and potentially other equipment. A permit is required for all boilers, process heaters, and steam generators with a rated heat input capacity of 1 million British thermal units (Btu) per hour or greater, or boilers, process heaters, and steam generators of any size that are not fired exclusively on purchased quality natural gas, liquid petroleum gas, or any combination thereof. A permit is required if the aggregate rated heat input capacity of all boilers, process heaters, and steam generators used in the same process is 1 million Btu per hour or greater. SMAQMD Rule 414 applies to boilers rated less than 1 million Btu per hour.

Sacramento Area Council of Governments

The Sacramento Area Council of Governments (SACOG) is the Metropolitan Planning Organization (MPO) for the site of the proposed UWSP. SACOG's jurisdiction covers six counties in the Sacramento region (El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba). One of the main responsibilities of SACOG is to maintain and develop comprehensive transportation planning for the region through metropolitan transportation plans (MTPs) and federal transportation improvement programs. These transportation planning documents are intended to improve future transportation networks and options for residents. SACOG is tasked with determining conformity under the federal CAA for projects, plans, and programs. SACOG is responsible for the analysis of transportation activities to determine conformity with the federal CAA.

Metropolitan Transportation Plan/Sustainable Communities Strategy

SACOG's Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) is the long-range transportation plan for the region. The MTP/SCS designates the region using five "community types" (Center and Corridor Community, Developing Community, Established Community, Rural Residential Community, and Natural Resource Lands [Lands Not Identified for Development in the MTP/SCS Planning Period]).

The 2020 MTP/SCS does not presently fully account for all growth anticipated within the proposed UWSP area (Glover, pers. comm., 2017). However, the MTP/SCS is updated every four years to include additional amendments to county and city general plans and take into account approved projects and new specific plans, such as the proposed UWSP.

SACRAMENTO COUNTY GENERAL PLAN

The following goals and policies from the Air Quality, Circulation, Energy, and Land Use elements of the Sacramento County 2030 General Plan (County of Sacramento 2011) are applicable to the proposed UWSP.

AIR QUALITY

AQ-1 New development shall be designed to promote pedestrian/bicycle access and circulation to encourage community residents to use alternative modes of transportation to conserve air quality and minimize direct and indirect emission of air contaminants.

AQ-2 Support Regional Transit's efforts to secure adequate funding so that transit is a viable transportation alternative. Development shall pay its fair share of the cost of transit facilities required to serve the project.

AQ-3 Buffers and/or other appropriate mitigation shall be established on a project-by-project basis and incorporated during review to provide for protection of sensitive receptors from sources of air pollution or odor. The California Air Resources Board's "Air Quality and Land Use Handbook: A Community Health Perspective," and the [SMAQMD's] approved Protocol (Protocol for Evaluating the Location of Sensitive Land uses Adjacent to Major Roadways) shall be utilized when establishing these buffers.

AQ-4 Developments which meet or exceed thresholds of significance for ozone precursor pollutants, and/or Greenhouse Gases (GHG) as adopted by the Sacramento Metropolitan Air Quality Management District (SMAQMD), shall be deemed to have a significant environmental impact. An Air Quality Mitigation Plan and/or a Greenhouse Gas Reduction Plan shall be submitted to the County of Sacramento prior to project approval, subject to review and recommendation as to technical adequacy by the Sacramento Metropolitan Air Quality Management District.

AQ-4B Land uses with sensitive receptors (such as residences, schools, senior care facilities and day care centers) which are proposed within 500 feet of a freeway or other high volume roadway (defined as an urban roadway with more than 100,000 average daily trips or a rural roadway with more than 50,000 average daily trips), a railyard or an active railroad shall incorporate exposure reduction measures consistent with the guidance listed in Air Quality Element policy AQ-3.

AQ-5 Reduce emissions associated with vehicle miles travelled and evaporation by reducing the surface area dedicated to parking facilities; reduce vehicle emissions associated with "hunting" for on-street parking by implementing innovative parking solutions including shared parking, elimination of minimum parking requirements, creation of maximum parking requirements, and utilize performance pricing for publicly owned parking spaces both on- and off-street, as well as creating parking benefit districts.

AQ-6 Provide incentives for the use of transportation alternatives, including a program for the provision of financial incentives for builders that construct ownership housing within a quarter mile of existing and proposed light rail stations.

AQ-8 Promote mixed-use development and provide for increased development intensity along existing and proposed transit corridors to reduce the length and frequency of vehicle trips.

AQ-10 Encourage vehicle trip reduction and improved air quality by requiring development projects that exceed the SMAQMD's significance thresholds for operational emissions to provide on-going, cost-effective mechanisms for transportation services that help reduce the demand for existing roadway infrastructure.

AQ-11 Encourage contractors operating in the county to procure and to operate low-emission vehicles, and to seek low emission fleet status for their off-road equipment.

AQ-12 Minimize air pollutant emissions from Sacramento County facilities and operations.

AQ-13 Use California State Air Resources Board (ARB) [CARB] and SMAQMD guidelines for Sacramento County facilities and operations to comply with mandated measures to reduce emissions from fuel consumption, energy consumption, surface coating operations, and solvent usage.

AQ-14 Support SMAQMD's development of improved ambient air quality monitoring capabilities and the establishment of standards, thresholds and rules to more adequately address the air quality impacts of plans and proposals proposed by the County.

AQ-16 Prohibit the idling of on- and off-road engines when the vehicle is not moving or when the off-road equipment is not performing work for a period of time greater than five minutes in anyone-hour period.

AQ-17 Promote optimal air quality benefits through energy conservation measures in new development.

AQ-19. Require all feasible reductions in emissions for the operation of construction vehicles and equipment on major land development and roadway construction projects.

AQ-20 Promote Cool Community strategies to cool the urban heat island, reduce energy use and ozone formation, and maximize air quality benefits by encouraging four main strategies including, but not limited to: plant trees, selective use of vegetation for landscaping, install cool roofing, and install cool pavements.

AQ-21 Support SMAQMD's particulate matter control measures for residential wood burning and fugitive dust.

CIRCULATION

CI-40 Whenever possible, the applicant/developer of new and infill development projects shall be conditioned to fund, implement, operate and/or participate in TSM [Transportation Systems Management] programs to manage travel demand associated with the project.

CI-41 Consider TSM programs that increase the average occupancy of vehicles and divert automobile commute trips to transit, walking, and bicycling.

CI-43 The County shall promote transit-supportive programs in new development, including employer-based trip-reduction programs (employer incentives to use transit or non-motorized modes), "guaranteed ride home" for commute trips, and car-share or bike-share programs.

CI-67 When feasible, incorporate lighter colored (higher albedo) materials and surfaces, such as lighter-colored pavements, and encourage the creation of tree canopy to reduce the built environment's absorption of heat to reduce the urban "heat island" effect.

ENERGY

EN-5 Reduce travel distances and reliance on the automobile and facilitate increased use of public transit through appropriate land use plans and regulations.

LAND USE

LU-27 Provide safe, interesting and convenient environments for pedestrians and bicyclists, including inviting and adequately-lit streetscapes, networks of trails, paths and parks and open spaces located near residences, to encourage regular exercise and reduce vehicular emissions.

LU-37 Provide and support development of pedestrian and bicycle connections between transit stations and nearby residential, commercial, employment or civic uses by eliminating physical barriers and providing linking facilities, such as pedestrian overcrossings, trails, wide sidewalks and safe street crossings.

LU-40 Employ appropriate traffic calming measures in areas where pedestrian travel is desirable but made unsafe by a high volume or excessive speed of automobile traffic. Preference shall be given to measures that slow traffic and improve pedestrian safety while creating the least amount of conflict with emergency responders.

LU-42 Master planning efforts for new growth areas shall provide for separated sidewalks along all arterials and thoroughfares to make walking a safer and more attractive transportation option.

Sacramento County Climate Action Plan

On November 9, 2011, the County of Sacramento adopted the *Climate Action Plan – Strategy and Framework* document, which presented a framework for reducing GHG emissions and developing a second phase of the Climate Action Plan (CAP). On September 11, 2012, the Board of Supervisors adopted the *Climate Action Plan – Government Operations*, which identifies GHG emissions associated with government operations and develops sector-level measures to reduce these GHG emissions. The County is currently working to develop the Communitywide CAP to address communitywide emissions. While the County of Sacramento CAP focuses specifically on reducing GHGs, many of the plan's measures have the potential to improve air quality as well. The County is currently in the process of updating the CAP after a hearing at the Board of Supervisors held in September 2022. The County also is preparing a Subsequent EIR to analyze the potential impacts associated with the revisions to the September 2022 CAP.

Impacts and Analysis

Significance Criteria

For purposes of this EIR and consistent with the criteria presented in Appendix G of the CEQA Guidelines, impacts related to air quality may be considered significant if implementation of the proposed UWSP would:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard;
- Expose sensitive receptors to substantial pollutant concentrations; or
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

SMAQMD has developed significance thresholds to help lead agencies determine whether a project may have a significant air quality impact. Projects whose emissions are expected to exceed the recommended significance criteria will have a potentially significant adverse impact on air quality. SMAQMD is delegated by CARB to manage air quality in the SVAB and the recommended thresholds are considered reasonable and appropriate for this project.

Criteria Air Pollutants

SMAQMD has established mass emissions thresholds for ozone precursors (i.e., NO_X and ROG), PM_{10}, and $PM_{2.5}$ as the Sacramento region does not meet the state and federal ozone and state particulate matter (PM_{10} and $PM_{2.5}$) ambient air quality standards.

For purposes of this EIR, and consistent with SMAQMD guidance, impacts related to air quality may be considered significant if development allowed under the proposed UWSP would result in the following:

- Short-term (construction) emissions of NO_X above 85 lbs./day;
- Short-term (construction) emissions of PM_{10} above zero lbs./day without implementation of all best management practices (BMPs) and above 80 lbs./day or 14.6 tons per year after implementation of all BMPs;
- Short-term (construction) emissions of $PM_{2.5}$ above zero lbs./day without implementation of all BMPs and above 82 lbs./day or 15 tons per year after implementation of all BMPs;
- Long-term (operational) emissions of NO_X or ROG above 65 lbs./day;
- Long-term (operational) emissions of PM_{10} above zero lbs./day without implementation of all BMPs and above 80 lbs./day or 14.6 tons per year after implementation of all BMPs;
- Long-term (operational) emissions of $PM_{2.5}$ above zero lbs./day without implementation of all BMPs and above 82 lbs./day or 15 tons per year after implementation of all BMPs;
- 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)

Toxic Air Contaminants

The construction or operation of any project with the potential to expose sensitive receptors to substantial levels of TACs (such as DPM) would be deemed to have a potentially significant impact. In the absence of adopted SMAQMD TAC significance thresholds for land use development projects such as the UWSP, this analysis uses the following Bay Area Air Quality Management District (BAAQMD) significance thresholds to determine whether the project would result in a significant health risk impact (BAAQMD 2022):

- An increase in cancer risk greater than 10.0 in one million;
- An increase in Hazard Index[1] greater than 1.0; or
- An increase in $PM_{2.5}$ annual average concentration greater than 0.3 micrograms per cubic meter ($\mu g/m^3$).

[1] Non-cancer adverse health risk, both for acute (short-term) and chronic (long-term) risk, is measured against a hazard index, which is defined as the ratio of the predicted incremental exposure concentration from a proposed project to a published reference exposure level that could cause adverse health effects as established by Office of Environmental Health Hazard Assessment. The ratio (referred to as the Hazard Quotient) of each non-carcinogenic substance that affects a certain organ system is added to produce an overall hazard index for that organ system.

In addition, based on the programmatic nature of the proposed UWSP, impacts associated with TACs are analyzed based on buffer zones between sensitive receptors and existing and proposed land uses that emit TACs in accordance with the recommendations provided in CARB's *Air Quality and Land Use Handbook: A Community Health Perspective*. For locating sensitive receptors (residences, schools, day care centers, and medical facilities) along a major roadway, SMAQMD has established a screening protocol whereby new residential uses located more than 500 feet from the nearest high-traffic-volume roadway (defined as a freeway or urban roadway with greater than 100,000 vehicles per day) would meet the CARB guidance distance and no further roadway-related air quality evaluations are recommended (SMAQMD 2011).

Odors

Odor impacts are addressed in a qualitative manner based on screening distances and odor complaints, as recommended in SMAQMD guidance. This includes a discussion of whether a project would result in excessive nuisance odors, or whether proposed sensitive land uses would be exposed to substantial odors.

Issues Not Discussed

Expose sensitive receptors to substantial concentrations of CO emissions – Due to the designation of the SVAB as an attainment/maintenance area with respect to the CO standards, SMAQMD no longer requires modeling of project CO emissions for comparison with the ambient air quality standard. According to SMAQMD guidance, in general, land use development projects do not typically have the potential to result in localized concentrations of criteria air pollutants including CO that expose sensitive receptors to substantial pollutant concentrations. This is because these emissions are predominantly generated in the form of mobile-source exhaust from vehicle trips associated with the land use development project that occur throughout a paved network of roads. Associated exhaust emissions therefore are not generated in a single location where high concentrations could be formed (SMAQMD 2009). For these reasons, CO impacts that could occur under development allowed under the proposed UWSP would be considered less than significant, and this issue is not evaluated further in this EIR.

Methodology and Assumptions

The following analysis is based on guidance from the SMAQMD provided in the *Guide to Air Quality Assessment in Sacramento County* (SMAQMD 2020a). The air district's guidelines identify different approaches to analyzing plans versus projects. Methodology for emissions calculations and determination of impacts were qualified by Raney in its technical report and inform the analysis for this EIR chapter (see Appendix AQ-1).

Project-related air quality impacts fall into two categories: short-term impacts due to construction and long-term impacts due to project operation. The proposed UWSP would be constructed in phases over the course of approximately 20 years. Construction under the UWSP would begin with Phase 1, which is anticipated to be

constructed over approximately seven years. Subsequent phasing for the remaining project areas would occur in response to market demand; therefore, the timing of the subsequent phases is unknown. Nevertheless, to disclose the total project construction emissions, emissions associated with Phase 1 and the subsequent phases were estimated.

Construction activities associated with development allowed under the proposed UWSP would generate criteria air pollutants primarily from the combustion of fuel in construction equipment and vehicle trips associated with worker commutes, material delivery, and material hauling. In addition, construction activities would increase local particulate concentrations due to fugitive dust generated from ground disturbance activities and vehicle travel on unpaved surfaces. Once the UWSP area is fully developed, operational emissions would occur. These would result primarily from motor vehicle trips generated by the land uses developed under the proposed UWSP. Operational emissions would also be generated from natural gas combustion and area sources such as landscaping and consumer product use. The single-family residential uses portion of the proposed UWSP would not include natural gas infrastructure but this analysis assumes natural gas infrastructure may be included for the high-density residential uses. In addition, the commercial uses and the high school and community college components are proposed to be served with natural gas.

Construction Impacts

The emissions generated from construction activities include the following:

- Exhaust emissions from fuel combustion for mobile heavy-duty diesel and gasoline-powered equipment (including construction equipment and employee vehicles).
- Particulate matter from soil disturbance and site preparation and grading activity (also known as fugitive dust).
- Evaporative emissions of ROG from paving activity and the application of architectural coatings.

Construction emissions were estimated using the California Emissions Estimator Model (CalEEMod) version 2020.4.0. Project-specific inputs to the model included types and sizes of land uses proposed for construction, site area, demolition area, infill and off haul volumes, and starting year and duration of construction. CalEEMod defaults were used for duration of the various construction phases, types, number and activity level of equipment used under each phase as well as worker and truck trips associated with each phase.

Accordingly, the Phase 1 construction modeling assumed the following:

- Construction would occur over an approximately seven-year period.
- Approximately 122,570 cubic yards of material would be exported during site preparation.

- The timing of each phase of construction was adjusted based on applicant-provided information.
- The amount of construction equipment was doubled to account for the size of the construction area and the construction timing.

As noted above, construction of Phase I of the proposed UWSP would represent the most emissions-intensive phase, and construction of the remainder of the proposed UWSP would occur in response to market demand. Thus, the construction timing of subsequent phases is unknown. Nonetheless, to disclose total construction emissions from the proposed UWSP, modeling was conducted to represent build-out of the remainder of the proposed UWSP. The modeling assumed construction of all remaining land uses, excluding those built during Phase I. The construction modeling of the remainder of the project assumed the following:

- Construction would commence in August 2030 and would occur over an approximately 14-year period.
- The timing of each phase of construction was based on the applicant-provided timing for Phase I, and proportionally scaled to occur over the 14-year construction period.
- The amount of construction equipment was doubled to account for the size of the construction area and the construction timing.

Table AQ-5 provides the specific timeline assumptions used to model UWSP construction emissions. As shown in the table, the timeline modeling assumptions for Phase 1 and the subsequent phases do not overlap, and combined duration of UWSP construction activities was modeled over an approximately 21.5-year period. This modeled period amounts to a slightly longer period than the 20-year build-out period described for the UWSP in the *Phasing* discussion in Chapter 2, *Project Description*.

Table AQ-5: Construction Emissions Modeling Timeline Assumptions

Construction Phase	Start Date	End Date	Duration
Phase 1	June 1, 2023	July 31, 2030	7.2 years
Subsequent Phases	August 1, 2030	November 30, 2044	14.3 years
All Construction Phases	June 1, 2023	November 30, 2044	21.5 years
SOURCE: Raney 2024.			

As indicated in Table AQ-5, the modeled start date for Phase 1 has already occurred. The actual start date for Phase 1 would occur at some future date, and all subsequent dates would extend out relative to the phase duration; however, given that modeled emissions tend to decrease year over year due to increased equipment and vehicle efficiencies, the outdated modeled emissions represent a conservative analysis.

Other project-specific assumptions and default CalEEMod settings used to estimate emissions can be found in the CalEEMod outputs included in the Raney technical report (see Appendix A of Appendix AQ-1). Estimated construction-related emissions of criteria air pollutants are then compared to SMAQMD's applicable regional significance thresholds to determine impacts.

Operational Impacts

Operation of development allowed under the proposed UWSP would increase emissions of ozone precursors (ROG and NO_X), PM_{10}, and $PM_{2.5}$, from vehicle trips and area sources (e.g., landscape maintenance and consumer products such as cleaning products). Operational emissions for the UWSP were estimated for a single year associated with existing conditions in 2045 and with full build-out of the proposed UWSP in 2045, using CalEEMod version 2020.4.0. The difference in emissions between these two scenarios represents the incremental increase in criteria pollutant emissions associated with the proposed UWSP. To model existing conditions associated with area, energy, mobile, waste, and water sources, existing land use characteristics and vehicle trip generation rates from the Trip Generation Memorandum prepared by Fehr and Peers were utilized. To model the proposed UWSP, the proposed land uses and associated vehicle trip generation rates from the Trip Generation Memorandum prepared by Fehr and Peers were utilized (Fehr and Peers 2022). Compliance with the 2022 California Green Building Standards Code (CALGreen) and the adopted Model Water Efficiency Landscape Ordinance was assumed in the modeling. Estimated operational emissions are compared to the appropriate SMAQMD significance thresholds for operation. Also, in recognition of the California Supreme Court's Friant Ranch decision, SMAQMD's Strategic Area Project Health Screening Tool (SMAQMD 2020b) was used to quantify health effects that would result from the emissions of criteria pollutants that would be generated during operation of the project.

Health Risk Assessments

Although there are no sensitive receptors currently within the proposed UWSP Phase I area, there would be new, on-site receptors including residences and/or schools present as the build-out of each phase occurs. Construction and operation health risk assessments (HRAs) were prepared for the project. An HRA is a quantitative analysis of a project's TAC emissions and the resulting health risks associated with exposure of nearby sensitive receptors to these TAC emissions. The HRAs follow the latest Air Toxics Hot Spots Program Guidance protocol from the Office of Environmental Health Hazard Assessment (OEHHA) (2015). The HRAs calculate health risks resulting from the project consistent with SMAQMD guidelines, using technical information from the SMAQMD, California Air Pollution Control Officers Association, CARB, OEHHA, BAAQMD, and USEPA. Consistent with guidelines and recommendations from these agencies, the HRAs evaluate the estimated increase in lifetime cancer and hazard index risks from exposure to emissions of TACs, such as DPM that would be emitted by project-related sources, including off-road construction equipment and on-road haul trucks. Based on guidance from BAAQMD, the HRAs also evaluate the increase in $PM_{2.5}$ annual average concentrations from project sources.

SMAQMD recommends that lead agencies make an effort to obtain detailed project-specific information to accurately disclose all potential TAC-related impacts of a project. However, the SMAQMD understands that the information needed to prepare a project-level HRA may not be available at the time of analysis (SMAQMD 2020a).

CONSTRUCTION

A worst-case scenario was modeled using construction emissions associated with the construction of Phase 1, and off-site sensitive receptors were assumed to be along the perimeter of the Phase 1 construction area. An additional receptor was placed in the center of the Phase 1 construction area to represent new, on-site sensitive receptors that would be exposed to emissions associated with subsequent phases of the proposed UWSP in combination with the Phase 1 construction. The combination of the two receptor locations represents the maximum possible exposure to any one receptor, between existing off-site and new on-site, through the course of the 20-year development associated with the proposed UWSP. Although these are hypothetical receptor locations, they represent sensitive receptor locations where exposure to the most emissions-intensive phase of construction could occur. The total $PM_{2.5}$ exhaust emissions from the construction of Phase 1 were estimated to analyze the potential health risks from DPM to nearby receptors. DPM concentrations were estimated using AERMOD. Associated cancer risk and non-cancer hazard index were calculated following the 2015 OEHHA *Guidance Manual for Preparation of Health Risk Assessments* using CARB's Hotspot Analysis Reporting Program Version 2 (HARP 2) Risk Assessment Standalone Tool (RAST).

Only the off-site sensitive receptor locations with the highest pollutant concentrations along the perimeter of the Phase 1 construction area were used when calculating the cancer risks, hazard indices, and $PM_{2.5}$ concentrations. The sensitive receptor along the perimeter of the Phase 1 construction area that would experience the highest estimated pollutant concentrations is the off-site maximally exposed individual receptor (MEIR) and would experience the highest potential health risks among the sensitive receptors along the perimeter of the Phase 1 construction area. Health risks to all other off-site receptors along the perimeter of the site would be lower than the health risks to the MEIR, because all other receptors would be exposed to lower concentrations of construction-related pollutants as compared to the off-site MEIRs.

Additionally, considering that both schools and residences would exist near the construction area, the HRA conservatively assumes that sensitive nearby receptors would be continuously exposed to pollutants from construction at the maximum estimated concentrations. This assumption would represent a scenario whereby a resident living nearby also attends one of the nearby schools and is therefore exposed to pollutants both at home and at school. In reality, exposure to pollutants at nearby schools would be much less than the exposure of pollutants at the MEIR locations due to the decreased amount of time people tend to spend at schools compared to time spent at home. Due to the difference in pollutant concentrations at the MEIR locations and nearby schools, a single receptor would not be anticipated to be continuously exposed to the maximum level of pollutant concentrations both at home and at school. Nevertheless, by using the maximum estimated concentrations and assuming

continuous exposure to pollutants, the estimated health risks presented below are considered a worst-case estimate of potential health risks, and actual health risks to sensitive receptors in the UWSP area would be lower than the levels presented below.

OPERATION

An operational HRA was also prepared for the project. It evaluates the health risks that would be associated with project-related operational sources (mobile sources of TAC emissions). Health risks associated with the operation of land uses allowed under the proposed UWSP were assessed by estimated TAC emissions from I-80.

Based on the SMAQMD's Mobile Sources Air Toxics Protocol Tool, the estimated cancer risk per million persons and annual average $PM_{2.5}$ concentrations from I-80 were estimated at the nearest sensitive receptor locations (SMAQMD 2023). The annual average $PM_{2.5}$ concentration was used as input in the HARP 2 RAST software, over an assumed 30-year exposure period, to estimate the chronic hazard index at the sensitive receptors near I-80.

SMAQMD's Mobile Sources Air Toxics Protocol Tool uses car and truck emission factors from the CARB's EMission FACtor database, known as EMFAC, for vehicles within Sacramento County and assumes future emission reductions due to technological advancements.

Although the SMAQMD has not adopted a specific TAC or health risk threshold from land use projects, due to the proposed proximity of sensitive receptors to I-80, the proposed UWSP would be required to comply with the SMAQMD's *Landscaping Guidance for Improving Air Quality Near Roadways* as a condition of project approval (SMAQMD 2020c).

IMPACT AQ-1: CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF AN APPLICABLE AIR QUALITY PLAN

Development allowed under the proposed UWSP would be required to be consistent with Sacramento County policies, including Policies AQ-3, AQ-4, AQ-10, AQ-13, AQ-14, and AQ-21, because all recommended SMAQMD mitigation measures would be implemented during construction and operation, including the preparation and implementation of an AQMP as discussed below. Therefore, this analysis focuses on the potential for the project to conflict with or obstruct implementation of an applicable SMAQMD air quality plan.

The *Sacramento Regional 2008 8-Hour Ozone Attainment and Reasonable Further Progress Plan* (SMAQMD 2017a) addresses attainment of the federal 8-hour ozone standard, while the *Triennial Report and Air Quality Plan Revision* (SMAQMD 2015) and the *2016 Annual Progress Report* (SMAQMD 2017b) address attainment of the California 1-hour and 8-hour ozone standards. These are the latest plans issued by the SMAQMD, and they incorporate land use assumptions and travel demand modeling from SACOG. The project's estimated emissions associated with construction and

operations are presented and discussed in further detail below, because this is how the impact relative to the air quality plan is evaluated.

Construction

According to the SMAQMD, land use development projects that exceed emissions of 85 lbs./day of NO_X or 65 lbs./day of ROG during construction would have the potential to obstruct the success of the regional ozone attainment plans and would therefore be considered significant and require mitigation. It is noted that the project would be required to comply with all SMAQMD rules and regulations for construction, which would be noted on County-approved construction plans, with compliance ensured as a condition of approval for the proposed UWSP. The applicable rules and regulations would include, but would not be limited to, the following:

- Rule 403 related to Fugitive Dust.
- Rule 404 related to Particulate Matter.
- Rule 407 related to Open Burning.
- Rule 442 related to Architectural Coatings.
- Rule 453 related to Cutback and Emulsified Asphalt Paving Materials.
- Rule 460 related to Adhesives and Sealants.

To apply the PM_{10} and $PM_{2.5}$ thresholds presented under *Significance Criteria* above*,* projects must implement all feasible SMAQMD Best Available Control Technologies (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, which are considered by the SMAQMD to be the applicable construction BMPs. The following Basic Construction Emissions Control Practices are considered feasible and would be applicable to development allowed under the proposed UWSP for dust control:

- 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.
- 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 five 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.[2]
- 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).[3]
- 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.

The control of fugitive dust during construction is required by SMAQMD Rule 403 and enforced by SMAQMD staff. Emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$ from construction are discussed below under the heading *Impact: Construction Emissions of Criteria Air Pollutants and Precursors*. As shown in Tables AQ-6 and AQ-8 below, project construction NO_X emissions would exceed the applicable significance threshold. Therefore, the construction impact would be **potentially significant**. Mitigation Measure AQ-1a, as detailed below, includes requirements to be implemented during construction activities, including idling restrictions, engine maintenance requirements, use of low-emissions engines (i.e., Tier 4 Final), and a requirement that all portable equipment over 50 horsepower have either a valid SMAQMD permit or a valid statewide Portable Equipment Registration Program placard and sticker issued by CARB. As shown in Table AQ-7 below, mitigated NO_X emissions would not be expected to exceed the applicable significance thresholds. Therefore, the proposed UWSP's construction impact would be mitigated to **less than significant**.

Operation

As discussed above, due to the nonattainment designations of the area, the SMAQMD has developed plans to attain the state and federal standards for ozone and particulate matter. The current applicable air quality plan for the UWSP area is the *Sacramento Regional 2008 NAAQS 8-Hour Ozone Attainment and Reasonable Further Progress Plan* (Ozone Attainment Plan), updated July 24, 2017. The Ozone Attainment Plan demonstrates how existing and new control strategies would provide the necessary future emission reductions to meet the CAA requirements, including the NAAQS. Adopted SMAQMD rules and regulations, as well as the thresholds of significance, have been developed with the intent to ensure continued attainment of the CAAQS and NAAQS, or to work toward attainment of the CAAQS and NAAQS for which the area is currently designated nonattainment, consistent with the applicable air quality plan. Thus, if a project's operational emissions exceed the SMAQMD's mass emission thresholds, a

[2] This BMP for dust control specifically applies to diesel-powered equipment. Non-diesel vehicles are not required to limit idling time.

[3] This BMP for dust control specifically applies to diesel-powered equipment.

project would be considered to conflict with or obstruct implementation of the SMAQMD's air quality planning efforts.

For operations, land use development projects that exceed emissions of 65 lbs./day of ROG or NO_X during operational activities would have the potential to obstruct the success of the regional ozone attainment plans and would therefore be considered significant and require mitigation.

The estimated net new operational emissions associated with proposed UWSP are discussed below under the heading *Impact: Long-Term Operational Emissions of Criteria Air Pollutants and Precursors*. It should be noted that development allowed under the proposed UWSP would not involve installation or operation of any pieces of equipment that would require implementation of SMAQMD's BACTs; therefore, individual projects would only be subject to SMAQMD's mass emissions thresholds for PM_{10} and $PM_{2.5}$.[4] Overall, net new unmitigated operational emissions associated with the proposed UWSP would exceed the applicable thresholds of significance for all criteria pollutants (see Table AQ-9, below). Therefore, operation of the proposed UWSP would be considered to conflict with or obstruct implementation of the SMAQMD's air quality planning efforts, and this impact would be **potentially significant**.

When operational emissions exceed significance thresholds, the Sacramento County General Plan requires the development of an AQMP to minimize impacts, with guidance and suggested measures included in the *Recommended Guidance for Land Use Emission Reductions Version 4.0 (for Operational Emissions)* (SMAQMD 2021a). As discussed previously in the *Regulatory Setting* above, the Sacramento County General Plan includes Policy AQ-4, which requires preparation of an AQMP to address potentially significant impacts that would be associated with the proposed UWSP. This can be found in the appendix of the Raney technical report, which applied this standard. The AQMP has been reviewed and deemed technically adequate by the SMAQMD (SMAQMD 2024) and has been approved by the County.

Mitigation Measure AQ-1b, as detailed below, would require that the project applicant comply with the provisions of the AQMP, and provides a list of all feasible measures that the proposed UWSP can implement to reduce operational emissions. However, as shown in Table AQ-10, below, emission levels would still exceed the applicable thresholds of significance for all analyzed pollutants even with the implementation of the AQMP; therefore, the impact would remain **significant and unavoidable**.

[4] Although not anticipated, should the proposed UWSP include land uses or pieces of equipment that would require implementation of SMAQMD's BACTs (e.g., boiler, crematory, automotive spray painting, dry cleaning, pharmaceutical manufacturing), each stationary source would require an operational permit issued by SMAQMD. As part of the permitting process, compliance with the identified BACTs would be required. Thus, the thresholds of significance for PM emissions remain applicable.

Mitigation Measures

AQ-1a Prior to the initiation of ground disturbance, the project applicant shall ensure that all heavy-duty off-road diesel-powered equipment to be used in the construction of the project (including owned, leased, and subcontractor equipment) shall be CARB Tier 4 Final or cleaner. Portable equipment over 50 horsepower must have either a valid District Permit to Operate or a valid statewide Portable Equipment Registration Program placard and sticker issued by CARB for equipment tracking purposes. These requirements shall also be included on improvement plans and submitted for review and approval by Sacramento County.

AQ-1b Prior to the approval of project improvement plans, the project applicant shall comply with the provisions of the SMAQMD AQMP prepared for the proposed UWSP and incorporate all requirements into the UWSP's conditions of approval. The measures included in the AQMP are summarized as follows:

- Natural gas use shall be prohibited in all residential land uses; and
- The project shall implement a Transportation Management Association (TMA), such as Jibe North Natomas (for more information, visit https://jibe.org/). The TMA must comply with the following criteria, and is subject to approval by Sacramento County and SMAQMD:
  - The TMA must be legally constituted as a non-profit organization, a Property/Business Improvement District, or a government entity with a non-revocable funding mechanism, such as a community finance district, dedicated to TMA operations and services.
  - The TMA must provide a minimum level of transportation demand management services to employees and residents within the area covered by the AQMP sufficient to achieve the emission reductions claimed by the measure. Services must be enumerated and funded to the satisfaction of the lead agency and SMAQMD.

In addition to the measures identified in the AQMP, the following measures shall also be implemented:

- **Super-Compliant VOC Architectural Coatings during Operation.** Project sponsors shall include in all building rules and/or building operation plans (as applicable, depending on the parcel) a requirement that all future interior and exterior spaces be repainted only with "super-compliant" VOC (i.e., ROG) architectural coatings beyond SMAQMD requirements (i.e., Rule 442: Architectural Coatings). "Super-compliant" coatings refer to paints that meet the more stringent regulatory limits in South Coast Air Quality Management District Rule 1113, which requires a standard of 10 grams VOC per liter or less (http://www.aqmd.gov/home/regulations/compliance/architectural-coatings/super-compliant-coatings). Project sponsors shall be required to submit documentation to the County demonstrating compliance with this

measure. With regard to third-party occupant owners and tenants, compliance with this measure shall be enforced through homeowner association rules and bylaws and tenant agreements that identify this project requirement.

- **Best Available Emissions Controls for Stationary Emergency Generators.** To reduce emissions of ROG, NO_X, and TACs associated with operation of future projects, project applicants shall implement the following measures. These features shall be submitted to the County for review and approval, and shall be included on the project drawings submitted for the construction-related permit(s) or on other documentation submitted to the County prior to the issuance of any building permits:
  - Permanent stationary emergency generators installed on-site shall have engines that meet or exceed CARB Tier 4 Off-Road Compression Ignition Engine Standards (California Code of Regulations Title 13, Section 2423). If CARB adopts future emissions standards that exceed the Tier 4 requirement, the emissions standards resulting in the lowest ROG and DPM emissions shall apply.
  - As non-diesel-fueled emergency generator technology becomes readily available and cost effective in the future, and subject to the review and approval of the County fire department for safety purposes, non-diesel-fueled generators shall be installed in new buildings, provided that alternative fuels used in generators, such as biodiesel, renewable diesel, natural gas, or other biofuels or other non-diesel emergency power systems, are demonstrated to reduce ROG, NO_X, and DPM emissions compared to diesel fuel.
  - For each new diesel backup generator permit submitted to the air district, project applicants shall submit the anticipated location and engine specifications to the planning department for review and approval prior to issuance of a permit for the generator. Once operational, all diesel backup generators shall be maintained in good working order for the life of the equipment, and any future replacement of the diesel backup generators must be consistent with these emissions specifications. The operator of the facility at which the generator is located shall maintain records of the testing schedule for each diesel backup generator for the life of that diesel backup generator and shall provide this information for review to the planning department within three months of requesting such information.
- **Promote Use of Green Consumer Products.** To reduce ROG emissions associated with future projects, project sponsors shall provide education for residential and commercial tenants concerning green consumer products. Prior to receipt of any certificate of occupancy, project sponsors shall develop electronic correspondence to be distributed by email annually and upon any new lease signing to residential and/or commercial tenants of each building on the project site that encourages the purchase of

consumer products that generate lower than typical VOC emissions. The correspondence shall encourage environmentally preferable purchasing.

- **Operational Truck Emissions Reduction.** Project sponsors shall incorporate the following measures into the project design and construction contracts (as applicable) to reduce ROG and NO_X emissions associated with operational trucks, along with the potential health risk caused by exposure to TACs. These features shall be submitted to the planning department for review and approval prior to the issuance of building permits and shall be included on the project drawings submitted for the construction-related permit or on other documentation submitted to the County. Emissions from project-related diesel trucks shall be reduced by implementing the following measures:
  - Equip all truck delivery bays with electrical hook-ups for diesel trucks at loading docks to accommodate plug-in electric truck transport refrigeration units (TRUs) or auxiliary power units during project operations.
  - Provide a notice on the lease to all new tenants or owners of the project or any portion thereof requiring any truck-intensive uses on the site, such as large grocery stores or distribution facilities with their own fleet of trucks, to use TRUs and auxiliary power units that are electric plug-in capable and trucks that use advanced exhaust technology (e.g., hybrid) or alternative fuels.
  - Encourage the use of trucks equipped with diesel TRUs to meet U.S. Environmental Protection Agency Tier 4 emission standards.
  - Prohibit TRUs from operating at loading docks for more than 30 minutes, and post signs at each loading dock presenting this TRU limit.
  - Prohibit trucks from idling for more than two minutes, and post “no idling” signs at the site entry point, at all loading locations, and throughout the project site.
- **Electric Vehicle Charging Infrastructure.** Prior to the issuance of a certificate of occupancy for any project structure with parking, the project applicant shall demonstrate compliance with the 2022 CALGreen Tier 2 voluntary electric vehicle (EV) charging requirements or the mandatory requirements of the most recently adopted version of the County building code, whichever is more stringent. The installation of all EV charging equipment shall be included on project drawings submitted for construction-related permit(s) or on other documentation submitted to the County.

IMPACT AQ-2: CONSTRUCTION EMISSIONS OF CRITERIA AIR POLLUTANTS AND PRECURSORS

Construction activities associated with the proposed UWSP have the potential to create air quality impacts through heavy-duty construction equipment operation, construction workers' vehicle trips, truck hauling trips, and vendor truck trips. In addition, fugitive dust emissions would result from site disturbance activities such as grading, excavation, and vehicle travel on unpaved roads. Fugitive ROG emissions would result from the application of architectural coatings and paving. Mobile equipment such as excavators, graders, backhoes, loaders, crushing equipment, pavers, water trucks, and forklifts would be used for demolition, excavation, and grading, as well as for building construction and hardscape and landscape materials installation.

The proposed UWSP would be required as a County condition of approval to comply with the following SMAQMD rules and regulations for construction:

- Rule 403 related to Fugitive Dust.
- Rule 404 related to Particulate Matter.
- Rule 407 related to Open Burning.
- Rule 442 related to Architectural Coatings;
- Rule 453 related to Cutback and Emulsified Asphalt Paving Materials.
- Rule 460 related to Adhesives and Sealants.

In addition, all construction associated with the proposed UWSP would be required to comply with all SMAQMD Basic Construction Emissions Control Practices.

Construction emissions were estimated for the proposed UWSP using the methods contained in SMAQMD's *Guide to Air Quality Assessment in Sacramento County* (SMAQMD 2021b). The CalEEMod model was used to quantify construction ROG, NO_X, PM_{10}, and $PM_{2.5}$ emissions from off-road equipment, haul trucks associated with demolition and imported soils, on-road worker vehicle emissions, and vendor delivery trips.

PHASE 1 EMISSIONS

The worst-case unmitigated construction emissions for Phase 1 are presented in **Table AQ-6**. The table also compares estimated emissions to SMAQMD's NO_X, PM_{10}, and $PM_{2.5}$ construction thresholds. Even though SMAQMD does not have a significance threshold for construction ROG emissions, they were modeled and shown in Table AQ-6 for informational purposes only.

As shown in Table AQ-6, unmitigated NO_X emissions are expected to exceed the applicable significance threshold, and thus the impact associated with construction emissions during Phase 1 would be **potentially significant**.

Table AQ-6: Unmitigated Maximum Project Construction Emissions – Phase 1

	ROG (lbs/day)	NO_X (lbs/day)	PM_{10} (lbs/day)	$PM_{2.5}$ (lbs/day)	PM_{10} (tpy)	$PM_{2.5}$ (tpy)
Phase 1	53	**316**	41	22	4.2	1.3
SMAQMD Threshold[1]	N/A	85	80	82	14.6	15
Significant (Yes or No)?		**Yes**	No	No	No	No

NOTES:

lbs/day = pounds per day; NO_X = nitrogen oxides; $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter; PM_{10} = particulate matter 10 microns or less in diameter; ROG = reactive organic gases; SMAQMD = Sacramento Metropolitan Air Quality Management District; tpy = tons per year.

Project construction emissions estimates were made using the California Emissions Estimator Model (CalEEMod) version 2020.4.0. See Appendix AQ-1 for model outputs and more detailed assumptions.

Values in **bold** are in excess of the applicable SMAQMD significance threshold.

1 SMAQMD's non-zero emissions thresholds for PM_{10} and $PM_{2.5}$ to assess the project's unmitigated emissions.

SOURCE: Raney 2024.

Mitigation Measure AQ-1a, as detailed above, includes requirements to be implemented during construction activities, including idling restrictions and engine maintenance requirements, use of low-emissions engines (e.g., Tier 4 Final), and a requirement that all portable equipment over 50 horsepower have either a valid SMAQMD permit or a valid statewide Portable Equipment Registration Program placard and sticker issued by CARB.

Mitigated maximum daily construction emissions for Phase 1 are shown in **Table AQ-7,** assuming that all construction equipment used for construction activities would use engines that meet USEPA's Tier 4 Final standards (as required by Mitigation Measure AQ-1a above).

With the implementation of Mitigation Measure AQ-1a, maximum NO_X emissions would be reduced by 78 percent due to the use of Tier 4 Final heavy-duty off-road diesel-powered equipment and would be below the threshold for this criteria pollutant precursor; therefore, the impact with respect to construction emissions would be mitigated to **less than significant**.

Subsequent Phases and Offsite Improvements Emissions

Emissions associated with subsequent construction phases for the remainder of the project are shown in **Table AQ-8**. As shown in Table AQ-8, unmitigated NO_X emissions are also expected to exceed the applicable significance thresholds, similar to Phase 1, and thus, the impact associated construction emissions during subsequent phases would be **potentially significant**.

Table AQ-7: Mitigated Maximum Project Construction Emissions – Phase 1

	ROG (lb/day)	NO_X (lb/day)	PM_{10} (lb/day)	$PM_{2.5}$ (lb/day)	PM_{10} (tpy)	$PM_{2.5}$ (tpy)
Phase 1	50	68	38	20	4.1	1.1
SMAQMD Thresholds[1]	N/A	85	80	82	14.6	15
Significant (Yes or No)?		No	No	No	No	No

NOTES:

lb/day = pounds per day; NO_X = nitrogen oxides; $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter; PM_{10} = particulate matter 10 microns or less in diameter; ROG = reactive organic gases; SMAQMD = Sacramento Metropolitan Air Quality Management District; tpy = tons per year.

Project construction emissions estimates were made using the California Emissions Estimator Model (CalEEMod) version 2020.4.0. See Appendix AQ-1 for model outputs and more detailed assumptions.

1 SMAQMD's non-zero emissions thresholds for PM_{10} and $PM_{2.5}$ to assess the project's mitigated emissions.

SOURCE: Raney 2024.

Table AQ-8: Unmitigated Maximum Project Construction Emissions – Subsequent Phases

	ROG (lbs/day)	NO_X (lbs/day)	PM_{10} (lbs/day)	$PM_{2.5}$ (lbs/day)	PM_{10} (tpy)	$PM_{2.5}$ (tpy)
Remainder of Project	55	**104**	47	13	6.0	1.7
SMAQMD Thresholds[1]	N/A	85	80	82	14.6	15
Significant (Yes or No)?		**Yes**	No	No	No	No

NOTES:

lbs/day = pounds per day; NO_X = nitrogen oxides; $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter; PM_{10} = particulate matter 10 microns or less in diameter; ROG = reactive organic gases; SMAQMD = Sacramento Metropolitan Air Quality Management District; tpy = tons per year.

1 SMAQMD's non-zero emissions thresholds for PM_{10} and $PM_{2.5}$ to assess the project's unmitigated emissions.

Project construction emissions estimates were made using the California Emissions Estimator Model (CalEEMod) version 2020.4.0. See Appendix AQ-1 for model outputs and more detailed assumptions.

Values in **bold** are in excess of the applicable SMAQMD significance threshold.

SOURCE: Raney 2024.

Additionally, as depicted on Plate PD-20, the proposed UWSP would include offsite roadway and utility improvements that were not specifically accounted for or included in the construction emissions estimates provided in Tables AQ-6 through AQ-8, above, due to the lack of adequate detail in information about the improvements. However, as noted under the *Construction Impacts* heading in the *Methodology and Assumptions* discussion, above, the construction emissions modeling conducted for Phase 1 and subsequent phases use very conservative assumptions, including a doubling of the amount of construction equipment relative to the CalEEMod default equipment amounts for those phases. It is reasonable to conclude that the proposed offsite improvements would result in similar or fewer construction equipment activities compared to those required for Phase 1 and the subsequent phases. Therefore, for the purposes of this analysis, the estimated emissions presented in Tables AQ-6 through AQ-8 are also presumed to represent emissions that would be associated with the proposed offsite improvements, and the proposed offsite improvements would contribute to the **potentially significant** construction emissions impact. The UWSP would be responsible for funding and implementing the proposed offsite improvements, the timing of which is currently unknown.

Mitigation Measure AQ-1a would be required for construction of the remaining phases and offsite roadway and utility improvements. Although not presented in the Raney technical report, with the implementation of this mitigation measure, the estimated NO_X emissions associated with the subsequent phases and offsite improvements would be reduced to a level below the mitigated NO_X emissions for Phase 1 and offsite improvements, because estimated subsequent construction phases emissions identified in Table AQ-8 are less than the estimated construction emissions for Phase 1 identified in Table AQ-6.

Because Phase 1 and offsite improvements NO_X emissions would be reduced below the significance threshold with implementation of Mitigation Measure AQ-1a, NO_X emissions associated with the subsequent phases and offsite improvements would also be reduced below the significance threshold. As a result, with the implementation of Mitigation Measure AQ-1a, the impact with respect to construction emissions would be **less than significant**.

Mitigation Measures

Implement Mitigation Measure AQ-1a (see above)

Impact AQ-3: Long-term Operational Emissions of Criteria Air Pollutants and Precursors

Regarding long-term operational activities, development proposed under the proposed UWSP would increase emissions from motor vehicle trips and onsite area and energy sources (e.g., natural gas combustion for space and water heating, landscape maintenance, use of consumer products such as hairsprays, deodorants, and cleaning products).

CalEEMod was used to estimate operational emissions for the build-out year of 2045 using trip generation rates from the traffic report for the proposed UWSP (Fehr and Peers 2022). Estimated operational emissions are presented in **Table AQ-9**. Existing conditions consist of roadways and various land uses, which emit ozone precursors ROG and NO_X, and PM_{10} and $PM_{2.5}$. These emissions were also modeled in CalEEMod using existing land use type inputs and existing roadway conditions inputs.

Table AQ-9: Unmitigated Maximum Project Operation Emissions[1]

	ROG (lbs/day)	NO_X (lbs/day)	PM_{10} (lbs/day)	$PM_{2.5}$ (lbs/day)	PM_{10} (tpy)	$PM_{2.5}$ (tpy)
Existing Conditions (2045)	21	11	10	3	1.8	0.5
Proposed UWSP (2045)[2]	631	241	443	125	77.7	21.9
Net change in Emissions[3]	**610**	**230**	**432**	**122**	**75.8**	**21.4**
SMAQMD Thresholds[4]	65	65	80	82	14.6	15
Significant (Yes or No)?	Yes	Yes	Yes	Yes	Yes	Yes

NOTES:

lbs/day = pounds per day; NO_X = nitrogen oxides; $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter; PM_{10} = particulate matter 10 microns or less in diameter; ROG = reactive organic gases; SMAQMD = Sacramento Metropolitan Air Quality Management District; tpy = tons per year; UWSP = Upper Westside Specific Plan.

1 Project operational emissions estimates were made using the California Emissions Estimator Model (CalEEMod) version 2020.4.0. See Appendix AQ-1 for model outputs and more detailed assumptions.
2 Emissions have been adjusted using off-model calculations to account for the project not including natural gas hook-ups to single-family residential land uses (ESA 2024).
3 Values in **bold** are more than the applicable SMAQMD significance threshold.
4 SMAQMD's non-zero emissions thresholds for PM_{10} and $PM_{2.5}$ are used to assess the significance of the Project's emissions.

SOURCE: Raney 2024, ESA 2024.

Based on the estimates shown in Table AQ-9, the net increase in full build-out operational emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$ from development under the proposed UWSP would exceed SMAQMD's significance thresholds. Thus, the operational emissions from development allowed under the proposed UWSP at full build-out would be **potentially significant**.

SMAQMD's guidance recommends that project applicants prepare an AQMP for all projects that exceed SMAQMD's operational significance thresholds. Because the operational emissions of NO_X, ROG, and $PM_{2.5}$, and PM_{10} from development under the proposed UWSP would be greater than the applicable SMAQMD significance thresholds identified above, an AQMP has been prepared for the proposed UWSP, which can be found in the appendix of the Raney technical report (see Appendix E of Appendix AQ-1).

The AQMP calculates a reduction target based on the project's consistency with the current State Implementation Plan, or SIP. For projects included in the current SIP, the SMAQMD recommends a 15 percent reduction of NO_X and ROG mobile source emissions. For projects not considered in the SIP, the SMAQMD recommends a 35 percent reduction in NO_X and ROG mobile-source emissions relative to unmitigated emissions. SMAQMD has determined that this reduction in NO_X and ROG mobile-source emissions would satisfy the "all feasible measures" mitigation requirement for those pollutants under CEQA; however, if the mitigated emissions continue to exceed the applicable thresholds of significance, SMAQMD would consider the impact to be significant and unavoidable. The proposed UWSP was not anticipated by the County in the current General Plan or any other community plan, and the development of the proposed UWSP is not included in the growth assumptions in the SIP. As such, a reduction of 35 percent below unmitigated mobile emissions of the ozone precursors ROG and NO_X is considered feasible for a mitigation reduction goal for the proposed UWSP. For PM_{10} and $PM_{2.5}$, SMAQMD does not recommend a percent reduction goal for mitigation.

Implementation of Mitigation Measure AQ-1b represents all feasible mitigation that can occur during operation. The maximum operational criteria pollutant emissions, with implementation of this measure, are presented in **Table AQ-10**.

Table AQ-10: Mitigated Maximum Project Operation Emissions[1]

	ROG (lbs/day)	**NO_X (lbs/day)**	**PM_{10} (lbs/day)**	**$PM_{2.5}$ (lbs/day)**	**PM_{10} (tpy)**	**$PM_{2.5}$ (tpy)**
Existing Conditions (2045)	21	11	10	3	1.8	0.5
Mitigated UWSP (2045)[2]	625	210	424	119	74.4	20.7
Net change in Emissions[3]	**604**	**200**	**414**	**116**	**72.6**	**20.2**
SMAQMD Thresholds[4]	65	65	80	82	14.6	15
Significant (Yes or No)?	Yes	Yes	Yes	Yes	Yes	Yes

NOTES:

lbs/day = pounds per day; NO_X = nitrogen oxides; $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter; PM_{10} = particulate matter 10 microns or less in diameter; ROG = reactive organic gases; SMAQMD = Sacramento Metropolitan Air Quality Management District; tpy = tons per year; UWSP = Upper Westside Specific Plan.

1 Project operational emissions estimates were made using the California Emissions Estimator Model (CalEEMod) version 2020.4.0. See Appendix AQ-1 for model outputs and more detailed assumptions.
2 Emissions for the mitigated UWSP have been adjusted using off-model calculations to account for the prohibition of natural gas in all residential land uses (ESA 2024).
3 Values in **bold** are in excess of the applicable SMAQMD significance threshold.
4 SMAQMD's non-zero emissions thresholds for PM_{10} and $PM_{2.5}$ to compare the project's mitigated emissions.

SOURCE: Raney 2024, ESA 2024.

Although the mobile sources that would be associated with the proposed UWSP are not specifically delineated from the other proposed UWSP sources in Tables AQ-9 and AQ-9, implementation of Mitigation Measure AQ-1b would achieve the 35 percent reduction in NO_X and ROG mobile-source emissions feasibility goal relative to unmitigated emissions (see Appendix AQ-1 model outputs). However, as shown in Table AQ-10, emission levels would still exceed the applicable thresholds of significance relative to all criteria pollutants and precursors evaluated, and therefore, the impact would remain **significant and unavoidable**.

Mitigation Measures

Implement Mitigation Measure AQ-1b (see above)

Health Effects of Criteria Pollutants

In the decision for the *Sierra Club v. County of Fresno* (2018) 6 Cal. 5th 502 case regarding the proposed Friant Ranch Project, the California Supreme Court focused on the need for analysis of potential health impacts resulting from the emission of criteria pollutants during operations of proposed projects. In October 2020, SMAQMD released the *Guidance to Address the Friant Ranch Ruling for CEQA Projects in the Sac Metro Air District* (Friant Ranch Guidance) for the analysis of criteria emissions in areas within the SMAQMD's jurisdiction (SMAQMD 2020d). The Friant Ranch Guidance represents SMAQMD's effort to develop a methodology that provides a consistent, reliable, and meaningful analysis in response to the Supreme Court's direction on correlating health impacts to a project's emissions.

SMAQMD prepared the Friant Ranch Guidance by conducting regional photochemical modeling. The Friant Ranch Guidance uses the USEPA's Benefits Mapping and Analysis Program to assess health impacts from ozone and $PM_{2.5}$. SMAQMD has prepared two tools that are intended for use in analyzing health risks from criteria pollutants. Small projects with criteria pollutant emissions close to or below SMAQMD's adopted thresholds of significance may use the *Minor Project Health Effect Screening Tool*, while larger projects with emissions between two and eight times greater than SMAQMD's adopted thresholds may use the *Strategic Area Project Health Screening Tool* (SMAQMD 2020b). Because operation of the project would result in emissions that would exceed the SMAQMD's thresholds of significance, the most appropriate analysis for the project would be to use the *Strategic Area Project Health Screening Tool*. The *Strategic Area Project Health Screening Tool* is based on location-specific modeling, in five specific growth area locations. The UWSP area is located closest to the Downtown Sacramento location in the *Strategic Area Project Health Screening Tool*. Results from the *Strategic Area Project Health Effects Screening Tool* are shown in **Table AQ-11**.

As shown in the table, the project could result in 5.2 premature deaths per year due to $PM_{2.5}$ emissions that it would generate and could result in 0.14 of a premature death per year due to the project's generation of precursors of ozone (Raney 2024). Such numbers represent a very small increase over the background incidence of premature deaths due to $PM_{2.5}$ and ozone concentrations (0.012 percent and 0.001 percent, respectively). $PM_{2.5}$ emissions from the proposed UWSP could result in 2.1 asthma-

related emergency room visits per year, and ozone emissions that would form from the project-generated NO_X and ROG emissions could result in 2.9 asthma-related emergency room visits per year. Such numbers represent a small increase over the background level of asthma-related emergency room visits (0.011 percent and 0.033 percent, respectively) (Raney 2024). Additionally, it is noted that the baseline health impacts and the estimated health impacts associated with the project encompass the 5-Air-District Region, which includes over seven counties.

Table AQ-11: Health Effects from Project-Generated Criteria Pollutants

Health Endpoint	Age Range[1]	Annual Incidences from Project Emissions[2] (mean)	Background Health Incidences[3] (percent)	Total Annual Health Incidences[4]
RESPIRATORY $PM_{2.5}$				
Emergency Room Visits, Asthma	0-99	2.1	0.0110	18,419
Hospital Admissions, Asthma	0-64	0.13	0.0072	1,846
Hospital Admissions, All Respiratory	65-99	0.70	0.0036	19,644
CARDIOVASCULAR $PM_{2.5}$				
Hospital Admissions, All Cardiovascular (less Myocardial Infarctions)	65-99	0.37	0.0015	24,037
Acute Myocardial Infarction, Nonfatal	18-24	0.00019	0.0049	4
Acute Myocardial Infarction, Nonfatal	25-44	0.016	0.0052	308
Acute Myocardial Infarction, Nonfatal	45-54	0.036	0.0049	741
Acute Myocardial Infarction, Nonfatal	55-64	0.062	0.0050	1,239
Acute Myocardial Infarction, Nonfatal	65-99	0.24	0.0047	5,052
MORTALITY $PM_{2.5}$				
Mortality, All Causes	30-99	5.2	0.012	44,766
RESPIRATORY OZONE				
Hospital Admissions, All Respiratory	65-99	0.20	0.001	19,644
Emergency Room Visits, Asthma	0-17	1.1	0.019	5,859
Emergency Room Visits, Asthma	18-99	1.8	0.014	12,560

Health Endpoint	Age Range[1]	Annual Incidences from Project Emissions[2] (mean)	Background Health Incidences[3] (percent)	Total Annual Health Incidences[4]
MORTALITY OZONE				
Mortality, Non-Accidental	0-99	0.14	0.001	30,386

NOTES:

$PM_{2.5}$ = particulate matter 2.5 microns or less in diameter

1 Affected age ranges are shown. Other age ranges are available, but the endpoints and age ranges shown here are the ones used by the U.S. Environmental Protection Agency (USEPA) in its health assessments. The age ranges are consistent with the epidemiological study that is the basis of the health function.

2 Health effects are shown in terms of incidences of each health endpoint and how it compares to the base (2035 base year health effect incidences, or "background health incidence") values. Health effects are shown for the Reduced Sacramento 4-Kilometer Modeling Domain and the 5-Air-District Region.

3 The percent of background health incidence uses the mean incidence. The background health incidence is an estimate of the average number of people that are affected by the health endpoint in a given population over a given period of time. In this case, the background incidence rates cover the 5-Air-District Region (estimated 2035 population of 3,271,451 persons). Health incidence rates and other health data are typically collected by the government as well as the World Health Organization. The background incidence rates used here are obtained from USEPA's Benefits Mapping and Analysis Program.

4 The total number of health incidences across the 5-Air-District Region is calculated based on modeling data. The information is presented to assist in providing overall health context.

SOURCE: Raney 2024 (Table 14)

IMPACT AQ-4: EXPOSURE OF SENSITIVE RECEPTORS TO TACS

CONSTRUCTION

DPM represents the primary TAC of concern from construction activities. Construction of Phase 1 development allowed under the proposed UWSP would generate DPM emissions due to operation of internal combustion engines in equipment such as loaders, backhoes, and cranes, as well as diesel-fueled heavy-duty haul trucks. The estimated cancer risk and non-cancer hazard indices that would be associated with proposed UWSP construction activities are presented in **Table AQ-12**.

As shown in Table AQ-12, TAC emissions associated with the construction of the proposed UWSP would not result in non-cancer, chronic hazard health risks or annual $PM_{2.5}$ concentrations that exceed the thresholds of significance. However, the potential exists for construction of the proposed UWSP to result in a cancer risk in excess of the threshold of significance. Therefore, a **potentially significant impact** could occur.

Table AQ-12: Construction-Related Health Risk

Sensitive Receptor	Maximum Cancer Risk (in a million)	Chronic Risk (Hazard Index)	Annual Average $PM_{2.5}$ Concentration ($\mu g/m^3$)*
Residential Receptor (Maximally Exposed Individual Receptor) at Perimeter of Phase 1 Area	7.32	0.003	0.013
On-Site Receptor (Subsequent Phases)	11.96	0.004	0.021
Total/Maximum	**19.28**	0.007	0.021
Significance Threshold	10	1.0	0.3
Significant?	Yes	No	No

SOURCE: Raney 2024.

NOTES: $\mu g/m^3$ = micrograms per cubic meter; $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter

*Annual average $PM_{2.5}$ concentrations were obtained from Appendix C of Raney 2024. Because the annual average $PM_{2.5}$ concentrations associated with Phase 1 and subsequent phases would not occur during the same year, the two concentrations are not totaled and are instead shown as maximum emissions.

With implementation of Mitigation Measure AQ-1a (see above), off-road equipment used during construction of the proposed UWSP would be required to meet Tier 4 final engine emission standards. **Table AQ-13** provides the mitigated construction-related health risks that would be associated with the proposed UWSP. As shown in the table, use of Tier 4 Final construction equipment for all construction activities would ensure that DPM emissions from construction equipment would not result in increased health risks in excess of the significance thresholds. Consequently, implementation of Mitigation Measure AQ-1a would reduce the construction-related health risk impact to a **less-than-significant** level.

Operation

Impact of TACs on Existing Off-Site Receptors

The CARB *Air Quality and Land Use Handbook* has identified major sources of TACs to include freeways and high-traffic roads, GDFs, distribution centers, and rail yards. 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. The proposed UWSP has the potential to introduce new GDFs, but the project would be required to comply with CARB's recommended buffer distances associated with such GDFs. Therefore, this operational HRA focuses on DPM emissions associated with vehicular sources. The existing receptors located south of the site, across I-80, could be exposed to increased DPM emissions associated with increased traffic on I-80 generated by the proposed UWSP, as discussed below.

Table AQ-13: Mitigated Construction-Related Health Risk

Sensitive Receptor	Maximum Cancer Risk (in a million)	Chronic Risk (Hazard Index)	Annual Average $PM_{2.5}$ Concentration ($\mu g/m^3$)*
Residential Receptor (Maximally Exposed Individual Receptor) at Perimeter of Phase 1 Area	1.69	0.001	0.003
On-Site Receptor (Subsequent Phases)	2.76	0.001	0.005
Total/Maximum	4.72	0.002	0.005
Significance Threshold	10	1.0	0.3
Significant?	No	No	No

SOURCE: Raney 2024.

NOTES: $\mu g/m^3$ = micrograms per cubic meter; $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter

* Annual average $PM_{2.5}$ concentrations were obtained from Appendix C of Raney 2024. Because the annual average $PM_{2.5}$ concentrations associated with Phase 1 and subsequent phases would not occur during the same year, the two concentrations are not totaled and are instead shown as maximum emissions.

The existing off-site receptors are located at similar distances from I-80 as the proposed on-site receptors associated with the UWSP, and the prevailing winds would disperse pollutants from I-80 in a similar fashion toward both existing off-site receptors and new on-site receptors. For this reason, the total cancer risk for existing off-site sensitive receptors would generally be the same as the cancer risks associated with the proposed on-site multi-family housing (Table AQ-14). Therefore, the proposed UWSP would result in potential health risks associated with the existing receptors located to the south of the site, across I-80, and a **potentially significant impact** would occur.

Implementation of Mitigation Measure AQ-1b would be required. Also, Mitigation Measure AQ-4a would require that the specific plan design guidelines and development standards of the proposed UWSP include consideration of recommendations in land use siting found in CARB's *Air Quality and Land Use Handbook: A Community Health Perspective*. In addition, installation of MERV 13 filters in the heating, ventilation, and air conditioning (HVAC) systems for the existing sensitive receptors to the south of the project site, across I-80, would reduce the cancer risk for such receptors. However, because installation of such filters in the existing residences would require resident approval, neither Sacramento County nor the project applicant can legally impose such improvements on private properties. Therefore, such a mitigation approach as outlined below in Mitigation Measure AQ-4b would only be effective for residents who select to participate in the program, and it would be speculative to predict what the participation level would be. Therefore, the health risk to existing sensitive receptors would remain

significant and unavoidable with implementation of Mitigation Measures AQ-1b through AQ-4b.

It should be noted, however, that the cancer risks, non-cancer hazard indices, and annual average $PM_{2.5}$ concentrations presented below represent a worst-case scenario with regard to proposed UWSP traffic. Regulations pertaining to vehicle emissions, such as state and federal vehicle standards, are becoming increasingly more stringent. As such, project traffic, as well as future traffic traveling along I-80, is anticipated to generate fewer TAC emissions than presented here as current and future regulations become effective and vehicle engines become less polluting. Therefore, when considering the effect of future, more stringent regulations, the health risks presented below are conservative.

IMPACT OF TACS ON FUTURE ON-SITE RECEPTORS

The potential health risks associated with project-related traffic along I-80 on proposed multi-family housing near I-80 were evaluated by subtracting the health risks identified in the Raney technical report associated with the cumulative no project scenario from the health risks associated with the cumulative plus project scenario. The operational health risks for proposed UWSP future on-site sensitive receptors are presented below in **Table AQ-14**.

Table AQ-14: Operational Health Risk

Health Risk at Maximally Exposed Individual Receptor	Maximum Cancer Risk (in a million)	Chronic Risk (Hazard Index)	Annual Average $PM_{2.5}$ Concentration ($\mu g/m^3$)
Cumulative No Project: I-80	259.3	0.06	0.10
Cumulative Plus Project Conditions: I-80	303.7	0.07	0.35
Project Contribution: I-80	**44.4**	0.01	0.25
Significance Threshold	10	1.0	0.3
Significant?	Yes	No	No

NOTES: $\mu g/m^3$ = micrograms per cubic meter; I-80 = Interstate 80; $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter

SOURCE: Based on Raney 2024 (Table 13).

As shown in Table AQ-14, TAC emissions associated with operation of the proposed UWSP would not result in non-cancer hazard health risks or $PM_{2.5}$ concentrations that exceed the thresholds of significance. However, traffic generated by the proposed UWSP would result in a cancer risk at future proposed residences in excess of the significance threshold. Therefore, a **potentially significant impact** would occur.

Implementation of Mitigation Measure AQ-1b would be required. Also, Mitigation Measure AQ-4a would require that the specific plan design guidelines and development standards of the proposed UWSP include consideration of recommendations in land use siting found in CARB's *Air Quality and Land Use Handbook: A Community Health Perspective*. In addition, Mitigation Measure AQ-4c, as detailed below, would require that a minimum MERV 13 filter be included in the HVAC systems for all sensitive land uses (e.g., residences, schools) within 1,000 feet of I-80. MERV 13 filters are rated to capture at least 85 percent of particles that are 1.3 to 3.0 microns in size and at least 90 percent of particles that are 3.0 to 10.0 microns in size (USEPA 2023). Therefore, the inclusion of MERV 13 filters in sensitive land uses provided by the proposed UWSP would dramatically reduce the exposure of future on-site sensitive receptors to DPM.

The installation of upgraded MERV rating filters has also been shown to reduce indoor $PM_{2.5}$ exposure by 19 to 28 percent (Zuraimi and Tan 2015). A linear relationship exists between PM_{10} concentration and the associated cancer risk when all other variables, including exposure time, remain constant. Therefore, in the case of the proposed UWSP, a 19 to 28 percent reduction in $PM_{2.5}$ concentration would equate to a 19 to 28 percent reduction in cancer risk. After installation of MERV 13 filters, the project's cancer risk contribution can reasonably be expected to range between 32 and 36 cases per million (a reduction in cancer risk of 19 to 28 percent). However, these values would still exceed the significance threshold of 10 per million. As such, the health risk impact to future proposed sensitive receptors would be **significant and unavoidable**.

Mitigation Measures

Implement Mitigation Measures AQ-1a and AQ-1b (see above)

AQ-4a The specific plan design guidelines and development standards of the proposed UWSP shall include consideration of recommendations in land use siting found in CARB's *Air Quality and Land Use Handbook: A Community Health Perspective*. These include the following:

- Prohibit siting new sensitive land uses within 500 feet of urban roads carrying 100,000 vehicles per day.
- Prohibit siting new sensitive land uses within 300 feet of a large gasoline station (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50-foot separation is recommended for typical gasoline-dispensing facilities.
- Prohibit siting new sensitive land uses within 300 feet of any dry-cleaning operation using perchloroethylene. For operations with two or more machines, provide 500 feet. For operations with three or more machines, consult the local air district. Do not site new sensitive land uses in the same building with dry-cleaning operations that use perchloroethylene.
- Obtain facility-specific information where there are questions about siting a sensitive land use close to an industrial facility, including the amount of

pollutant emitted and its toxicity, distance to nearby receptors, and types of emissions controls in place.

AQ-4b Coordinate with existing off-site homeowners adjacent to the proposed UWSP site that are within 1,000 feet of the I-80 right-of-way and offer financial assistance for the use of MERV 13 air filters. Financial assistance will be provided for the purchase of up to two filters per year, or per manufacturer recommendations. The UWSP applicants will establish an online procurement system (or similar) to facilitate the purchase and distribution of the filters to residents electing to participate in the program.

AQ-4c For future proposed sensitive land uses within 1,000 feet of I-80, the project applicant shall implement measures that include, but are not limited to, the following:

- Install, operate, and maintain in good working order a central HVAC system or other air intake system in the building, or in each individual unit, that meets or exceeds a MERV of 13 or higher. The HVAC system shall include the following features: Installation of a high-efficiency filter and/or carbon filter to filter particulates and other chemical matter from entering the building. Either high-efficiency particulate air filters or American Society of Heating, Refrigeration, and Air-Conditioning Engineers–certified 85 percent supply filters shall be used.
- Maintain, repair, and/or replace the HVAC system on an ongoing and as-needed basis or prepare an operation and maintenance manual for the HVAC system and the filter. The manual shall include the operating instructions and the maintenance and replacement schedule. This manual shall be included in the Covenants, Conditions, and Restrictions for residential projects and/or distributed to the building maintenance staff. In addition, the applicant shall prepare a separate homeowners' manual. The manual shall contain the operating instructions and the maintenance and replacement schedule for the HVAC system and the filters.
- Locate individual and common exterior open space and outdoor activity areas proposed as part of individual projects as far away as possible within the project site boundary, facing away from major freeways, and shielded from the air pollution source (i.e., the roadway) by buildings or otherwise buffered to further reduce air pollution for project occupants.
- Locate air intakes and design windows to reduce PM exposure (e.g., windows nearest to the roadway do not open).
- Plant trees and/or vegetation between sensitive receptors and pollution source. Trees that are best suited to trapping PM shall be planted, including one or more of the following species: pine (*Pinus nigra* var. *maritima),* cypress (*Cupressocyparis leylandii*), hybrid popular (*Populus deltoids x trichocarpa*), California pepper tree (*Schinus molle*), and redwood (*Sequoia sempervirens*).

IMPACT AQ-5: EXPOSURE TO OBJECTIONABLE ODORS

Construction activities often include diesel-fueled equipment and heavy-duty trucks, which could create odors associated with diesel fumes that may be considered objectionable. Project construction would also be required to comply with all applicable SMAQMD rules and regulations, discussed above. The aforementioned regulations would help to minimize emissions, including emissions leading to odors. Accordingly, substantial objectionable odors would not be expected to occur during construction activities.

Full build-out of the UWSP area would include operations of fast-food and sit-down restaurants, and other uses that could include commercial kitchens. Operations of the commercial kitchens would have the potential to result in emissions of odors related to food preparation and disposal. In particular, preparation of oily food, some baking processes, and cooking using charbroiling grills may create odorous emissions. However, commercial kitchens and cooking areas are required to comply with state and local regulations associated with cooking equipment and controls, such as grease filtration and removal systems, exhaust hood systems, and blowers to move air into the hood systems, through air cleaning equipment, and then outdoors. Such equipment would ensure that pollutants associated with smoke and exhaust from cooking surfaces would be captured and filtered, allowing only filtered air to be released into the atmosphere. The impact would be **less than significant**.

SMAQMD also regulates objectionable odors through Rule 402, which prohibits any person or source from emitting air contaminants that cause detriment, nuisance, or annoyance to a considerable number of persons or the public. Rule 402 is enforced based on complaints. If complaints are received, the SMAQMD is required to investigate the complaint, as well as determine and ensure a solution for the source of the complaint, which could include operational modifications. Although not anticipated, if odor complaints are made regarding food preparation or GDF operations after development allowed under the proposed UWSP is approved, the SMAQMD would ensure that such odors are addressed.

MITIGATION MEASURES

None required.

7 BIOLOGICAL RESOURCES

INTRODUCTION

This chapter identifies and analyzes impacts on biological resources based on the proposed UWSP. Policies provided in the proposed UWSP, and existing County and habitat conservation plan (HCP) requirements, are considered in terms of their potential to mitigate or avoid potentially significant impacts.

The Notice of Preparation (NOP) for the EIR was circulated on October 5, 2020. The County received several comment letters related to biological resources.

Comments from the California Department of Fish and Wildlife (CDFW) noted that the EIR should include a complete assessment of the flora and fauna within and adjacent to the project footprint with emphasis on identifying rare, threatened, endangered, and other sensitive species and their associated habitats and provides specific recommendations on what data to include. CDFW further requests that the EIR include analysis of direct, indirect, and cumulative impacts on biological resources; disclose the potential for the project to take state-listed species, especially Swainson's hawk; include "appropriate and adequate avoidance, minimization, and/or mitigation measures" to avoid, minimize, and mitigate impacts; analyze whether, and to what extent, the project may affect future implementation and the continued viability of the Natomas Basin Habitat Conservation Plan (NBHCP) and Metro Air Park Habitat Conservation Plan (MAP HCP) in the Natomas Basin; and initiate early consultation with staff to discuss adequate avoidance, mitigation, monitoring, and reporting requirements, and permitting needs, including the need for an incidental take permit. CDFW also provided guidance for complying with the California Endangered Species Act (CESA), the Native Plant Protection Act, and the Lake and Streambed Alteration Program.

Comments from the U.S. Fish and Wildlife Service (USFWS) concurred with CDFW's comment letter, specifically regarding identifying any potential inconsistencies with the NBHCP and MAP HCP and providing special emphasis on the analysis of rare or unique resources covered under the plans. The USFWS also recommends that the USFWS have the opportunity to review and approve the analysis prepared by the project proponent.

The Central Valley Regional Water Quality Control Board (RWQCB) commented on potential permitting requirements to protect water resources depending on potential project impacts, including but not limited to waste discharge of dredged or fill material, disturbance of waters, and use of pesticides.

Comments from the Sacramento Local Agency Formation Commission noted that the assessment of biological resources should evaluate the cumulative effects of the proposed UWSP, together with all other constructed and approved projects in the Natomas Basin; include an evaluation of the consistency with, and any impacts on, the existing NBHCP and MAP HCP and other resource planning documents; and provide

mitigation for any identified adverse effects to special-status species and sensitive habitats.

The City of Sacramento commented that, while the County is not a party to the NBHCP, activities that could affect the success of the conservation strategy established by the NBHCP should be considered in the EIR. Specifically, the City requested that the EIR include the following:

(1) An analysis of the location and quality of proposed mitigation sites (including those within the Natomas Basin), including an analysis of the effect of market competition and price increases resulting from the UWSP project and its effect on the HCP conservation strategy.

(2) Hydrological connectivity to existing preserves in the Natomas Basin.

(3) Effects of a reduction in the inventory (supply) of land available for mitigation, while also increasing the demand for mitigation land, driving up the price of mitigation for the existing permit holders.

(4) Appropriate mitigation ratio assuming development of the plan, which would appear to substantially change the assumptions that supported a 0.5:1 ratio for the MAP HCP and the NBHCP, and a 1:1 ratio for Greenbriar.

(5) How and where HCP parties with authorized development are to find land for mitigation given the size of the Natomas Joint Vision Area, which overlaps with the Natomas Basin, the County-approved Metro Air Park (MAP) area and Sacramento County airport lands, and the two pending development proposals under consideration by the County (the UWSP and Grandpark).

Below, the *Environmental Setting* portion of this chapter includes descriptions of existing conditions relevant to biological resources. Farther below, existing regulations, plans, and policies relevant to biological resources associated with implementation of the Project are provided in the *Regulatory Setting* section. Finally, the impact discussion evaluates potential impacts on biological resources that could result from implementation of the project in the context of existing conditions. The study area discussed herein includes the proposed UWSP (refer to Plate PD-3 in Chapter 2, *Project Description*) surrounded by a 0.5-mile buffer to account for indirect impacts.

Some of the information and analysis included in this chapter was adapted from the UWSP Draft Supplemental Biological Resources Assessment Report prepared by HELIX Environmental Planning, Inc. (HELIX 2024; Appendix BIO-1), and the *Biological Resources Assessment: Upper Westside Specific Plan* prepared by Bargas Environmental Consulting (Bargas 2022; Appendix BIO-2).

Additional primary sources of information referenced in this section included the following:

- Historic and current aerial imagery available on Google Earth (2022).
- Biological resource databases including the CDFW California Natural Diversity Database (CNDDB) (CDFW 2023a) CDFW Special Animals List (2023b),

California Native Plant Society (CNPS) Rare Plant Inventory (CNPS 2023), and a USFWS Information for Planning and Consultation Official Species List (USFWS 2023).

- Sacramento County 2030 General Plan (2011).
- Sacramento County General Plan Update, Final Environmental Impact Report (2010)
- Natomas Basin Habitat Conservation Plan – Sacramento and Sutter Counties, California (City of Sacramento et al. 2003).
- The NBHCP Area Biological Effectiveness Monitoring Report 2022 Annual Survey Results (ICF 2023).
- *Habitat Conservation Plan for the Metro Air Park in the Natomas Basin* (Thomas Reid Associates 2001).

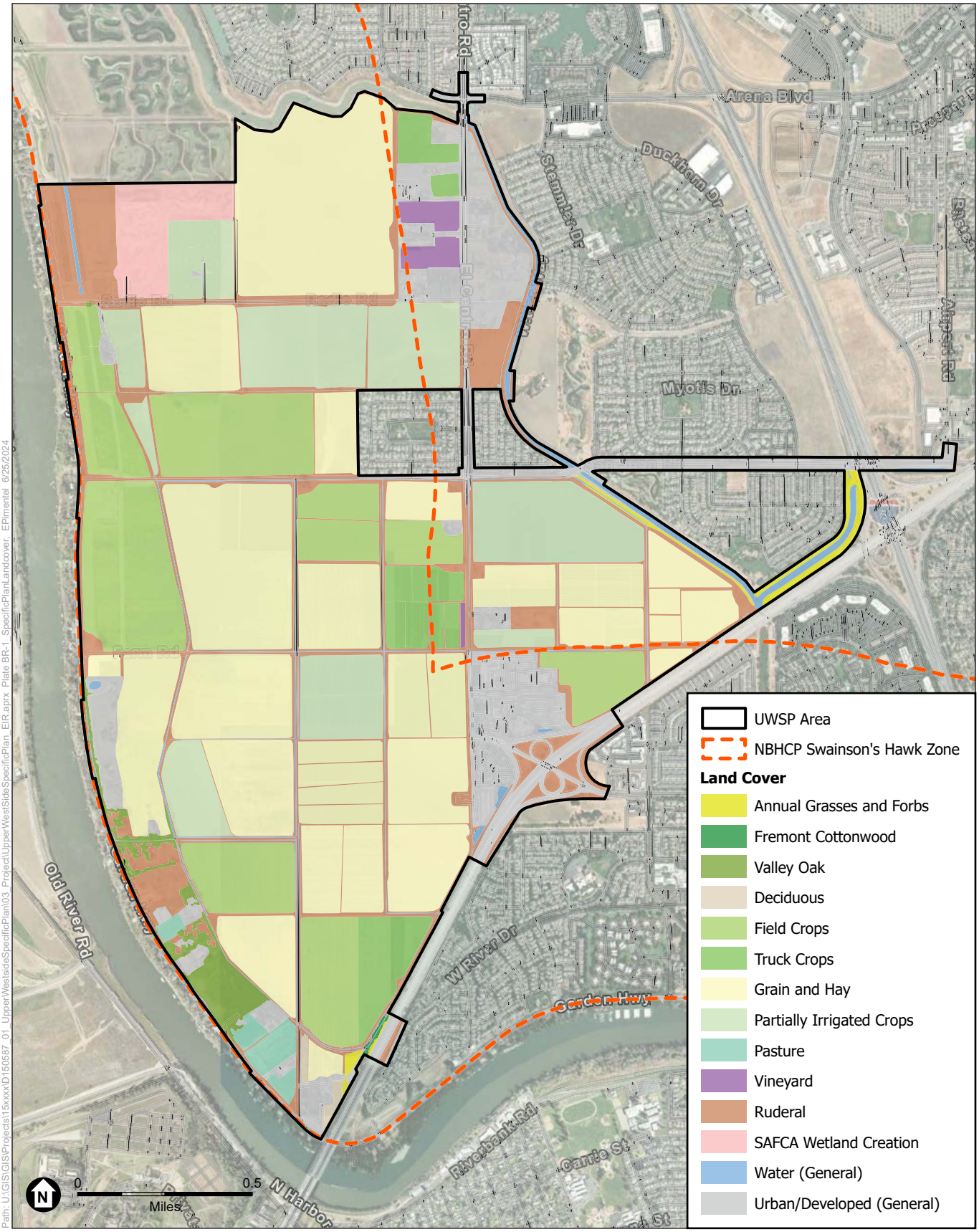
ENVIRONMENTAL SETTING

LAND COVERS

Vegetative communities and other land cover types found within the UWSP area are described below. Land cover types are based on those reported in the Supplemental Biological Resources Assessment Report (HELIX 2024), in which HELIX compiled land cover data for the UWSP area by combining portions of the data from state and commercial sources, including the Central Valley Flood Protection Planning Area Update project and the 2019 i5 Statewide Crop Mapping data. Aquatic resource data were obtained from HELIX and Bargas (Bargas 2022). This information is shown in **Plate BR-1, Upper Westside Specific Plan Land Existing Cover**, and summarized in **Table BR-1**, where land cover types developed by HELIX are crosswalked with the land classifications in the NBHCP. Descriptions of land cover types were obtained from the Supplemental Biological Resources Assessment Report (HELIX 2024).

ANNUAL GRASSES AND FORBS

Annual grasses and forbs are found on 17.31 acres of the UWSP area and occur where agricultural fields have remained fallow for an extended period. Annual grasses and forbs consist of annual plant species. Dramatic differences in physiognomy between seasons and years are characteristic of this habitat. Fall rains cause the germination of plant seeds. Plants grow slowly during the cool winter months, remaining low in stature until spring, when temperatures increase and stimulate more rapid growth. Large amounts of standing dead plant material can be found during summer in years of abundant rainfall and light to moderate grazing pressure. Heavy spring grazing favors the growth of summer-annual forbs. Many wildlife species use annual grasslands for foraging.



SOURCE: Esri, 2024; Helix, 2024; The Natomas Basin Conservancy, 2003; ESA, 2024

Upper Westside Specific Plan

Plate BR-1

Existing Land Cover and NBHCP Swainson's Hawk Zone in the UWSP Area

ESA

Table BR-1: Proportion of Land Cover Classifications Within the UWSP Area and Crosswalk with NBHCP Land Cover Classifications

Land Cover Classification	Corresponding NBHCP 2003 Land Cover Classifications	Acres	Proportion (%)
Annual Grasses and Forbs	Grassland	17.31	0.79
Deciduous	Orchard	4.38	0.20
Field Crops	Non-Rice Crops	334.71	15.22
Fremont Cottonwood	Riparian	1.00	0.05
Grain and Hay	Alfalfa	792.79	36.05
Partially Irrigated Crops	Non-Rice Crops	272.50	12.39
Pasture	Pasture	17.91	0.81
Ruderal	Ruderal	285.50	12.98
Truck Crops	Non-Rice Crops	74.44	3.38
Urban/Developed (General)	Urban	258.18	11.74
Valley Oak	Tree Groves	34.66	1.58
Vineyard	--	17.23	0.78
Water	Canals	45.08[a]	2.05
SAFCA Wetland Creation		43.62	1.98
Total		2,199	100

NOTES:

NBHCP = Natomas Basin Habitat Conservation Plan; SAFCA = Sacramento Area Flood Control Agency; UWSP = Upper Westside Specific Plan

a Land cover calculation includes all drainage ditches in farmland.

SOURCE: HELIX 2024

Deciduous

Deciduous orchards are found on 4.38 acres of the UWSP area. Deciduous orchards are open, single-species tree-dominated habitats. Spacing between trees is uniform, depending on the desired spread of mature trees. The understory may be composed of low-growing grasses, legumes, and other herbaceous plants, or may be managed to prevent understory growth along tree rows. Orchards are planted on deep fertile soils which once supported productive and diverse natural habitats. Some avian and mammal species have adapted to orchard habitats.

Field Crops

Field crops are found on 334.71 acres of the UWSP area. Cover type, canopy, plant composition, and other metrics are variable, changing from year to year or even season to season. Vegetation in this habitat includes a variety of sizes, shapes, and growing patterns, and vegetation cover can vary widely from 100 to 0 percent. Some acreages are planted in rotation with other irrigated crops, and sometimes winter wheat or barley may be planted after harvest of a previous crop in the fall, dry farmed (during the wet winter and early spring months), and then harvested in the late spring. Row and field crops are established on fertile soils, which historically supported an abundance of wildlife. Many wildlife species have adapted to croplands. The Natomas Basin Conservancy (TNBC) Alleghany Reserve is located within this land cover type (**Plate BR-2**).

Freemont Cottonwood

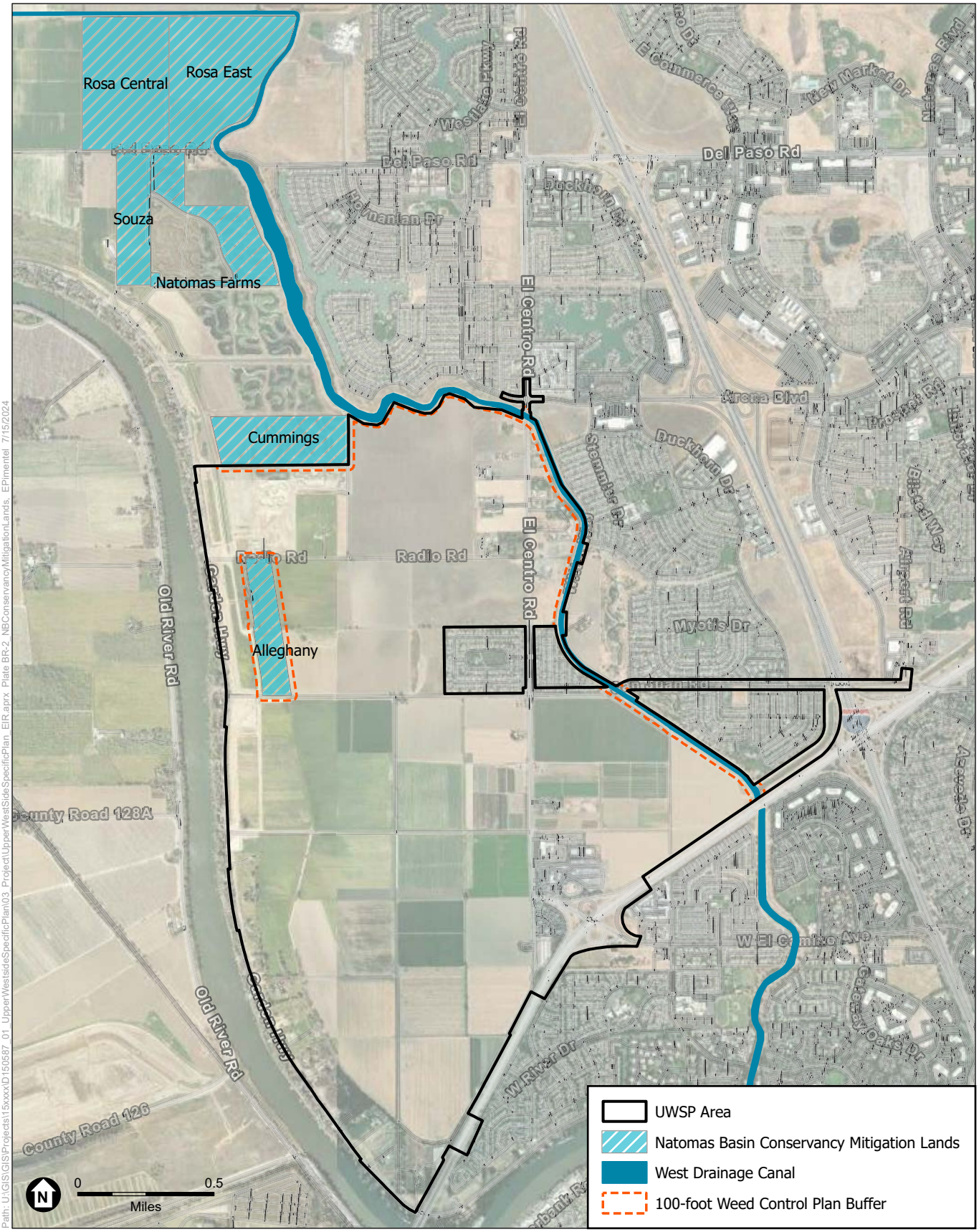
Fremont cottonwood (*Populus fremontii*) is a native species that occurs in or around wetlands and riparian areas and is found on 1.00 acre of the UWSP area. Undisturbed areas contain a subcanopy tree layer and an understory shrub layer. Fremont cottonwood and associated riparian areas provide food, water, migration, and dispersal corridors, and escape, nesting, and thermal cover for an abundance of wildlife species.

Grain and Hay

Grain and hay fields (alfalfa fields) are found on 792.79 acres of the UWSP area. Like most agricultural habitat types, cover type, vegetation cover, plant composition, and other metrics are variable and may change from year to year or even season to season. This land cover is dense monoculture, with nearly 100 percent cover once plants have matured. The habitat's stature decreases following annual harvest and subsequently reverts to bare ground after plowing or discing. Plowing may occur annually but is usually less often. This land cover can provide a high-quality seasonal resource for a variety of wildlife.

Partially Irrigated crops

Irrigated crops are found on 272.50 acres of the UWSP area. Most irrigated field crops are annual species, grown in rows that are usually planted in spring and harvested in summer or fall. Like most agricultural habitat types, cover type, vegetation cover, plant composition, and other metrics are variable, changing from year to year or even season to season. Vegetation in this habitat includes a variety of sizes, shapes, and growing patterns and canopy cover can vary widely from 100 to 0 percent.



SOURCE: Esri, 2024; Helix, 2024; The Natomas Basin Conservancy, 2024; ESA, 2024

Upper Westside Specific Plan

Plate BR-2
Natomas Basin Conservancy Mitigation Lands
in the Vicinity of the UWSP Area

ESA

Pasture

Pasture land cover is found on 17.91 acres of the UWSP area. As for most agricultural types, cover type, vegetation cover, plant composition, and other metrics are variable and may change from year to year or even season to season. Pasture vegetation is commonly a mix of perennial grasses and legumes that normally provide 100 percent vegetation cover. Height of vegetation varies from a few inches to 2 or more feet on fertile soils, dependent on season and livestock stocking and grazing levels. Pastures are used by a variety of wildlife depending upon the geographic area and adjacent habitats. Ground-nesting bird species can nest in pastures if adequate residual vegetation is present at the onset of the nesting season. Flood irrigation of pastures provides feeding and roosting sites for many wetland-associated birds.[1]

Ruderal

Ruderal land cover is present on 285.5 acres of the UWSP area and is present in some offsite improvement areas, such as the Interstate 80/West El Camino Avenue interchange. Ruderal areas have typically been exposed to extensive ongoing anthropogenic disturbance and are characterized largely by non-native, weedy species or early native colonizing species. This land cover type is not paved, retaining a soil substrate. Ruderal land cover can be colonized by burrowing small mammals and thus can be suitable for animals such as burrowing owl and Swainson's hawk that forage for prey in ruderal habitat. The TNBC Alleghany Reserve is located within this land cover type.

Truck Crops

Truck crops are present on 74.44 acres of the UWSP area. Truck crops include low-growing row crops such as tomatoes and melons. This land cover can provide a high-quality seasonal resource for a variety of wildlife. The TNBC Alleghany Reserve is located within this land cover type.

Urban/Developed (General)

Urban land cover is found on 258.18 acres of the UWSP area. A variety of vegetation, or lack thereof, occurs in urban/developed areas depending on the land use. Within the UWSP area, areas mapped as urban include residential lots and commercial development. Impervious surfaces, such as pavement, are common in the latter, while the former often includes mowed lawns, gardens, and ornamental trees. Wooded cover in the urban portions of the UWSP area provides shelter and foraging habitat for a wide variety of native and non-native wildlife, especially birds. The TNBC Alleghany Reserve is located within this land cover type.

[1] This land cover also includes Sacramento Area Flood Control Agency (SAFCA)-created wetlands that consist of a part of 27.6 acres of wetland creation; however, at the time the NOP for the EIR was circulated (October 5, 2020), these wetlands had not yet been created (Google Earth 2020). No development is proposed by the UWSP in this area.

Valley Oak

Valley oak is found on 34.66 acres of the UWSP area connecting to riparian habitat along the Sacramento River. Valley oak habitat in the study area is dominated by valley oak (*Quercus lobata*), interspersed with canopy tree species such as California sycamore (*Platanus racemosa*), or can occur as a grassland dominated by valley oak. Undisturbed areas typically contain a subcanopy tree layer and an understory shrub layer. In the UWSP area, valley oak understory is dominated by rural residential development, which diminishes the quality of the habitat for plants and wildlife. Valley oak land cover, particularly where it occurs near aquatic drainages, provides food, water, migration and dispersal corridors, and escape, nesting, and thermal cover for an abundance of wildlife species.

Vineyard

Vineyard land cover is not a recognized land cover type in the NBHCP but is found on 17.23 acres of the UWSP area. Vineyards are monoculture crops planted in rows, usually supported on wood and wire trellises. Vines are normally intertwined within the support structures along the row but land between rows is maintained as open space. Soil under the vines is usually sprayed with herbicides to prevent the growth of herbaceous plants. Between rows of vines, grasses and other low-growing herbaceous plants may be planted or allowed to grow as a cover crop to control erosion. Vineyards are typically planted on deep fertile soils that once supported productive and diverse natural habitats. Some avian and mammal species have adapted to vineyard habitats, including raptors, which often perch on supporting structures.

Water (General)

Water (riverine habitat) is present on 45.08 acres of the UWSP area in the form of irrigation canals and ditches, ponds and detention basins. Irrigation ditches and canals contain duckweed (*Lemna minor*), green algae, and a variety of emergent vegetation, and the banks of the irrigation canals and ditches were dominated by ruderal vegetation during surveys conducted by Bargas (2022). The TNBC's Alleghany Reserve is located within this land cover type.

Jurisdictional Waters and Wetlands

Bargas Environmental Consulting conducted an aquatic resources delineation of potential wetlands and other waters of the United States and state on 568.7 acres of the 2,065-acre UWSP area in July 2019 and April 2020. The U.S. Army Corps of Engineers (USACE) issued a Preliminary Jurisdictional Determination on June 19, 2020, for the 568.7-acre surveyed area that determined that 11.22 acres of Other Waters are present within the surveyed area, which are potentially subject to jurisdiction under Section 404 of the Clean Water Act (CWA) (USACE 2023).

Subsequently, HELIX conducted an aquatic resources delineation of potential wetlands and other waters of the United States and state in the UWSP area on March 7, 2023. Previously mapped jurisdictional features were reviewed in the field. Because the 1,497.3 acres of the UWSP area not previously delineated by Bargas were not

accessible, this area was assessed following the procedures from Subsections 1 and 3 of the Methods from the Wetlands Delineation Manual (USACE 1987). This method involved applying information already collected from the 568.7-acre aquatic resources delineation completed by Bargas (2020a) to the 1,497.3 acres not previously delineated. Following this procedure, an additional 33.72 acres of aquatic resources were delineated by HELIX in 2023. A Preliminary Jurisdictional Determination was issued for the 33.72 acres of wetlands on February 23, 2024 (HELIX 2024). Subsequently, approximately 0.14 acre of aquatic resources was added due to a minor change of the UWSP boundary that overlaps the West Drainage Canal (Witter Canal). These aquatic resources are likely to be considered jurisdictional waters by the USACE (HELIX 2024). Combined with the 11.22 acres of potential waters of the United States previously verified by USACE, a total of 45.08 acres of the UWSP area are subject to USACE and RWQCB jurisdiction under Sections 404 and 401 of the CWA.[2]

WILDLIFE CORRIDORS

Wildlife movement corridors have been recognized by federal agencies and the state as important habitats worthy of conservation. Habitat linkages are small patches that join larger blocks of habitat and help reduce the adverse effects of habitat fragmentation; they may be continuous habitat or discrete habitat islands that function as steppingstones for wildlife dispersal. Wildlife corridors provide migration channels seasonally (i.e., between winter and summer habitats), and provide non-migrant wildlife the opportunity to move within their home range for food, cover, reproduction, and refuge. The UWSP area is within the Pacific Flyway, one of the four major bird migration routes in North America. Agricultural canals and ditches in the UWSP area provide potential movement corridors for giant garter snake, western pond turtle, and other amphibians.

SENSITIVE NATURAL COMMUNITIES

According to the Supplemental Biological Resources Assessment Report (HELIX 2024), interconnected canals and ditches that support wetland vegetation are potential waters of the United States and state and could be considered a sensitive natural community. Both HELIX (2024) and Bargas (2022) concluded that there are no other sensitive natural communities in the UWSP area.

SPECIAL-STATUS SPECIES

The term *special-status species* refers to plant and wildlife species that are considered sufficiently rare that they require special consideration and/or protection and should be, or currently are, listed as rare, threatened, or endangered by the federal and/or state governments. Such species are legally protected under the federal and/or state Endangered Species Acts or other regulations or are species that are considered

[2] A portion of 27.6 acres of SAFCA-created wetlands are currently present in the northeast corner of the UWSP area; however, at the time the NOP for the EIR was circulated (October 5, 2020), these wetlands had not yet been created (Google Earth 2020). No development is proposed by the UWSP in this area.

sufficiently rare by the regulatory and scientific community to qualify for protection. The term *special-status species* includes the following:

- Species listed or proposed for listing as threatened or endangered under the federal Endangered Species Act (FESA) (Code of Federal Regulations [CFR] Title 50, Section 17.12 [listed plants] and Section 17.11 [listed animals] and various notices in the *Federal Register* [FR] [proposed species]).
- Species listed or proposed for listing by the State of California as threatened or endangered, or that are candidates for listing, under the CESA (California Code of Regulations Title 14, Section 670.5).
- Plants listed as rare or endangered under the California Native Plant Protection Act (California Fish and Game Code [CFGC] Section 1900 et seq.).
- Species designated by CDFW as California Species of Special Concern (SSC).[3]
- Animals fully protected under the CFGC (Sections 3511 [birds], 4700 [mammals], and 5050 [reptiles and amphibians]).[4]
- Species that meet the definitions of rare and endangered under CEQA. CEQA Section 15380 provides that a plant or animal species may be treated as "rare or endangered" even if not on one of the official lists (CEQA Guidelines Section 15380).
- Raptors (birds of prey), which are specifically protected by CFGC Section 3503.5, thus prohibiting the take, possession, or killing of raptors, including owls, their nests, and their eggs.
- Plants considered by CDFW and CNPS to be "rare, threatened or endangered in California" (California Rare Plant Rank 1A, 1B, and 2).

A list of special-status plant and wildlife species that may occur within the UWSP area was created by reviewing the resources cited at the beginning of this chapter. The CNDDB (CDFW 2023) and CNPS Rare Plant Inventory (CNPS 2023) were queried based on a search of the Sacramento West, Grays Bend, Taylor Monument, Rio Linda, Davis, Sacramento East, Saxon, Clarksburg, and Florin 7.5-minute U.S. Geological Survey quadrangles. An *Official List of Federal Endangered and Threatened Species that Occur in or May Be Affected by the Project* was obtained from the USFWS (2023) (refer to Appendix BIO-3, *Plant and Wildlife Species Lists for the Project Site and Vicinity*, for database reports). The results of these queries, the Biological Resources Assessment Reports for the UWSP area (Bargas 2020; HELIX 2024), and a review of

[3] A California SSC is one that has been extirpated from the state; meets the state definition of threatened or endangered but has not been formally listed; is undergoing or has experienced serious population declines or range restrictions that put it at risk of becoming threatened or endangered; and/or has naturally small populations susceptible to high risk from any factor that could lead to declines that would qualify it for threatened or endangered status.

[4] The *fully protected* classification was California's initial effort in the 1960s to identify and provide additional protection to those animals that were rare or faced possible extinction. The designation can be found in the California Fish and Game Code.

the resources cited at the beginning of this chapter formed the basis for analyzing the potential for special-status species to occur in the UWSP area.

The following set of criteria has been used to determine the potential for each species to occur within the study area.

- **Present**: The species has been documented in the study area by a reliable source.
- **High potential to occur**: The species has not been documented in the study area but is known to recently occur in the vicinity and suitable habitat is present.
- **Moderate potential to occur**: The species has not been documented in the study area or vicinity, but the site is within the known range of the species and suitable habitat for the species is present.
- **Low potential to occur**: The species has not been documented in the study area or vicinity, but the site is within the known range of the species; however, suitable habitat for the species is of low quality.
- **Not expected to occur**: The study area is outside the known geographic or elevational range of the species and/or does not support suitable habitat for the species.

Species with a moderate or high potential to occur are considered to meet the threshold of potentially significant impact and are analyzed under the *Impacts and Analysis* section, below.

Special-status plant species that have a moderate to high potential to occur in the UWSP area include Sanford's arrowhead (*Sagittaria sanfordii*), a species covered by the NBHCP.

Special-status and otherwise protected wildlife species that have a moderate to high potential to occur in the UWSP area include northwestern pond turtle (*Actinemys marmorata*), giant garter snake (*Thamnophis gigas*), tricolored blackbird (*Agelaius tricolor*), burrowing owl (*Athene cunicularia*), Swainson's hawk (*Buteo swainsoni*), northern harrier (*Circus hudsonius*), white-tailed kite (*Elanus leucurus*), loggerhead shrike (*Lanius ludovicianus*), song sparrow "Modesto" population (*Melospiza melodia*); American white pelican (*Pelecanus erythrorhynchus*), white-faced ibis (*Plegadis chihi*), purple martin (*Progne subis*), yellow warbler (*Setophaga petechia*), yellow-headed blackbird (*Xanthocephalus xanthocephalus*), pallid bat (*Antrozous pallidus*), and valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*) (**Table BR-2**).

Species that are on the CDFW Watch List (WL) that have a moderate or high potential to occur in the UWSP area include Cooper's hawk (*Accipiter cooperii*), osprey (*Pandion haliaetus*), and white-faced ibis (*Plegadis chihi*). Watch List species are not considered special-status species; however, they are included in Table BR-2 because they were evaluated in biological resources assessment reports for the UWSP area (Bargas 2020; HELIX 2024) and/or are covered species in regional conservation plans.

Table BR-2: Special-Status and NBHCP and MAP HCP Covered Species Evaluated for Potential Occurrence in the UWSP Area

Common Name/ Scientific Name	Listing Status USFWS/ CDFW/ CRPR	Habitat, Ecology, and Life History	Potential for Species Occurrence
PLANTS			
Ferris' milk-vetch *Astragalus tener* var. *ferrisiae*	--/--/1B.1	Annual herb that grows in vernally mesic and subalkaline meadows and seeps, and valley and foothill grasslands. Blooms from April to May.	**Not expected.** Vernally moist alkaline flats and meadows are absent from the UWSP area.
Alkali milk-vetch *Astragalus tener* var. *tener*	--/--/1B.2	Annual herb that grows in playas and vernal pools of adobe clay, grasslands. Blooms from March to June.	**Not expected.** Playas or vernal pools are absent from the UWSP area.
Heartscale *Atriplex cordulata* var. *cordulata*	--/--/1B.2	Annual herb that grows in alkaline soils of chenopod scrub, meadows and seeps, and valley and foothill grassland (sandy). Blooms from April to October.	**Not expected.** Alkaline habitats are absent from the UWSP area.
Brittlescale *Atriplex depressa*	--/--1B.2	Annual herb that grows in alkaline, clay soils of chenopod scrub, meadows and seeps, playas, valley and foothill grasslands and vernal pools. Blooms from April to October.	**Not expected.** Alkaline habitats are absent from the UWSP area.
Bristly sedge *Carex comosa*	--/--/2B.1	Perennial rhizomatous herb that grows in wetlands of coastal prairies, marshes and swamps, meadows and seeps, and valley and foothill grasslands. Blooms from May to September.	**Low.** Ditch margins present but provide poor habitat from the UWSP area.
Pappose tarplant *Centromadia parryi* ssp. *parryi*	--/--/1B.2	Annual herb that is often found in alkaline substrates of chaparral, coastal prairies, coastal salt marshes and swamps, meadows and seeps, and vernally mesic valley and foothill grasslands. Blooms from May to November.	**Not expected.** Alkaline habitats are absent from the UWSP area.

Common Name/ Scientific Name	Listing Status USFWS/ CDFW/ CRPR	Habitat, Ecology, and Life History	Potential for Species Occurrence
Palmate-bracted bird's-beak *Chloropyron palmatum*	FE/SE/1B.1	Annual herb hemiparasite that grows in alkaline substrates of chenopod scrub and valley and foothill grasslands. Blooms from May to October.	**Not expected.** Alkaline habitats are absent from the UWSP area.
Peruvian dodder *Cuscuta obtusiflora* var. *glandulosa*	--/--/2B.2	Annual vine parasite that grows in marshes and swamps. Blooms from July to October.	**Not expected.** Suitable marsh or swamp habitat is absent from the UWSP area.
Dwarf downingia *Downingia pusilla*	--/--/2B.2	Annual herb that grows in mesic valley/foothill grasslands and vernal pools. Blooms from March to May.	**Not expected.** Suitable vernal pool habitat and mesic grasslands are absent from the UWSP area.
Jepson's coyote-thistle *Eryngium jepsonii*	--/--/1B.2	Perennial herb that grows in mesic clay soil of valley and foothill grasslands and vernal pools. Blooms from April to August.	**Not expected.** Suitable vernal pool habitat and mesic grasslands are absent from the UWSP area.
San Joaquin spearscale *Extriplex joaquinana*	--/--/1B.2	Annual herb that grows in alkaline substrates of chenopod scrub, meadows and seeps, playas, and valley and foothill grasslands. Blooms from April to October.	**Not expected.** Alkaline habitats are absent from the UWSP area.
Boggs Lake hedge-hyssop *Gratiola heterosepala*	--/SE/1B.2	Annual herb that grows in vernal pools and lake margins. Blooms from April to August.	**Not expected.** Suitable vernal pool or lake margin habitat is absent from the UWSP area.
Woolly rose-mallow *Hibiscus lasiocarpos* var. *occidentalis*	--/--/1B.2	Perennial rhizomatous herb that grows in marshes/swamps, and often in riprap on the sides of levees. Blooms from June to September.	**Not expected.** Suitable marsh or swamp habitats are absent from the UWSP area.
Alkali-sink goldfields *Lasthenia chrysantha*	--/--/1B.1	Annual herb that grows in vernal pools. Blooms from February to April.	**Not expected.** Suitable vernal pool habitat is absent from the UWSP area.

Common Name/ Scientific Name	Listing Status USFWS/ CDFW/ CRPR	Habitat, Ecology, and Life History	Potential for Species Occurrence
Delta tule pea *Lathyrus jepsonii* var. *jepsonii*	--/--/1B.2	Perennial herb that grows in brackish and freshwater marshes or swamps. Blooms from May to July.	**Not expected.** Suitable marsh and swamp habitat is absent from the UWSP area.
Legenere *Legenere limosa*	--/--/1B.1	Annual herb that grows in vernal pools. Blooms from April to June.	**Not expected.** Vernal pools are absent from the UWSP area.
Heckard's pepper-grass *Lepidium latipes* var. *heckardii*	--/--/1B.2	Annual herb that grows in alkaline flats in valley and foothill grassland. Blooms from March to May.	**Not expected.** Alkaline habitats are absent from the UWSP area.
Mason's lilaeopsis *Lilaeopsis masonii*	--/SR/1B.1	Perennial rhizomatous herb that grows in intertidal marshes and swamps, and riparian scrub. Blooms from April to November.	**Not expected.** Intertidal habitat is absent from the UWSP area.
Little mousetail *Myosurus minimus* ssp. *apus*	--/--/3.1	Annual herb found in alkaline vernal pools. Blooms from March to June.	**Not expected.** Suitable vernal pool habitat is absent from the UWSP area.
Baker's navarretia *Navarretia leucocephala* ssp. *bakeri*	--/--/1B.1	Annual herb that grows in mesic cismontane woodland, lower montane coniferous forest, meadows and seeps, valley and foothill grasslands, and vernal pools. Blooms from April to July.	**Not expected.** Vernal pools and mesic grassland in which this species may occur regionally is absent from the UWSP area.
Colusa grass *Neostapfia colusana*	FT/SE/1B.1	Annual herb that grows in vernal pools. Blooms from May to August.	**Not expected.** Suitable vernal pool habitat is absent from the UWSP area.
Slender Orcutt grass *Orcuttia tenuis*	FT/SE/1B.1	Annual herb that grows in vernal pools. Blooms from May to September.	**Not expected.** Suitable vernal pool habitat is absent from the UWSP area.
Sacramento Orcutt grass *Orcuttia viscida*	FE/SE/1B.1	Annual herb that grows in vernal pools. Blooms from April to July.	**Not expected.** Suitable vernal pool habitat is absent from the UWSP area.

Common Name/ Scientific Name	Listing Status USFWS/ CDFW/ CRPR	Habitat, Ecology, and Life History	Potential for Species Occurrence
Bearded popcornflower *Plagiobothrys hystriculus*	--/--/1B.1	Annual herb that grows in mesic valley and foothill grasslands, vernal pool margins, and often vernal swales. Blooms from April to May.	**Not expected.** Suitable vernal pool habitat is absent from the UWSP area.
California alkali grass *Puccinellia simplex*	--/--/1B.2	Annual herb that grows in vernally mesic alkaline flats and lake margins in chenopod scrub, meadows and seeps, valley and foothill grassland, and vernal pools. Blooms from March to May.	**Not expected.** Alkaline habitats are absent from the UWSP area.
Sanford's arrowhead *Sagittaria sanfordii*	--/--/1B.2	Aquatic emergent perennial rhizomatous herb that grows in marshes, ponds, and ditches. Blooms from May to October.	**Moderate.** There may be suitable habitat in aquatic ditches in the UWSP area. There are two CNDDB reported occurrences within a 5-mile radius of the study area.
Keck's checkerbloom *Sidalcea keckii*	FE/--/1B.1	Annual herb that grows in serpentine clay substrates of cismontane woodland and valley and foothill grassland. Blooms from April to May or June.	**Not expected.** Serpentine substrates are absent from the UWSP area.
Suisun Marsh aster *Symphyotrichum lentum*	--/--/1B.2	Perennial rhizomatous herb that grows in either brackish or freshwater area of marshes and swamps. Blooms from March to November.	**Not expected.** Suitable marsh or swamp habitats are absent from the UWSP area.
Saline clover *Trifolium hydrophilum*	--/--/1B.2	Annual herb that grows in marshes and swamps, mesic and alkaline valley and foothill grasslands, and vernal pools. Blooms from April to June.	**Not expected.** Vernal pools, suitable marshes or swamps, or alkaline habitats are absent from the UWSP area.
Crampton's tuctoria or Solano grass *Tuctoria mucronata*	FE/SE/1B.1	Annual herb that grows in mesic valley and foothill grasslands and vernal pools. Blooms from April to August.	**Not expected.** Vernal pools or vernal pool grassland complexes are absent from the UWSP area.

Common Name/ Scientific Name	Listing Status USFWS/ CDFW/ CRPR	Habitat, Ecology, and Life History	Potential for Species Occurrence
WILDLIFE			
Invertebrates			
Conservancy fairy shrimp *Branchinecta conservatio*	FE/--/--	Found in vernal pools in the Central Valley ranging from Tehama County in the north to Merced County in the south. Inhabit small, clear-water, sandstone depression pools and grassed swale, earth slump, or basalt-flow depression pools.	**Not expected.** Suitable vernal pool habitat is absent from the UWSP area.
Vernal pool fairy shrimp *Branchinecta lynchi*	FT/--/--	Endemic to the grasslands of the Central Valley, central coast mountains, and south coast mountains, in rain-filled pools. Inhabit small, clear-water, sandstone depression pools and grassed swale, earth slump, or basalt-flow depression pools. Short life cycle requires shorter hydroperiod than other vernal pool shrimp species.	**Low.** Vernal pool habitat is absent from the UWSP area, but this species is capable of inhabiting more ephemeral pools such as tire ruts. Nearest CNDDB occurrence is 3 miles east of the UWSP area.
Midvalley fairy shrimp *Branchinecta mesovallensis*	--/--/--	Endemic to small portion of the Central Valley. Inhabit small, clear-water, sandstone depression pools and grassed swale, earth slump, or basalt-flow depression pools.	**Not expected.** Vernal pool habitat is absent from the UWSP area.
Crotch's bumble bee *Bombus crotchii*	--/SSC/--	Open grasslands and scrub habitat in California with available underground nesting habitat in fossorial animal burrows.	**Not expected.** Scrub habitat is not present and annual grassland is fragmented and composes only a small minority (17.3 acres or 0.79%) of the UWSP. No CNDDB occurrence records in the UWSP area since 1998; one verified record 7 miles south of the UWSP area from 2022 (Bumblebee Watch 2023). No iNaturalist records within 5 miles of the UWSP (iNaturalist 2024).

Common Name/ Scientific Name	Listing Status USFWS/ CDFW/ CRPR	Habitat, Ecology, and Life History	Potential for Species Occurrence
Western bumble bee *Bombus occidentalis*	--/SSC/--	Nests, forages, and overwinters in meadows and grasslands with abundant floral resources and available underground nesting habitat in fossorial animal burrows. Range is throughout California, but more common in the Sierra Nevada and Coast Ranges than in the Central Valley.	**Not expected.** Grassland habitat is available but is fragmented and composes only a small minority (17.3 acres or 0.79%) of the UWSP. No occurrence records within 5 miles of the UWSP area (CDFW 2024 iNaturalist 2024; Bumble Bee Watch 2024).
Valley elderberry longhorn beetle *Desmocerus californicus dimorphus*	FT/--/--	Found in host plant along rivers and streams. Occurs from southern Shasta County to Fresno County. Only occurs on host plant, red or blue elderberry (*Sambucus* spp.).	**Moderate.** Numerous CNDDB occurrence records along the Sacramento and American rivers, but limited habitat present in woodlands within the study area. While no elderberry shrubs have been specifically observed within the UWSP area, not all potentially suitable habitat within the study area was surveyed for their presence during prior biological reconnaissance for the project due to access restrictions (HELIX 2024; Bargas 2022).
Vernal pool tadpole shrimp *Lepidurus packardi*	FE/--/--	Endemic to California's Great Central Valley, with the majority of the populations found in the Sacramento Valley. Found in a wide variety of ephemeral wetland habitats. Inhabits small, clear, well-vegetated vernal pools to highly turbid pools.	**Not expected.** Vernal pool habitat is absent from the UWSP area.
Fish			
Sacramento perch *Archoplites interruptus*	--/SSC/--	Species occurs in sloughs, slow-moving rivers, and large lakes in the Central Valley.	**Not expected.** Suitable aquatic habitat is absent from the UWSP area.
Green sturgeon – southern DPS *Acipenser medirostris* pop. 1	FT/--/--	Spawn and rear juveniles in freshwater rivers. Migrate to saltwater to feed, grow, and mature. Return to freshwater to spawn.	**Not expected.** Known to migrate through the Sacramento River adjacent to the UWSP area; however, the West Drainage Canal (Witter Canal) and all canals in the UWSP area are separated from the Sacramento River by pumping plants, making fish passage highly unlikely.

Common Name/ Scientific Name	Listing Status USFWS/ CDFW/ CRPR	Habitat, Ecology, and Life History	Potential for Species Occurrence
Delta smelt *Hypomesus transpacificus*	FT/SE/--	Spawn in tidally influenced freshwater, backwater sloughs, and channel edge waters. Rearing and maturation occurs in low-salinity waters, followed by a winter upstream migration before spawning.	**Not expected.** Occurs in the Sacramento River; however, the West Drainage Canal (Witter Canal) and all canals in the UWSP area are separated from the Sacramento River by pumping plants, making fish passage highly unlikely.
Steelhead – central valley DPS *Oncorhynchus mykiss irideus* pop. 11	FT/--/--	Hatch in gravel-bottomed, fast-flowing freshwater streams. Migrate to the ocean to feed and mature. Return to freshwater to spawn.	**Not expected.** Occurs in the Sacramento River; however, the West Drainage Canal (Witter Canal) and all canals in the UWSP area are separated from the Sacramento River by pumping plants, making fish passage highly unlikely.
Chinook salmon – Central Valley spring-run ESU *Oncorhynchus tshawytscha* pop. 11	FT/ST/--	Spawn and rear juveniles in freshwater rivers. Migrate to saltwater to feed, grow, and mature. Return to freshwater to spawn.	**Not expected.** Known to migrate through the Sacramento River adjacent to the UWSP area; however, the West Drainage Canal (Witter Canal) and all canals in the UWSP area are separated from the Sacramento River by pumping plants, making fish passage highly unlikely.
Chinook salmon – Sacramento River winter-run ESU *Oncorhynchus tshawytscha* pop. 7	FE/SE/--	Spawn and rear juveniles in freshwater rivers. Migrate to saltwater to feed, grow, and mature. Return to freshwater to spawn.	**Not expected.** Known to migrate through the Sacramento River adjacent to the UWSP area; however, the West Drainage Canal (Witter Canal) and all canals in the UWSP area are separated from the Sacramento River by pumping plants, making fish passage highly unlikely.
Sacramento splittail *Pogonichthys macrolepidotus*	--/SSC/--	Endemic to the Central Valley. Largely confined to the Delta, Suisun Bay, Suisun Marsh, Napa River, Petaluma River, and Sacramento-San Joaquin estuary. Occurs primarily in freshwater estuarine systems and prefers low salinity, shallow-water habitats.	**Not expected.** Known to be present in the Sacramento River adjacent to the UWSP area; however, the West Drainage Canal (Witter Canal) and all canals in the UWSP area are separated from the Sacramento River by pumping plants, making fish passage highly unlikely.

Common Name/ Scientific Name	Listing Status USFWS/ CDFW/ CRPR	Habitat, Ecology, and Life History	Potential for Species Occurrence
Longfin smelt *Spirinchus thaleichthys*	FC/ST/--	Inhabits nearshore waters, estuaries, and lower portions of freshwater streams. Spawn in freshwater streams with sandy or gravel substrates, rocks, and aquatic plants.	**Not expected.** Known to migrate through the Sacramento River adjacent to the UWSP area; however, the West Drainage Canal (Witter Canal) and all canals in the UWSP area are separated from the Sacramento River by pumping plants, making fish passage highly unlikely.
Reptiles			
Northwestern pond turtle *Actinemys marmorata*	FC/SSC/--	A thoroughly aquatic turtle of ponds, marshes, rivers, streams, and irrigation ditches with aquatic vegetation. Needs basking sites and suitable upland habitat for egg-laying (e.g., sandy banks or grassy open fields). Preys on tadpoles, frog eggs, snails, aquatic beetles, dragonfly larvae, and fish.	**Moderate.** Canals in the UWSP area offer suitable aquatic habitat.
Giant garter snake *Thamnophis gigas*	FT/ST/--	Associated with marshes and sloughs. Absent from larger rivers. Active mid-March through October. Extremely aquatic; rarely found away from water during the active season. Retreats to small-mammal burrows, soil cracks and fissures, and crevices in riprap.	**High.** Many recent CNDDB records in the vicinity of the UWSP area, including along the West Drainage Canal (Witter Canal) at the northern edge of the UWSP area. Canals in the UWSP area provide marginally suitable habitat that is connected to higher quality habitat. Recent trapping surveys in the UWSP area entailing 40,703 total trap days yielded no giant garter snake captures (HELIX 2024). Canals in the UWSP area likely support the species on a transitory basis based on positive eDNA samples for the species at one location in the study area and three locations in ditches surrounding the study area over two years (HELIX 2024).

Common Name/ Scientific Name	Listing Status USFWS/ CDFW/ CRPR	Habitat, Ecology, and Life History	Potential for Species Occurrence
Amphibians			
Western spadefoot toad *Spea hammondii*	--/SSC/--	Breeds in ephemeral pools in open grassland habitat; remains underground for much of the year. Requires 2 to 18 weeks of standing water for larval development.	**Not expected.** Ephemeral pools are absent from the UWSP area.
California tiger salamander *Ambystoma californiense*	FT/ST/--	Breeds in ephemeral pools in open grassland habitat; remains underground for much of the year. Requires 2 to 18 weeks of standing water for larval development.	**Not expected.** Ephemeral pools are absent from the UWSP area.
Birds			
Cooper's hawk *Accipiter cooperii*	--/WL/--	Nests in riparian areas and oak woodlands, and hunts songbirds at woodland edges. Increasingly found nesting in neighborhood street trees. Present year-round.	**Present.** Open fields and pastures in the UWSP area provide suitable habitat. The species was observed on March 7, 2023 (HELIX 2024).
Tricolored blackbird *Agelaius tricolor*	BCC/ST/--	Nests colonially in emergent wetland vegetation and blackberry bushes extensive enough to support a large colony. Forages in agricultural fields, grasslands, flooded pastures, and edges of ponds. Present year-round in the Central Valley.	**Moderate.** Suitable nesting habitat in the UWSP area includes emergent vegetation along ditches and canals and blackberry bushes. Agricultural fields in the UWSP area provide suitable foraging habitat. Numerous CNDDB occurrences in the UWSP area.
Grasshopper sparrow *Ammodramus savannarum*	--/SSC/--	Grasslands, prairies, hayfields, and open pastures with scattered shrubs and often with some bare ground. Builds a domed nest out of grasses on the ground, often at the base of a clump of grass. Present in the Central Valley during the breeding season.	**Low.** Annual grasslands provide marginally suitable habitat for nesting and foraging. No CNDDB occurrences within 5 miles of the UWSP area; however, observations of the species within 5 miles 92024, 2006) and 2 miles (2013) of the UWSP area have been documented in eBird.

Common Name/ Scientific Name	Listing Status USFWS/ CDFW/ CRPR	Habitat, Ecology, and Life History	Potential for Species Occurrence
Burrowing owl *Athene cunicularia*	--/SSC/--	Open, dry, annual or perennial grasslands, deserts, and scrublands characterized by low-growing vegetation. Utilizes rodent burrows, especially California ground squirrel burrows, or alternative refuge, such as riprap, culverts, etc. Present year-round.	**Moderate.** Suitable habitat is present in the UWSP area in ruderal or fallowed fields and along the banks of ditches, canals, and levees, especially where small-mammal burrows are present. One CNDDB occurrence from 1991 east of the UWSP area.
Cackling (=Aleutian Canada) goose *Branta hutchinsii leucopareia*	FD/WL/--	Lacustrine, fresh emergent wetlands, and moist grasslands, croplands, pastures, and meadows. Grazes in marshes and stubble fields, roosts in the water. Present only during winter in the Central Valley.	**Low:** This species is not documented in the UWSP area; however, it may migrate through or forage in the UWSP area on a transitory basis, during the winter. Suitable foraging habitat is present in agricultural fields in the UWSP area.
Ferruginous hawk *Buteo regalis*	--/WL/--	Semiarid grasslands, rocky outcrops, and shallow canyons. Nests on rocky outcrops, hillsides, rock pinnacles, or in trees. Present only during winter in the Central Valley.	**Low.** This species may migrate through the UWSP area during the winter but is not here during the breeding season. Fragmented grasslands provide marginally suitable foraging habitat in the UWSP area.
Swainson's hawk *Buteo swainsoni*	--/ST/--	Breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannas, and agricultural or ranch areas. Requires adjacent suitable foraging areas such as grasslands, or alfalfa or grain fields supporting rodent populations. Present during breeding season with a minority of the population overwintering in the Central Valley.	**High.** Agricultural areas and grassland provide foraging habitat for Swainson's hawk. This species was observed nesting and foraging in the study area during surveys in 2019, 2020, and 2021 (Bargas 2022) and there are numerous CNDDB occurrences in the UWSP area.
Mountain plover *Charadrius montanus*	--/SSC/--	Inhabits open grasslands, open sagebrush areas, and plowed fields with little vegetation. Present only during winter in the Central Valley.	**Low.** This species may migrate through the UWSP area during the winter but is not here during the breeding season. Fragmented grasslands provide marginally suitable foraging habitat in the UWSP area.
Western snowy plover *Charadrius nivosus nivosus*	FT/SSC/--	Found in sparsely vegetated coastal beaches, salt flats and river sandbars. Found year-round on coastal California.	**Not expected.** Outside of species' known range and no suitable habitat occurs within the UWSP area.

Common Name/ Scientific Name	Listing Status USFWS/ CDFW/ CRPR	Habitat, Ecology, and Life History	Potential for Species Occurrence
Northern harrier *Circus hudsonius*	--/SSC/--	Found in grasslands, rangelands, and fresh and saltwater emergent wetlands. Nests on the ground in tall vegetation. Present year-round in the Central Valley.	**Present.** Suitable foraging habitat present. Species observed foraging the UWSP area in 2019 and 2021 (Bargas 2022). Suitable nesting habitat may be present in emergent vegetation along ditches and canals.
Western yellow-billed cuckoo *Coccyzus americanus occidentalis*	FT/CE/--	Found in deciduous riparian habitat with dense foliage. Nests in willows and dense understory. Present in California only during the breeding season.	**Not expected.** Suitably expansive riparian habitat (generally considered to be a minimum of 300 feet wide) is not present in the UWSP area except for very limited stretches along the Sacramento River. This species is sensitive to human disturbances and the presence of traffic noise along Garden Highway and many residences within the riparian area along the Sacramento River are expected to preclude occupancy by the species. Per the CNDDB, western yellow-billed cuckoo has not been documented since the late 1800s in the Sacramento River riparian corridor west of the UWSP area and the species is considered extirpated from this area.
White-tailed kite *Elanus leucurus*	--/FP/--	Forages in open plains, grasslands, and prairies; typically nests in trees. Present year-round in the Central Valley.	**High.** Suitable nesting trees and suitable foraging habitat in agricultural fields, pastures, and grasslands are present in the UWSP area. This species was observed foraging and possibly nesting in the UWSP area in 2019 (Bargas 2022).
Merlin *Falco columbarius*	--/WL/--	Inhabits open grasslands, woodlands, and wetlands. Roosts in dense trees near bodies of water. Present only during winter in the Central Valley.	**Low.** This species may migrate through the UWSP area during the winter but does not breed in the Central Valley. Foraging and roosting habitat is limited.
American peregrine falcon *Falco peregrinus anatum*	FD/SD/--	Breeds near water with nearby vertical structures such as cliffs, bridges, high-rise buildings, and former nests of common raven and osprey on electric transmission towers and boat navigation markers serving as nesting sites. Preys on birds, which it takes on the wing.	**Low.** No potential nesting habitat in the UWSP area. May forage on or transit through the UWSP area.

Common Name/ Scientific Name	Listing Status USFWS/ CDFW/ CRPR	Habitat, Ecology, and Life History	Potential for Species Occurrence
Greater sandhill crane *Grus canadensis tabida*	--/ST, FP/--	Breeds in open wetland habitats surrounded by shrubs or trees. During the non-breeding season, this species roosts on shallow lakes or rivers at night and spends the day foraging in irrigated croplands, pastures, grasslands, or wetlands. Present in the Central Valley only during winter.	**Low.** Suitable wintering habitat is present in the UWSP area; however, the species is not known to use the Natomas Basin.
Loggerhead shrike *Lanius ludovicianus*	--/SSC/--	Inhabits shrub and grassland habitat and agricultural fields. Nests in shrubs, trees, and vines in open and riparian habitats. Present year-round in the Central Valley.	**High.** No CNDDB occurrences, but the species is observed regularly throughout the Natomas Basin (City of Sacramento et al. 2003). Suitable habitat is present in the UWSP area.
California black rail *Laterallus jamaicensis coturniculus*	--/ST, FP/--	Inhabits wetlands, marshes, and swamps. Requires stable, shallow water for foraging. Present year-round in the Central Valley.	**Not expected.** Outside species' known range and suitable habitat is absent from the UWSP area.
Song sparrow ("Modesto" population) *Melospiza melodia* pop.1	--/SSC/--	Prefers riparian, fresh, or saline emergent wetland and wet meadow habitats. Requires riparian thickets of willows, shrubs, vines, tall herbs, and emergent vegetation for breeding. Present year-round in the Central Valley.	**High.** Suitable nesting habitat is present within emergent vegetation along ditches and canals in the UWSP area.
Double-crested cormorant *Phalacrocorax auritus*	--/WL/--	Inhabits fresh, salt, and estuarine waters, including inland lakes. Roosts beside water in offshore rocks and steep cliffs. Does not breed in the Central Valley.	**Not expected.** Suitable habitat is absent from the UWSP area.
Osprey *Pandion haliaetus*	--/WL/--	Inhabits large trees and snags in open forests and tall human-made structures such as cranes and light fixtures. Forages in open and clear waters of rivers, lakes, and estuaries. Present year-round in the Central Valley.	**Present.** Suitable foraging habitat along the Sacramento river and suitable nesting habitat in trees and structures in the UWSP area. Species was observed in flight over the UWSP area on March 7, 2023 (HELIX 2024).

Common Name/ Scientific Name	Listing Status USFWS/ CDFW/ CRPR	Habitat, Ecology, and Life History	Potential for Species Occurrence
American white pelican *Pelacanus erythrorhynchos*	--/SSC/--	Inhabits lakes, marshes, and salt bays. Breeds inland on isolated islands, while wintering on shallow protected bays and estuaries. Present year-round in the Central Valley.	**High (foraging only).** Species observed foraging and loafing in the canals of the UWSP area (Bargas 2022). No suitable breeding habitat in the UWSP area.
White-faced ibis *Plegadis chihi*	--/WL/--	Roosts near dense, freshwater vegetation or low shrubs over water. Nesting requires extensive marshes. Present year-round in the Central Valley.	**Moderate (foraging only).** Agricultural fields may provide suitable foraging habitat, depending on the crop. No suitable nesting habitat in the UWSP area.
Purple martin *Progne subis*	--/SSC/--	Nests in cavities in open areas with low canopy cover over height of the nest, near bodies of water that support high densities of insects. Cavities used include bird houses, bridges, buildings, and woodpecker holes in dead trees. They forage over cities, parks, open fields, dunes, streams, wet meadows, and other open areas. Present during the breeding season in the Central Valley.	**Moderate.** Most recent CNDDB occurrence is 2.5 miles from the UWSP area from 2007; however, tree cavities in large trees or utility poles provide suitable nesting habitat in the UWSP area.
Bank swallow *Riparia riparia*	--/ST/--	Generally found near larger bodies of water, such as rivers, lakes, or even the ocean, throughout the year. They forage in open areas such as grassland and farmland and tend to avoid dense forests and mountainous areas. Present during the breeding season in the Central Valley.	**Low.** This species is not documented in the UWSP area; however, it may migrate through or forage in the UWSP area on a transitory basis, during the winter. Suitable foraging habitat is present in agricultural fields in the UWSP area.
Yellow warbler *Setophaga petechia*	--/SSC/--	Found in bushes, swamp edges, streams, and gardens. Breeds in streamside thickets and riparian woodlands and gleans insects from branches of shrubs and small trees. Present during the breeding season in the Central Valley.	**High.** While no breeding habitat is present, given the lack of preferred riparian habitat conditions within the study area, species likely uses the Sacramento River riparian corridor and utilizes other woodlands and shrubs for foraging in the UWSP area.
Least Bell's vireo *Vireo bellii pusillus*	FE/SE/--	Inhabits grasslands and riparian areas including brushy fields and riverine scrub. Nests in shrubs and small trees.	**Not expected.** Outside of species' known range.

Common Name/ Scientific Name	Listing Status USFWS/ CDFW/ CRPR	Habitat, Ecology, and Life History	Potential for Species Occurrence
Yellow-headed blackbird *Xanthocephalus xanthocephalus*	--/SSC/--	Inhabit freshwater wetlands and farm fields, nests in reeds over the water. Present during the breeding season in the Central Valley.	**Moderate.** Nesting habitat is present in the UWSP area along ditches and canals with emergent vegetation. Agricultural fields in the UWSP area may provide adequate foraging habitat. Observed east of the UWSP area during recent field surveys (Bargas 2022).
Mammals			
Pallid bat *Antrozous pallidus*	--/SSC/WBWG (High)	A wide variety of habitats is occupied, including grasslands, shrublands, woodlands, and forests from sea level up through mixed conifer forests. The species is most common in open, dry habitats with rocky areas for roosting. Roosts in buildings, caves, tree hollows, crevices, mines, and bridges.	**Moderate.** No CNDDB occurrence records in the UWSP area; however, potentially suitable roosting habitat in buildings, bridges, and tree cavities is present in the UWSP area.
Silver-haired bat *Lasionycteris noctivagans*	--/--/WBWG (Medium)	Most common in open, dry habitats with rocky areas for roosting. Roosts on buildings, under bridges and overpasses, and hollow trees. Forages over open meadows, above the canopy and in riparian zone.	**Low.** Open, dry, rocky habitat is absent from the UWSP area, but buildings, bridges and trees are present. No CNDDB occurrence records in the UWSP area.
Hoary bat *Lasiurus cinereus*	--/--/ WBWG (Medium)	Solitary rooster in tree foliage. Habitats include woodlands, forests, and riparian habitats with dense foliage. Winters along the coast and in Southern California, breeding inland and north of the winter range. During migration can be found throughout California.	**Low.** Very limited suitable roosting habitat in trees at the western edge of the UWSP area, which is planned to remain agricultural. No CNDDB occurrence records in the UWSP area.
American badger *Taxidea taxus*	--/SSC/--	Most abundant in drier open stages of most shrub, forest, and herbaceous habitats, with friable soils. Needs sufficient food, friable soil, and open, uncultivated habitat. Preys on burrowing rodents.	**Not expected.** No suitable habitat within the UWSP area and the only CNDDB occurrence record in Sacramento County is from 1938.

Common Name/ Scientific Name	Listing Status USFWS/ CDFW/ CRPR	Habitat, Ecology, and Life History	Potential for Species Occurrence

SOURCES: CDFW 2023; CNPS 2023; USFWS 2023

NOTES: CDFW = California Department of Fish and Wildlife; CNDDB = California Natural Diversity Database; CRPR = California Rare Plant Rank; Delta = Sacramento–San Joaquin Delta; DPS = distinct population segment; ESU = evolutionarily significant unit; MAP HCP = Metro Air Park Habitat Conservation Plan; NBHCP = Natomas Basin Habitat Conservation Plan; USFWS = U.S. Fish and Wildlife Service; UWSP = Upper Westside Specific Plan

STATUS CODES:

FEDERAL: (U.S. Fish and Wildlife Service)

FT = Listed as Threatened (likely to become Endangered within the foreseeable future) by the Federal Government.
FE= Listed as Endangered by the Federal Government
FC = Candidate for federal listing
FD= Delisted

STATE:

ST = Listed as Threatened by the State of California
SE= Listed as Endangered by the State of California
CC = California Candidate for Listing
SSC = California Species of Special Concern
FP= California Department of Fish and Wildlife designated “fully protected”
SD = delisted

WL = Watch list

OTHER:

California Native Plant Society (CNPS) California Rare Plant Ranks (CRPR):

1B = Rare, threatened, or endangered throughout range; Most species in this rank are endemic to California.
2B = Rare, threatened, or endangered in California but common in other parts of its range.
3 = Need more information about species to assign it a ranking.
.1 = Seriously endangered in California
.2 = Fairly endangered in California

WBWG = Western Bat Working Group:

Low = Stable population
Medium = Need more information about the species, possible threats, and protective actions to implement.
High= Imperiled or at high risk of imperilment.

Critical Habitat

USFWS and the National Marine Fisheries Service designate critical habitat for species that they have listed as threatened or endangered. “Critical habitat” is defined in FESA Section 3(5)(A) as those lands (or waters) within a listed species’ current range that contain the physical or biological features that are considered essential to the species’ conservation, as well as areas outside the species’ current range that are determined to be essential to its conservation. Critical habitat may include an area that is not currently used by an endangered or threatened species but that will be needed for species recovery. No critical habitat is designated within the UWSP area and critical habitat is not discussed further in this chapter.

Regulatory Setting

Federal

Federal Endangered Species Act

FESA is the federal government’s set of regulations protecting rare and declining plant and wildlife species. FESA is jointly implemented by USFWS and the National Marine Fisheries Service (marine resources only). FESA protects species using the following status designations: endangered, threatened, proposed, and candidate. A *federally endangered species* is a species of invertebrate, plant, or wildlife formally listed by the USFWS under FESA as facing extinction throughout all or a significant portion of its range. A *federally threatened species* is formally listed as likely to become endangered within the foreseeable future throughout all or a significant portion of its range. A *proposed threatened or endangered species* has been formally proposed for addition to either the threatened or endangered lists. *Candidate species* are species with evidence to be proposed as threatened or endangered.

FESA also requires the USFWS to consider whether there are areas of habitat essential to conservation for each listed species. Critical habitat designations protect these areas, including habitat that is currently unoccupied but may be essential to the recovery of a species. An area is designated as critical habitat after the USFWS publishes a proposed federal regulation in the *Federal Register* and then receives and considers public comments on the proposal. The final boundaries of critical habitat are officially designated when published in the *Federal Register.*

Section 9 of the FESA prohibits the “take” of federally endangered or threatened wildlife species. *Take* is defined under FESA (Section 2[19]) to mean “to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or attempt to engage in any such conduct.” *Harm* is further defined to include significant habitat modification or degradation that results in death or injury to listed species by significantly impairing behavioral patterns (50 CFR Section 17.3). *Harass* is defined as actions that create the likelihood of injury to listed species to such an extent as to significantly disrupt normal behavior patterns (50 CFR Section 17.3).

Section 10(a)(1)(b) of the FESA allows for the take of a threatened or endangered species incidental to development once an HCP has been prepared to the satisfaction of the USFWS, with a Section 10(a) incidental take permit.

For federal projects, Section 7 of the FESA allows for consultation between the affected agency and the USFWS to determine what measures may be necessary to compensate for the incidental take of a listed species. A *federal project* is any project that is proposed by a federal agent or is at least partially funded or authorized by a federal agency. Additionally, if the listed species or its habitat occurs in a portion of the project subject to federal agency jurisdiction, then consultation under Section 7 is usually permissible and may be required.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act of 1918 (MBTA) is a federal law governing the taking, killing, possession, transportation, and importation of various birds, their eggs, parts, and nests. The take of any bird species listed as protected on any treaty lists governed by the MBTA's regulation of taking migratory birds for educational, scientific, and recreational purposes and requiring harvest level to be limited to prevent over utilization. The MBTA also prohibits taking, possession, import, export, transport, selling, purchase, barter, or offering for sale purchase or barter, of certain bird species, their eggs, parts, and nests, except as authorized under a valid permit.

Clean Water Act

Under CWA Section 404, the USACE has primary federal responsibility for administering regulations that concerns waters of the United States. Section 404 of the CWA regulates the discharge of dredged or fill material into waters of the United States. *Fill material* is material placed in waters of the United States where the material has the effect of replacing any portion of a water of the United States with dry land or changing the bottom elevation of any portion of a water of the United States. *Waters of the United States* include navigable waters of the United States; interstate waters; all other waters where the use, degradation, or destruction of the waters could affect interstate or foreign commerce; tributaries to any of these waters, and wetlands adjacent to these waters. *Wetlands* are defined as those areas that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. The USACE requires that a permit be obtained if a project proposes the placement of structures within, over, or under navigable waters and/or discharging dredged or fill material into waters below the ordinary high-water mark.

Under CWA Section 401, applicants for a federal license or permit to conduct activities that may result in the discharge of a pollutant into waters of the United States must apply for water quality certification from the state. Therefore, all projects with a federal component that may affect state water quality (including projects that require federal agency approval, such as a Section 404 permit) must comply with CWA Section 401. As part of the permitting process under Section 404, applicants would be required to apply for water quality certification from the Central Valley RWQCB.

STATE

CALIFORNIA ENDANGERED SPECIES ACT

CESA prohibits the take of state-listed threatened and endangered species. Under CESA, CDFW is responsible for maintaining a list of rare, threatened, and endangered species designated under state law (CFGC Sections 2070–2079). CDFW maintains a list of candidate species that have been formally put under review for addition to the state threatened and endangered list. CDFW also maintains a list of species of special concern which are considered as sensitive. The CDFW can authorize take if an incidental take permit is issued by the Secretary of the Interior or Commerce in compliance with FESA, or under CFGC Section 2081 where it is demonstrated that the impacts are minimized and mitigated.

CALIFORNIA FISH AND GAME CODE

Section 1600 of the CFGC provides provisions for protecting riparian systems, including bed, banks, and riparian habitat of lakes, seasonal and perennial streams, and rivers. This section requires an applicant to notify CDFW and obtain a Lake and Streambed alteration Agreement if their project would divert or obstruct the natural flow of any river, stream, or lake; change the bed, channel, or bank of any river, stream, or lake; use material from any river, stream, or lake; or deposit or dispose of material into any river, stream, or lake.

Section 2050 regards the CESA, establishing the policy of the state to conserve, protect, and enhance threatened or endangered species and their habitats. CESA is administered by CDFW and prohibits the take of any species that the California Fish and Game Commission determines to be a threatened or endangered species. CESA also mandates that “state agencies should not approve projects as proposed which would jeopardize the continued existence of any endangered species or threatened species” if reasonable and prudent alternatives are available that would avoid jeopardy. CDFW administers CESA and authorizes take through CFGC Section 2081 incidental take permits or through Section 2080.1 for species also listed under FESA.

Section 3511 states that “fully protected” birds, which are those protected prior to the creation of CESA, and parts thereof may not be taken or possessed at any time. Lists of fully protected species were initially developed to provide protection to this that were rare or faced possible extinction and most have since been listed as threatened or endangered under CESA and/or FESA.

CFGC Sections 3503, 3503.5, 3505, and 3513 protect all birds, birds of prey, and all nongame birds, as well as their eggs and nests, for species that are not already listed as fully protected and that occur naturally within the state. Section 3503 states that it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by the CFGC or any regulation made pursuant thereto. Section 3503.5 states that it is unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by the CFGC or any regulation

adopted pursuant thereto. Section 3513 states that it is unlawful to take or possess any migratory nongame bird as designated in the Migratory Bird Treaty Act or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the MBTA.

Porter-Colone Water Quality Control Act

The Porter-Cologne Water Quality Control Act of 1969 established the State Water Resources Control Board (SWRCB) and the nine RWQCBs. The act authorized the SWRCB and the RWQCBs to provide oversight for water rights and water quality. It uses the National Pollutant Discharge Elimination System to monitor point-source discharges into the waters of the state to prevent water quality degradation. The act also protects wetlands surface waters, and groundwater from both point and nonpoint sources of pollution.

State Wetland Definition and Procedures

The SWRCB adopted the State Wetland Definition and Procedures for Discharges or Fill Material to Waters of State in 2019 and completed revisions to the set of procedures in 2021. It outlines that an area is wetland if, under normal circumstances, (1) the area has continuous or recurrent saturation of the upper substrate caused by groundwater, or shallow surface water or both; (2) the duration of such saturation is sufficient to cause anerobic conditions in the upper substrate; and (3) the area's vegetation is dominated by hydrophytes or the area lacks vegetation.

Waters of the state are broadly defined by the Porter-Cologne Water Quality Control Act as "any surface water or groundwater, including saline waters, within the boundaries of the state." The 2021 procedures expand upon this definition to in to clearly include natural wetlands, wetlands created by modification of a surface water of the state, and artificial wetlands meeting specific criteria. The criteria include wetlands created for agency-approved compensatory mitigation; those identified in a water quality control plan; and those greater than or equal to 1 acre in size unless they are constructed and maintained for wastewater treatment or disposal, sediment setting, stormwater permitting program pollutant or runoff management, surface water treatment, agricultural crop irrigation or stock watering, fire suppression, industrial processing and cooling, active surface mining, log storage, recycled-water management, maximizing groundwater recharge, and rice paddies. Wetland delineation procedures follow those defined by USACE for aquatic resources delineation used to assess the presence or absence of hydrophilic vegetation, hydric soils, and wetland hydrology as required by the SWRCB to delineate waters of the state, with one modification being that "the lack of vegetation does not preclude the determination of such an area that meets the definition of wetland."

LOCAL

SACRAMENTO COUNTY 2030 GENERAL PLAN

The following policies from the Agricultural, Conservation, Land Use, and Open Space elements of the Sacramento County 2030 General Plan (County of Sacramento 2011) are applicable to the proposed UWSP. Please note that select policies below have been updated to reflect proposed General Plan Text Amendments requested by the project applicant (see Appendix PD-1). Changes to the text of the policies are shown by either strikethrough where text has been deleted, or double underline where new text has been inserted.

AGRICULTURAL

AG-15 The County shall pursue opportunities to create mitigation banks, environmental mitigation sites, wildlife refuges, or other natural resource preserves wherein substantial agricultural activities that are compatible with protection of high habitat values continue, but incompatible activities and conversion for development are precluded by conservation easements.

AG-17 The establishment of conservation easements combining preservation of agricultural uses, habitat values, and open space on the same property should be encouraged where feasible.

CONSERVATION

CO-25 Support the preservation, restoration, and creation of riparian corridors, wetlands and buffer zones.

CO-26 Protect areas susceptible to erosion, natural water bodies, and natural drainage systems.

CO-58 Ensure no net loss of wetlands, riparian woodlands, and oak woodlands.

CO-59 Ensure mitigation occurs for any loss of or modification to the following types of acreage and habitat function:

- vernal pools,
- wetlands,
- riparian,
- native vegetative habitat, and
- special-status species habitat.

CO-60 Mitigation should be directed to lands identified on the Open Space Vision Diagram and associated component maps (please refer to the Open Space Element), consistent with LU-114.

CO-61 Mitigation should be consistent with Sacramento County-adopted Habitat Conservation Plans.

CO-62 Permanently protect land required as mitigation.

CO-64 Consistent with overall land use policies, the County shall support and facilitate the creation and biological enhancement of large natural preserves or wildlife refuges by other government entities or by private individuals or organizations.

CO-65 Create a network of preserves linked by wildlife corridors of sufficient size to facilitate the movement of species.

CO-66 Mitigation sites shall have a monitoring and management program including an adaptive management component including an established funding mechanism. The programs shall be consistent with Habitat Conservation Plans that have been adopted or are in draft format.

CO-67 Preserves and conservation areas should have an established funding mechanism, and where needed, an acquisition strategy for its operation and management in perpetuity. This includes existing preserves such as the American River Parkway, Dry Creek Parkway, Cosumnes River Preserve and other plans in progress for riparian areas like Laguna Creek.

CO-68 Preserves shall be planned and managed to the extent feasible so as to avoid conflicts with adjacent agricultural activities (Please also refer to the Agricultural Element).

CO-69 Avoid, to the extent possible, the placement of new major infrastructure through preserves unless located along disturbed areas, such as existing roadways.

CO-70 Community Plans, Specific Plans, Master Plans and development projects shall:

- Include the location, extent, proximity and diversity of existing natural habitats and special-status species in order to determine potential impacts, necessary mitigation and opportunities for preservation and restoration.
- Be reviewed for the potential to identify nondevelopment areas and establish preserves, mitigation banks and restore natural habitats, including those for special-status species, considering effects on vernal pools, groundwater, flooding, and proposed fill or removal of wetland habitat.
- Be reviewed for applicability of protection zones identified in this Element, including the Floodplain Protection Zone, Stream Corridor Ordinance,

Cosumnes River Protection Combining Zone and the Laguna Creek Combining Zone.

CO-71 Development design shall help protect natural resources by:

- Minimizing total built development in the floodplain, while designing areas of less frequent use that can support inundation to be permitted in the floodplain.
- Ensuring development adjacent to stream corridors and vernal pools provide, where physically reasonable, a public street paralleling at least one side of the corridor with vertical curbs, gutters, foot path, street lighting, and post and cable barriers to prevent vehicular entry.
- Projects adjacent to rivers and streams shall integrate amenities, such as trail connectivity, that will serve as benefits to the community and ecological function.
- Siting of wetlands near residential and commercial areas should consider appropriate measures to minimize potential for mosquito habitation.
- Development adjacent to stream corridors and vernal pools shall be designed in such a manner as to prevent unauthorized vehicular entry into protected areas

CO-72 If land within river and stream watersheds in existing agricultural areas is developed for non-agricultural purposes, the County should actively pursue easement dedication for recreation trails within such development as a condition of approval.

CO-75 Maintain viable populations of special-status species through the protection of habitat in preserves and linked with natural wildlife corridors.

CO-78 Plans for urban development and flood control shall incorporate habitat corridors linking habitat sites for special-status species. (Please also refer to the Open Space Element for related policies.)

CO-89 Protect, enhance and maintain riparian habitat in Sacramento County.

CO-91 Discourage introductions of invasive non-native aquatic plants and animals.

CO-120 Development projects adjacent to rivers and streams shall provide unencumbered maintenance access.

CO-121 No grading, clearing, tree cutting, debris disposal or any other despoiling action shall be allowed in rivers and streams except for normal channel maintenance, restoration activities, and road crossings.

CO-134 Maintain and establish a diversity of native vegetative species in Sacramento County.

CO-137 Mitigate for the loss of native trees for road expansion and development consistent with General Plan policies and/or the County Tree Preservation Ordinance.

CO-138 Protect and preserve non-oak native trees along riparian areas if used by Swainson's Hawk, as well as landmark and native oak trees measuring a minimum of 6 inches in diameter or 10 inches aggregate for multi-trunk trees at 4.5 feet above ground.

CO-139 Native trees other than oaks, which cannot be protected through development, shall be replaced with in-kind species in accordance with established tree planning specifications, the combined diameter of which shall equal the combined diameter of the trees removed.

CO-145 Removal of non-native tree canopy for development shall be mitigated by creation of new tree canopy equivalent to the acreage of non-native tree canopy removed. New tree canopy acreage shall be calculated using the 15-year shade cover values for tree species.

CO-146 If new tree canopy cannot be created onsite to mitigate for the non-native tree canopy removed for new development, project proponents (including public agencies) shall contribute to the Greenprint funding in an amount proportional to the tree canopy of the specific project.

CO-147 Increase the number of trees planted within residential lots and within new and existing parking lots.

CO-149 Trees planted within new or existing parking lots should utilize pervious cement and structured soils in a radius from the base of the tree necessary to maximize water infiltration sufficient to sustain the tree at full growth.

LAND USE

LU-15 Planning and development of new growth areas should be consistent with Sacramento County-adopted Habitat Conservation Plans and/or other efforts to preserve and protect natural resources.

OPEN SPACE

OS-1 Actively plan to protect, as open space, areas of natural resource value, which may include but are not limited to wetlands preserves, riparian corridors, woodlands, and floodplains associated with riparian drainages.

OS-2 Maintain open space and natural areas that are interconnected and of sufficient size to protect biodiversity, accommodate wildlife movement and sustain ecosystems.

OS-9 Open space easements obtained and offered as mitigation shall be dedicated to the County of Sacramento, an open space agency, or an organization

designated by the County to protect and manage the open space. Fee title of land may be dedicated to the County, the open space agency, or organization provided it is acceptable to the appropriate department or agency (Please also refer to Section V of the Conservation Element for related policies).

Sacramento County Tree Ordinance

The Sacramento County Tree Preservation and Protection Ordinance (Chapter 19.12 of the County Code) regulates removal and impacts on certain tree species and establishes a County policy to preserve all trees possible through its development review process. The Sacramento County Tree Ordinance does not apply to the Natomas Basin and would not pertain to the proposed UWSP; however, the Sacramento County General Plan policy protecting native trees does, as described above.

Sacramento County Swainson's Hawk Impact Mitigation Program Ordinance

The CDFW requires that mitigation for foraging habitat be provided within the known foraging radius of a nesting Swainson's hawk. In 1997, in response to the need to mitigate the loss of Swainson's hawk foraging habitat in Sacramento County, the Board of Supervisors adopted an ordinance that established a Swainson's Hawk Impact Mitigation Program (Chapter 16.130 of the Sacramento County Code). By adopting the program, the Board of Supervisors found that "the most effective means of mitigation for the loss of suitable Swainson's hawk foraging habitat is the direct preservation, in perpetuity, of equally suitable foraging habitat on an acre-per-acre basis based on the Project's determined acreage impact." As amended by the Board of Supervisors in 2009, the program provides for the following voluntary means for mitigation impacts on Swainson's hawk foraging habitat:

- For impacts less than 40 acres, project proponents have the option to pay an impact fee or provide title or easement to suitable Swainson's hawk mitigation lands on a per-acre basis.
- For impacts of 40 acres or greater, project proponents must provide title or easement to approved Swainson's hawk mitigation lands with 1 acre preserved for each one acre impacted.

The determination of impacts and mitigation land suitability is evaluated by the County's Community Development Department, Division of Planning and Environmental Review.

Habitat Conservation Plans

Two HCPs have been approved for development within the vicinity of the UWSP area: the Natomas Basin and Metro Air Park HCPs. The NBHCP and the MAP HCP allow for a combined total of 17,500 acres of development in planned development areas in the Natomas Basin and establish an 8,750-acre reserve system to maintain habitat values for covered species.

While the UWSP area is in the Natomas Basin, the County is not a participant in either the NBHCP or the MAP HCP. Therefore, the applicant (and any future applicants for buildout of the UWSP area) is not eligible for the take coverage granted by USFWS and CDFW under the NBHCP or MAP HCP. The proposed UWSP is also outside of the planned development areas of the NBHCP and MAP HCP and potential impacts resulting from development allowed under the proposed UWSP were not considered in the NBHCP.

Each HCP is described in more detail below.

NATOMAS BASIN HABITAT CONSERVATION PLAN

The NBHCP was finalized in 2003 as an update to the 1997 NBHCP (City of Sacramento et al. 2003). The NBHCP allows 17,500 acres of development to occur within the 53,537-acre Natomas Basin, while implementing a conservation strategy to maintain habitat values for 22 covered species. Of the 17,500 acres of development, 15,517 acres will be developed within the City of Sacramento and Sutter County, which are permittees under the NBHCP, with an additional 1,983 acres to be developed in the Natomas Basin pursuant to the MAP HCP.[5] While MAP is not a permittee under the NBHCP, the NBHCP considers the impact of MAP development and MAP development is required to comply with the conservation strategy of the NBHCP.

To minimize and mitigate the impacts associated with this development, TNBC, the plan operator (and also a permittee under the NBHCP), will develop an 8,750-acre reserve system in the Natomas Basin based on the conservation strategy of the NBHCP.

The conservation strategy of the NBHCP has four main components that are described in Chapter IV of the NBHCP:

- **General conservation strategy.** The general conservation strategy is to create a reserve system that provides greater habitat values than the land converted to urban land uses. The reserve system must include one habitat block that is at least 2,500 acres in size and all reserves must be part of habitat blocks that are at least 400 acres in size, and connections between reserves via agricultural irrigation/drainage canals must be maintained. Reserves will include 30- to 70-foot-wide buffers between habitat and adjacent land uses, and site-specific management plans will be developed for each reserve.
- **Guidelines for reserve acquisition.** Guidelines for the acquisition of reserves provide for a general division of habitat types within TNBC's system of reserves as follows: 25 percent restored and managed marsh, 50 percent preserved rice land maintained in production, and 25 percent upland habitat. The guidelines for reserve acquisition also require that at the time of acquisition, reserves are at

[5] The MAP HCP allows for 2,011 acres of development, 28 acres of which are in the City of Sacramento and thus included in the NBHCP's acreage of allowable development by the City of Sacramento.

least 800 feet from existing urban lands or land designated for urban uses in an adopted general plan.

- **Conservation strategy for wetland habitat.** The conservation strategy for wetland habitat is to (1) convert rice land into managed marsh wetlands to enhance habitat values for the giant garter snake and other Covered Species, and (2) preserve rice land and manage it to provide greater habitat values than unpreserved rice land. This conservation strategy includes site suitability requirements, marsh design guidelines, management practices for restored marsh and preserved rice land, and water management requirements.
- **Conservation strategy for upland habitat.** The conservation strategy for upland habitat is to avoid development in the Swainson's Hawk Zone (within the City of Sacramento and Sutter County) and to preserve upland habitat within and outside of the Swainson's Hawk Zone. This zone encompasses undeveloped land in the Natomas Basin that is within 1 mile of the inside toe of the levee along the Sacramento River from the Natomas Cross Canal south to Interstate 80. The goal of this strategy is to maintain optimum nesting and foraging habitat for Swainson's hawks nesting in this zone because in the Natomas Basin, most Swainson's hawk nesting has been along the Sacramento River.

METRO AIR PARK HABITAT CONSERVATION PLAN

Adopted in 2001, prior to the adoption of the 2003 NBHCP, the MAP HCP allows for 2,011 acres of development by the MAP Property Owners Association, while implementing a conservation strategy to maintain habitat values for 14 covered species. Except for 28 acres in the City of Sacramento, this development is located in unincorporated Sacramento County. Thus, 1,983 acres of development within MAP is additional to the development by the City of Sacramento and Sutter County that is allowed for under the NBHCP. The urban development allowed under the MAP HCP is part of the total 17,500 acres of future planned development in the Natomas Basin reflected in the NBHCP.

The MAP HCP's conservation strategy has been aligned with the NBHCP's conservation strategy, and its implementation integrated with that of the NBHCP. The MAP HCP's conservation strategy was initially based on the 1997 NBHCP, but the MAP HCP has since been revised to incorporate applicable provisions of the 2003 NBHCP, and TNBC is the plan operator for both the MAP HCP and the NBHCP.

IMPACTS AND ANALYSIS

SIGNIFICANCE THRESHOLDS

The thresholds used to determine the significance of impacts related to biological resources are based on Appendix G of the CEQA Guidelines. Implementation of the project could have a significant impact on the environment if it would:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, by the CDFW or USFWS;

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS;

c) Have a substantial adverse effect on state or federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or

f) Conflict with the provisions of an adopted HCP, natural community conservation plan, or other approved local, regional, or state HCP.

ISSUES NOT DISCUSSED IN IMPACTS

Substantial adverse effect on any riparian habitat or other sensitive natural community – No riparian habitat or other sensitive natural community is present in the UWSP area. Therefore, no impact would occur, and this issue is not evaluated further in this EIR.

METHODOLOGY AND ASSUMPTIONS

The impact analysis is based on the resources, references, and data collection methods identified in the *Introduction* to this section. The analysis addresses potential direct and indirect impacts from construction or operation of the proposed UWSP, defined as follows:

- *Direct impacts* are those that could occur at the same time and place as project implementation, such as the removal of habitat as a result of ground disturbance.
- *Indirect impacts* are those that could occur either at a later time or at a distance from the project areas, but that are reasonably foreseeable, such as the loss of an aquatic species as a result of upstream effects on water quality or quantity.

Direct and indirect impacts on biological resources may vary in duration; they may be temporary, short term, or long term.

The analysis considers the potential impacts of the proposed UWSP's implementation on suitable habitat, special-status species, wetlands, wildlife corridors, conflicts with local policies, and conflicts with a local HCP or natural community conservation plan, using the significance criteria listed above. Mitigation measures are identified as necessary to reduce impacts to less-than-significant levels. Detailed information regarding life history, ecology, and distribution of the special-status plant and wildlife species analyzed below is included in HELIX (2024) (Appendix BIO-1) and Bargas (2022) (Appendix BIO-2).

Impact BR-1: Pre-construction Baseline Biological Resources Report

Because the proposed UWSP is anticipated to be built out in phases by different applicants over an estimated 20 years, different suites of mitigation measures may be required specific to the potential biological resources associated with phases of the build-out. In addition, land cover, land use, and consequently, plant and wildlife habitat may change during the intervening years relative to what is documented in this EIR. To identify whether, when, and where each measure applies, Mitigation Measure BR-1 is provided below, which requires that a pre-construction baseline biological resources report be prepared for each phase of development.

Mitigation Measures

BR-1 Pre-construction Baseline Biological Resources Report

Before the construction phase–specific development applications are deemed complete by the County, a qualified biologist shall prepare a Baseline Biological Resources Report documenting current land cover, land use, plant and wildlife habitat, and the locations of potential jurisdictional aquatic resources, native and non-native trees, and any other biological resources needed to reach a conclusion regarding which of the following mitigation measures are required for the specific project phase.

Impact BR-2: Special-Status Plant Species

Sanford's arrowhead (*Sagittaria sanfordii*) may be present in aquatic ditches within the UWSP area. Construction within the UWSP area could result in direct temporary or permanent impacts on Sanford's arrowhead, if present. If clearing and grubbing, ground disturbance, site access, or construction staging were to remove or otherwise damage individuals of these species, this impact would be **potentially significant**.

To address this impact, Mitigation Measures BR-2a through BR-2c are provided below, which would reduce the potential impact on Sanford's arrowhead by providing environmental training to construction personnel regarding special-status plant species that could be present in the construction area; designing and implementing a

comprehensive, adaptive weed control plan to prevent the introduction and spread of invasive plants during construction; and conducting a rare plant survey and avoiding special-status species where feasible; and, if avoidance is not feasible, implementing salvage and relocation of the plants. Therefore, with the implementation of these mitigation measures, the impact on Sanford's arrowhead would be **less than significant**.

Mitigation Measures

BR-2a Worker Environmental Awareness Program

All project personnel involved in ground-disturbing activities will receive a comprehensive Worker Environmental Awareness Program (WEAP) presentation on the first day on a site prior to the initiation of construction provided by a qualified biologist. The WEAP presentation will provide an overview of sensitive biological resources that may be encountered on site. The conservation status, natural history, and habitat requirements of each protected species will be reviewed and a photograph for each species will be provided for a clearer understanding of what to be watchful for while on a site. Resource and regulatory permits will be summarized, and specific conservation and species-specific avoidance and minimization measures will be reviewed. Penalties for failure to comply with all project permits will be reviewed. All project personnel involved in ground-disturbing activities shall sign an acknowledgement form indicating they have received the training, understood the training and agreed to abide by all the conditions of the project permits. The biological monitor will maintain a construction notebook with original copies of all training sign-in sheets and will provide trainings to new personnel on their first day on a site.

BR-2b Weed Control Plan

Prior to the issuance of a grading permit, the applicant for each phase of the UWSP area development shall prepare a weed control plan for review and approval by the Environmental Coordinator. Prior to the start of construction activities, the applicant shall implement a comprehensive, adaptive weed control plan for invasive weed management pre-construction, during construction, and for three years post-construction. The weed control plan shall only apply to UWSP properties that are within 100 feet of NBHCP and SAFCA reserve areas (e.g., the Alleghany Reserve and the Cummings Reserve) and the levee for the West Drainage Canal (Witter Canal) toe drain (refer to Plate BR-2), and shall include the following:

- A pre-construction weed inventory (i.e., location, area, and density by species) shall be conducted in the spring (February–April) by surveying all areas subject to ground-disturbing activity, including but not limited to staging areas, access roads, and areas subject to grading.
- Weed populations that are rated High for negative ecological impact in the California Invasive Plant Council database shall be mapped and described according to density and area covered.

- In areas subject to ground disturbance associated with project activities, weed infestations shall be treated prior to construction according to control methods and practices for invasive weed populations, such as described in *Weed Control in Natural Areas in the Western United States*. The timing of weed control treatment shall be determined for each plant species based on its life history and reproduction with the goal of controlling populations before they start producing seeds.
- Surveying and monitoring shall occur annually for years one to three post-construction. Post-construction weed cover shall not exceed the combined total area of weed cover documented in the pre-construction weed inventory, except for areas otherwise managed by a third party with a controlling easement, such as areas managed by Reclamation District 1000 along the West Drainage Canal (Witter Canal) toe drain.
- An annual report of completed maintenance shall be submitted to the County.
- Weed control treatments shall include all legally permitted herbicide, and manual and mechanical methods. The application of herbicides shall be in compliance with all state and federal laws and regulations under the prescription of a pest control advisor and implemented by a Licensed Qualified Applicator.
- During project pre-construction and construction, vehicles and all equipment shall be washed (including wheels, undercarriages, and bumpers) prior to commencing work in off-road areas.

BR-2c Avoid and Minimize Impacts on Rare Plant Species

Adequate measures shall be taken to avoid inadvertent take of Sanford's arrowhead (*Sagittaria sanfordii*) and other special-status plants by implementing the following steps.

- Prior to the start of ground-disturbing activities, including clearing and grubbing, and/or grading, a qualified biologist shall conduct a properly timed special-status plant survey for Sanford's arrowhead within the species' suitable habitat within the project work limits. The survey will follow the CDFW *Protocols for Surveying and Evaluating Impacts to Special Status Plan Populations and Sensitive Natural Communities* (CDFW 2018), or the most recent guidelines.
- If the survey concludes that Sanford's arrowhead or other special-status plant species are present within the project work limits, the biologist shall establish an adequate buffer area for each plant population to exclude activities that directly remove or alter the habitat of, or result in indirect adverse impacts on, the special-status plant species. A qualified biologist shall oversee installation of a temporary, plastic mesh-type construction fence (Tensor Polygrid or equivalent) at least 4 feet (1.2 meters) tall around any established buffer areas to prevent encroachment by

construction vehicles and personnel. The qualified biologist shall determine the exact location of the fencing. The fencing will be strung tightly on posts set at maximum intervals of 10 feet (3 meters) and will be checked and maintained weekly until all construction is complete. The buffer zone established by the fencing will be marked by a sign stating:

  - "This is habitat of [list rare plant(s)] and must not be disturbed. This species is protected by [the Endangered Species Act of 1973, as amended/California Endangered Species Act/California Native Plant Protection Act]."

- As required by the CDFW *Guidelines for Assessing the Effects of Proposed Projects on Rare, Threatened, and Endangered Plants and Natural Communities*, a qualified botanist shall determine the potential presence and distribution of sensitive natural communities.
- If direct impacts on special-status plants cannot be avoided, the project applicant shall prepare a plan for the County's review minimizing the impacts by one or more of the following methods: (1) salvage and replant plants at the same location following construction; (2) salvage and relocate the plants to a suitable off-site location with long-term assurance of site protection; (3) collect seeds or other propagules for reintroduction at the site or elsewhere; or (4) payment of compensatory mitigation, e.g., to a mitigation bank. As necessary, all necessary approvals from USFWS/CDFW will be obtained for any impacts to special-status plant species protected under FESA or CESA.
- The success criterion for any seeded, planted, and/or relocated plants shall be full replacement at a 1:1 ratio after five years. Monitoring surveys of the seeded, planted, or transplanted individuals shall be conducted annually for a minimum of five years to ensure that the success criterion can be achieved at year five. Monitoring reports shall be submitted to the County. If it appears the success criterion would not be met after five years, contingency measures may be applied. Such measures shall include but are not limited to additional seeding and planting; altering or implementing weed management activities; or introducing or altering other management activities.

IMPACT BR-3: GIANT GARTER SNAKE

Giant garter snake could be present in the irrigation ditches and adjacent uplands within the UWSP area. Construction of individual projects considered under the proposed UWSP would involve removal (filling) of irrigation ditches and adjacent ground disturbance. Removal of ditches would constitute a permanent loss of giant garter snake habitat. Approximately 22 acres of suitable aquatic giant garter snake habitat are present in the UWSP area (HELIX 2024), most of which is expected to be permanently impacted by the proposed UWSP (refer to Plate BR-3). The UWSP area also includes 72.4 acres of suitable upland habitat that is largely undisturbed by anthropogenic actions (i.e., annual grassland, pasture) and 396 acres of anthropogenically disturbed

suitable upland habitat (e.g., ruderal, row crops, urban) for giant garter snake (HELIX 2024).[6] Grubbing, earthmoving, and operation of heavy equipment in uplands directly adjacent to ditches could result in direct mortality to individual giant garter snake. Noise, vibration, and increased activity levels could indirectly impact giant garter snake by causing individuals to avoid areas they normally use, which could make them more vulnerable to predation or interfere with normal breeding activity. This species, and the amphibian species it preys upon, could also be impacted by turbidity caused by construction-related erosion or in-water work. Such activities could result in impacts to giant garter snake habitat, and this impact would be **potentially significant**.

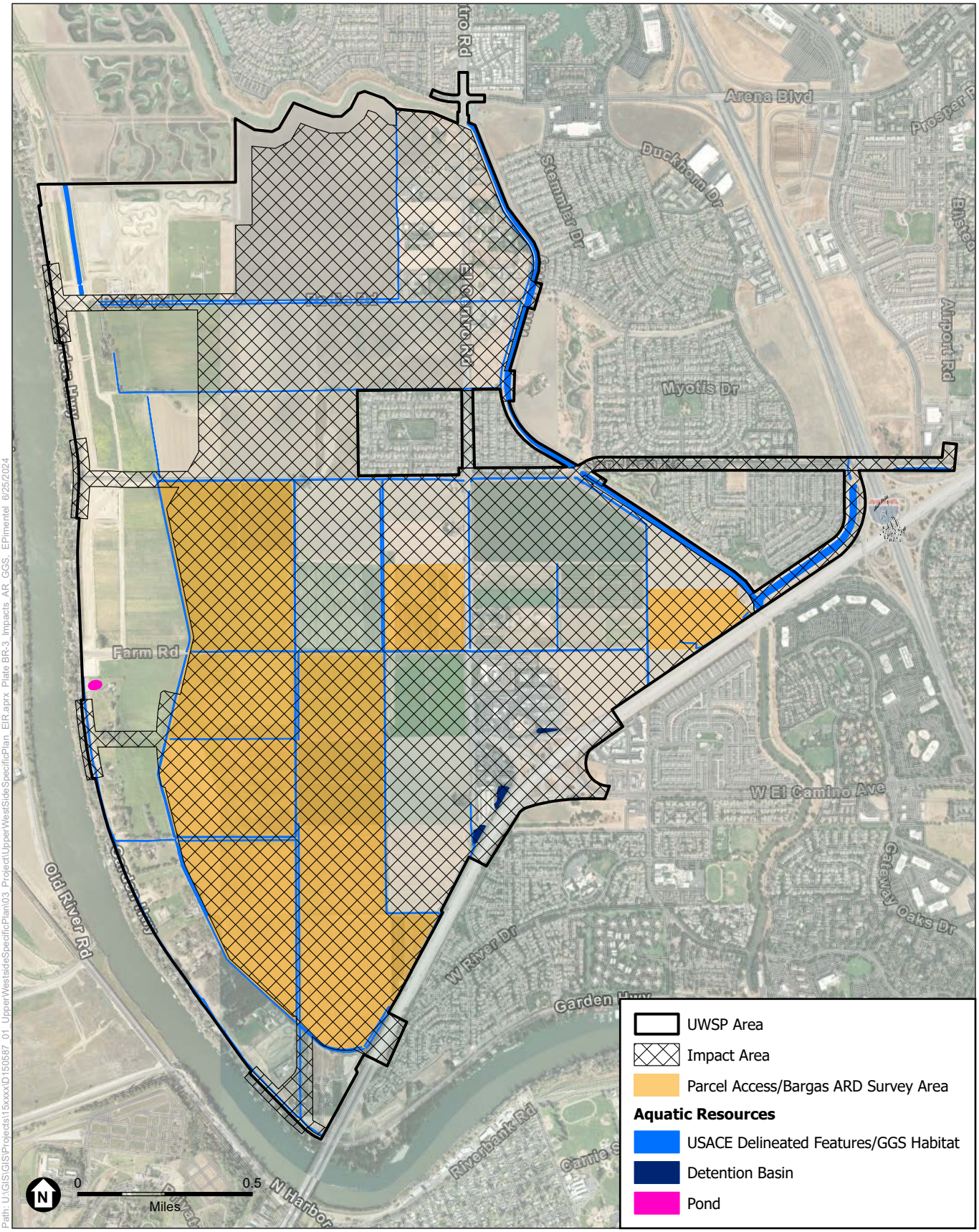
Off-site giant garter snake habitat in the Cummings Reserve, which is part of the NBHCP Reserve system, is present immediately north of the proposed UWSP. The Cummings Reserve would be adjacent to agricultural bufferlands and open space within the UWSP area (refer to Figure 2 of HELIX 2024). Therefore, potential project operational impacts on the species and its prey associated with changes in land use, such as increased stormwater runoff and runoff of deleterious materials associated with urban development into off-site giant garter snake habitat, are not expected. Existing ditches and canals in the agricultural and ruderal lands on the west side of the UWSP area also currently provide giant garter snake habitat. The ditches and canals that would be retained within the UWSP agricultural buffer (refer to Plate BR-3) are not expected to be impacted by potential operational impacts because there would not be a change in surrounding land use.

To address this impact, Mitigation Measures BR-2a and BR-3 are provided below, which would reduce the potential impact on giant garter snake by providing environmental training for construction personnel; conducting construction activity during the active period for giant garter snake (May 1 through September 30),[7] unless approved by CDFW to work outside of that period; conducting pre-construction surveys; dewatering giant garter snake habitat for at least 15 days prior to excavation or filling;

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[6] Giant garter snake potential habitat was determined by selecting land cover types with suitable aquatic habitat and mapping areas of upland habitat directly adjacent to aquatic habitat. HELIX used a practical approach by applying two different metrics dependent on the type of habitat that abutted the aquatic zones. For anthropogenically disturbed uplands (e.g., ruderal, row crops, urban), HELIX estimated upland habitat of approximately 218 feet around the aquatic zone. A larger estimate was applied to upland habitat that is largely undisturbed by anthropogenic actions such as annual grasslands and pastures. HELIX mapped up to 1,300 feet in undisturbed uplands habitat adjacent to aquatic features, as giant garter snakes have been observed in aquatic-associated uplands up to hundreds of meters (hundreds of yards) distant from any water body (Wylie et al. 1997; USFWS 2017a). Although giant garter snake is primarily an aquatic species, it utilizes upland terrestrial habitat, particularly during the winter inactive season. Per the *Recovery Plan for Giant Garter Snake* (USFWS 2017a), over-wintering giant garter snakes use burrows as far as 200 to 250 meters (656 to 820 feet) from the edge of summer aquatic habitat (G. Hansen 1988; Wylie et al. 1997; USFWS 2017a). These data support larger estimates of suitable upland habitat in the relatively natural areas, and when the 1,300-foot metric is applied, geographic locations of giant garter snake occurrence data match the mapped upland habitat.

[7] May 1 through September 30 is the active period for the giant garter snake, and direct mortality is lessened because snakes are expected to actively move and avoid danger.



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SOURCE: Esri, 2024; Helix, 2024; USACE, 2023; ESA, 2024

Upper Westside Specific Plan

Plate BR-3
Impacts to Jurisdictional Aquatic Resources and Giant Garter Snake Habitat in the UWSP Area

ESA

designating avoided giant garter snake habitat; presence of a biological monitor during initial grading activities; removing temporary fill or construction debris from the site following construction; and compensating for permanent impacts on giant garter snake habitat. As a result, with the implementation of these mitigation measures, the impact on giant garter snake would be **less than significant**.

Mitigation Measures

BR-2a, Worker Environmental Awareness Program – See *Impact BR-2: Special-Status Plant Species*.

BR-3 Avoid, Minimize, and Compensate for Impacts on Giant Garter Snake

Project applicants shall obtain authorization for take of giant garter snake from USFWS and CDFW and implement all measures required therein to avoid, minimize, and compensate for impacts to giant garter snake.

In addition, to avoid and minimize impacts, where construction activities will be conducted within 200 feet of aquatic giant garter snake habitat, project applicants shall:

- Provide construction personnel with environmental awareness training (per BR-2a, “Worker Environmental Awareness Program”);
- Restrict construction activities to the giant garter snake active season;
- Conduct pre-construction habitat surveys;
- Dewater aquatic habitat prior to construction;
- Conduct pre-construction surveys for giant garter snake presence;
- Minimize vegetation clearing and avoid retained habitat;
- Monitor ground-disturbing construction activities; and/or
- Remove temporary fill and construction debris.

To compensate for unavoidable permanent loss of aquatic giant garter snake habitat, project applicants shall either: (i) create, restore, or enhance, and preserve and manage suitable aquatic and associated upland habitat to provide giant garter snake habitat at a 1:1 or greater ratio (mitigation acreage to impact acreage), (ii) preserve and manage rice fields as habitat for giant garter snake at a 2:1 or greater ratio, and/or (iii) provide compensatory giant garter snake habitat of equal or greater ecological value as established in separate authorizations or permits by the USFWS and CDFW. Mitigation to compensate for losses of giant garter snake habitat may be fulfilled through a combination of these options, assuming minimum ratios are met.

These mitigation measures are described further below.

- Secure Authorization from the USFWS and CDFW for the Incidental Take of Giant Garter Snake

Before the commencement of any initial groundbreaking activity within 200 feet of aquatic giant garter snake habitat, project applicants shall secure take authorization from the USFWS and CDFW. The applicant shall fulfill all conditions of the biological opinion and/or incidental take permit(s) issued for the project. Unless CDFW or USFWS require other measures, the avoidance and minimization measure under "Avoid and Minimize Impacts to Giant Garter Snake," below, shall be implemented; and unless CDFW or USFWS require compensatory mitigation of equal or greater ecological value to giant garter snake, the compensatory mitigation measure "Compensate for Permanent Impacts to Giant Garter Snake Habitat," below, shall be implemented.

- Avoid and Minimize Impacts on Giant Garter Snake

  Unless CDFW or USFWS requires other measures to avoid and minimize impacts to giant garter snake, the following measures shall apply to construction activities within 200 feet of aquatic giant garter snake habitat:

  - Restrict Construction Activities to the Giant Garter Snake Active Season. All construction activity involving disturbance within 200 feet of aquatic giant garter snake habitat, such as site preparation and initial grading, is restricted to the period between May 1 and September 30.
  - Conduct Pre-construction Habitat Surveys. Pre-construction surveys for giant garter snake shall be completed within 24 hours of the start of initial ground disturbance with 200 feet of aquatic giant garter snake habitat for all development projects by a qualified biologist approved by USFWS and CDFW. If any giant garter snake habitat is found within a specific site, the following additional measures shall be implemented to minimize disturbance of habitat and harassment of giant garter snake, unless such project is specifically exempted by USFWS and CDFW.
    - Dewatering Aquatic Habitat prior to Construction. Between April 15 and September 30, all irrigation ditches, canals, or other aquatic habitats shall be completely dewatered, with no puddled water remaining, for at least 15 consecutive days prior to the excavation or filling in of the dewatered habitat, and prior to ground-disturbing activities within 200 feet of aquatic giant garter snake habitat.
    - Conduct Pre-construction Surveys for Giant Garter Snake Presence. For sites that contain giant garter snake habitat, no more than 24 hours prior to start of construction activities (site preparation and/or grading), the project area shall be surveyed for the presence of giant garter snake. If construction activities stop on the project site for a period of two weeks or more, a new giant garter snake survey shall be completed no more than 24 hours prior to the re-start of construction activities.

- Minimize Vegetation Clearing and Avoid Retained Habitat. The applicant shall confine clearing to the minimal area necessary to facilitate construction activities and shall flag and designate avoided giant garter snake habitat within or adjacent to the project site as Environmentally Sensitive Areas. Environmentally Sensitive Areas shall be avoided by all construction personnel.
- Monitor Ground-Disturbing Construction Activities. A qualified biological monitor shall be present during initial grading activities within 200 feet of aquatic giant garter snake habitat to ensure that construction activities do not encroach into unauthorized areas. If a live giant garter snake is found during construction activities, the biological monitor shall immediately notify USFWS and CDFW. The biological monitor shall have the authority to stop construction in the vicinity of the snake should the biological monitor have reason to believe "take" of giant garter snake could occur if construction proceeds.

  The monitor shall remain in the area for the remainder of the workday to make sure the snake is not harmed or, if it leaves the site, does not return. Escape routes for giant garter snake shall be determined in advance of construction, and snakes shall always be allowed to leave on their own. If the snake does not leave on its own within one working day, the biological monitor shall consult with the USFWS and CDFW to determine any necessary additional measures.

  The biological monitor shall also report any giant garter snake mortality within one working day to USFWS. Any project-related activity that results in giant garter snake mortality shall cease until the activity has been modified to the extent practicable to avoid future mortality.
- Remove Temporary Fill and Construction Debris. Because fill or construction debris may be used by giant garter snake as an over-wintering site (hibernaculae), upon completion of the current phase of construction activities, any temporary fill and/or construction debris from the site shall be removed. If this material is situated near undisturbed giant garter snake habitat and it is to be removed between October 1 and April 30, it shall be inspected by a qualified biologist to ensure that giant garter snakes are not using it as hibernaculae.

– Compensate for Permanent Impacts to Giant Garter Snake Habitat

  Prior to the approval of grading permits, improvement plans or building permits, whichever of these approvals occurs first, project applicants shall compensate for permanent loss of giant garter snake aquatic and upland habitat within 200 feet of giant garter snake aquatic habitat.

Unless take authorizations from CDFW or USFWS require compensatory mitigation of equal or greater ecological value to giant garter snake, compensatory mitigation shall be as follows.

- Compensatory mitigation shall be provided through creation, preservation, and management of suitable aquatic and associated upland habitat for giant garter snake; and/or preservation and management of rice fields or other suitable aquatic habitat, as habitat for giant garter snake.
- Mitigation sites shall be located outside of the Natomas Basin and in the American Basin Recovery Unit as defined in the *Recovery Plan for the Giant Garter Snake (*Thamnophis gigas*)* (USFWS 2017a.

This mitigation may be provided through:

- Purchase of credits from a CDFW- and USFWS-approved conservation bank;
- Payment to an existing in-lieu fee program;
- Creation, restoration, or enhancement, and preservation and management of suitable aquatic and associated upland habitat for giant garter snake; or
- Preservation and management of existing giant garter snake habitat through acquisition of fee-title or a conservation easement and funding for long-term management of giant garter snake habitat at a site.

Mitigation through creation, restoration, enhancement, preservation, and management of suitable aquatic and associated upland giant garter snake habitat, or purchase of credits for aquatic and associated upland habitat suitable for giant garter snake (e.g., constructed marsh) shall be at a ratio of at least 1:1 (mitigation aquatic and upland habitat to permanently lost aquatic and upland habitat), and mitigation through preservation and management of rice fields will be at a ratio of at least 2:1.

For mitigation provided through acquisition of fee title or a conservation easement, the following requirements must be satisfied:

- The selection of mitigation site(s) shall be approved by the County in coordination with CDFW and USFWS.
- The form and content of the easement, and the amount of the endowment for long-term management, shall be acceptable to the County, CDFW, and USFWS, and the easement shall prohibit any activity that substantially impairs or diminishes the land's capacity as suitable giant garter snake habitat and protect any existing water rights necessary to maintain giant garter snake habitat, in accordance with then-current water allocations and in coordination with USFWS.

- A habitat management plan shall be approved by the County in coordination with CDFW and USFWS. This plan shall describe long-term management and provide the schedule for monitoring and management actions, and an approach to adaptively manage its implementation.
- An endowment shall be established to cover the costs of implementing the habitat management plan. The amount and structure of the endowment shall be acceptable to CDFW, USFWS, and the County.

For mitigation that creates, restores, or enhances suitable aquatic and associated upland giant garter snake habitat, a restoration plan shall be developed, approved by the USFWS, CDFW, and the County. The restoration plan shall describe baseline conditions, restoration design and construction, short-term management and monitoring, and success criteria.

IMPACT BR-4: NORTHWESTERN POND TURTLE

Northwestern pond turtle could be present in the irrigation ditches and immediate adjacent uplands within the UWSP area and the West Drainage Canal (Witter Canal). Construction of individual projects considered under the proposed UWSP would involve removal (filling) of irrigation ditches and adjacent ground disturbance. Removal of ditches would constitute a permanent loss of northwestern pond turtle habitat. Grubbing, earthmoving, and operation of heavy equipment in uplands directly adjacent to ditches and the West Drainage Canal (Witter Canal) (e.g., for construction of the Bike Trail Bridge Crossing) could result in direct mortality to individuals, as well as noise, vibration, and increased activity levels, which could indirectly impact northwestern pond turtle habitat by causing individuals to avoid areas they normally use. This species, and the aquatic species it preys upon, could also be impacted by turbidity caused by construction-related erosion or in-water work. Such activities could result in impacts to northwestern pond turtle habitat, and this impact would be **potentially significant**.

Off-site northwestern pond turtle habitat in the Cummings Reserve, which is part of the NBHCP Reserve system, is present immediately north of the proposed UWSP. Cummings Reserve would be adjacent to agricultural bufferlands and open space within the UWSP area (refer to Figure 2 of HELIX 2024). Therefore, potential project operational impacts on the species and its prey associated with changes in land use, such as increased stormwater runoff and runoff of deleterious materials associated with urban development into off-site western pond turtle habitat, are not expected. Existing ditches and canals in the agricultural and ruderal lands on the west side of the UWSP area also currently provide western pond turtle habitat. The ditches and canals that would be retained within the UWSP agricultural buffer (refer to Plate BR-3) are not expected to be impacted by potential operational impacts because there would not be a change in surrounding land use.

To address construction-related impacts, the proposed UWSP would implement Mitigation Measures BR-2a and BR-4, which would reduce the potential impact on western pond turtle because they require providing environmental training for construction personnel; conducting pre-construction surveys; dewatering giant garter

snake habitat, which is also northwestern pond turtle habitat, for at least 15 days prior to excavation or filling; having a biological monitor present during grading activities; and protecting northwestern pond turtle encountered on the site during construction and allowing northwestern pond turtle to leave on its own, or coordinating with USFWS and CDFW if it does not leave on its own. Therefore, with implementation of these mitigation measures, the impact on northwestern pond turtle would be **less than significant**.

Mitigation Measures

BR-2a, Worker Environmental Awareness Program – See *Impact BR-2: Special-Status Plant Species*.

BR-4 Avoid and Minimize Impacts on Northwestern Pond Turtle

As recommended in the Natomas Basin Habitat Conservation Plan or NBHCP, take of the northwestern pond turtle as a result of habitat destruction during construction activities, including the removal of irrigation ditches and drains, and during ditch and drain maintenance, will be minimized by the dewatering requirement described under BR-3. In addition:

- For sites that contain northwestern pond turtle habitat, no more than 24 hours prior to start of construction activities (site preparation and/or grading), the project area shall be surveyed for the presence of northwestern pond turtle. If construction activities stop on the project site for a period of 14 days or more, a new northwestern pond turtle survey shall be completed no more than 24 hours prior to the re-start of construction activities.
- Clearing shall be confined to the minimal area necessary to facilitate construction activities.
- If dewatering for 15 days has occurred, as described under BR-2, or if wildlife exclusion fencing has been installed to prevent western pond turtle from entering the construction area (including access roads and staging areas), a qualified biological monitor shall be present during initial grading activities within 200 feet of aquatic northwestern pond turtle habitat to ensure that construction activities do not encroach into unauthorized areas.
- If dewatering for 15 days has not occurred, and wildlife exclusion fencing has not been installed, a qualified biological monitor shall be present during all grading activities within 200 feet of aquatic northwestern pond turtle habitat to monitor for and protect the species, if present.
- If a live northwestern pond turtle is found during construction activities, the biological monitor shall immediately notify USFWS and CDFW. The biological monitor shall have the authority to stop construction in the vicinity of the turtle. The turtle shall be monitored and given a chance to leave the area on its own. If the turtle does not leave on its own within one working day, the biological monitor shall consult with the USFWS and

CDFW to determine any necessary additional measures. The biological monitor shall also report any northwestern pond turtle mortality within one working day to USFWS. Any project-related activity that results in northwestern pond turtle mortality shall cease so that this activity can be modified to the extent practicable to avoid future mortality.

- If a live northwestern pond turtle is found during construction activities, the USFWS and CDFW and the project's biological monitor shall be immediately notified. The biological monitor shall stop construction in the vicinity of the turtle, monitor the turtle, and allow the turtle to leave on its own. The monitor shall remain in the area for the remainder of the workday to make sure the turtle is not harmed or, if it leaves the site, does not return. Escape routes for northwestern pond turtle should be determined in advance of construction, and turtles should always be allowed to leave on their own. If a northwestern pond turtle does not leave on its own within one working day, further coordination with USFWS and CDFW is required.

IMPACT BR-5: SPECIAL-STATUS BIRD SPECIES (OTHER THAN BURROWING OWL AND SWAINSON'S HAWK), BIRDS PROTECTED BY THE MIGRATORY BIRD TREATY ACT, AND NESTING RAPTORS

Special-status bird species that have the potential to nest and/or forage in the UWSP area include tricolored blackbird, loggerhead shrike, song sparrow ("Modesto" population), purple martin, yellow warbler, yellow-headed blackbird, American white pelican, norther harrier, and white-tailed kite. In addition, active nests and nesting birds protected by the Migratory Bird Treaty Act, or MBTA, and California Fish and Game Code, or CFGC, that have potential to occur in the UWSP area include Cooper's hawk, osprey, white-faced ibis, and many other species of songbirds, waterbirds, and waterfowl.

Construction-related direct impacts in the UWSP area and offsite improvements areas (described in Chapter 2, *Project Description*), on special-status birds or nesting birds protected by the MBTA could result from the removal of trees and vegetation, tree trimming, and/or demolition of buildings while an active bird nest is present. In addition, earthmoving, operation of heavy equipment, and increased human presence could result in noise, vibration, and visual disturbance. These conditions could indirectly result in nest failure (disturbance, avoidance, or abandonment that leads to unsuccessful reproduction), or could cause flight behavior that would expose an adult or its young to predators. These activities could cause birds that have established a nest before the start of construction to change their behavior or even abandon an active nest, putting their eggs and nestlings at risk for mortality.

Generally, the failure of a nest due to project activities could be a violation of CFGC Sections 3503–3513, and thus this impact would be **potentially significant**. Impacts during the non-breeding season generally are not considered significant, primarily because of the birds' mobility and ability to access other comparable foraging habitat in the region.

To address this impact, Mitigation Measures BR-2a and BR-5 are provided below, and would reduce the potential impact on nesting birds by requiring the provision of environmental training for construction personnel; limiting construction to the non-nesting season when feasible or, if avoiding the nesting season is not feasible, conducting pre-construction surveys for nesting birds and establishing no-disturbance buffers around any active nests to ensure they are not disturbed by construction; and repeating the pre-construction surveys when work resumes after being suspended for seven days. As a result, with the implementation of these mitigation measures, the impact on nesting birds would be **less than significant**.

Mitigation Measures

BR-2a, Worker Environmental Awareness Program – See *Impact BR-2: Special-Status Plant Species*.

BR-5 Avoid and Minimize Impacts on Nesting Birds

- Mitigation Measure BR-5 applies to projects that include removal of trees or vegetation, tree trimming, or use of heavy equipment (e.g., earthwork, demolition).
- A qualified wildlife biologist shall conduct pre-construction nesting surveys during the avian nesting breeding season (approximately February 1 to August 31) within 7 days prior to construction. Surveys shall be performed for the project area, vehicle and equipment staging areas, and suitable habitat within 250 feet to locate any active passerine (perching bird) nests and within 500 feet to locate any active raptor (bird of prey) nests.
- A pre-construction survey report of findings shall be prepared by the qualified biologist and submitted to the County for review and approval prior to initiation of construction within the no-disturbance zone during the nesting season. The report shall either confirm absence of any active nests or shall confirm that any young within a designated no-disturbance zone have fledged and construction can proceed.
- If no active nests are identified during the survey period, or if construction activities are initiated during the non-breeding season (September 1 to January 31), construction may proceed with no restrictions.
- If bird nests are found, an adequate no-disturbance buffer shall be established around the nest location and construction activities shall be restricted within the buffer until the qualified biologist has confirmed that any young birds have fledged and are able to leave the construction area. Required setback distances for the no-disturbance zone shall be established by the qualified biologist and may vary depending on species, line of sight between the nest and the construction activity, and the birds' sensitivity to disturbance. As necessary, the no-disturbance zone shall be fenced with temporary orange construction fencing if construction is to be initiated on the remainder of the development site.

- Any birds that begin nesting within the project area and survey buffers amid construction activities shall be assumed to be habituated to construction-related or similar noise and disturbance levels and no-disturbance zones shall not be established around active nests in these cases; however, should birds nesting within the project area and survey buffers amid construction activities begin to show disturbance associated with construction activities, no-disturbance buffers shall be established as determined by the qualified wildlife biologist.
- Any work that must occur within established no-disturbance buffers around active nests shall be monitored by a qualified biologist. If adverse effects in response to project work within the buffer are observed and the biologist determines the activities are likely to compromise the nest's success, work within the no-disturbance buffer shall halt until the nest occupants have fledged. If the qualified biologist determines that the activities are unlikely to compromise the nest's success, work can continue.

IMPACT BR-6: BURROWING OWL

Burrowing owl has been documented in several locations in the Natomas Basin, including the higher terrace along the basin's eastern border, in the tree planter boxes in the Power Balance Pavilion (subsequently Sleep Train Arena) parking lot,[8] and along the higher berms of the larger irrigation and drainage canals in the central basin (City of Sacramento et al. 2003). This species was not observed within the 568.7 acres of lands within the UWSP area surveyed by Bargas in 2019, 2020, or 2021 (Refer to "Parcel Access/Bargas ARD Survey Area" shown in Plate BR-3), or by HELIX in 2023 (HELIX 2024).

Construction-related direct impacts on burrowing owl in the UWSP area and offsite improvement areas could result from ground disturbance that destroys occupied burrows or nest sites. In addition, earthmoving, operation of heavy equipment, and increased human presence could result in noise, vibration, and visual disturbance. These conditions could indirectly result in nest failure (disturbance, avoidance, or abandonment that leads to unsuccessful reproduction) or impacts on non-breeding individuals due to burrow abandonment or could cause flight behavior that would expose an adult or its young to predators. These activities could cause burrowing owls that have established a nest before the start of construction to change their behavior or even abandon an active nest, putting their eggs and nestlings at risk for mortality. Permanent impacts on individual burrowing owls and/or burrowing owl nesting and foraging habitat would be **potentially significant**.

[8] Subsequent to publication of the NBHCP in 2003 (City of Sacramento et al. 2003), the name of the Power Balance Pavilion was changed to Sleep Train Arena. Ultimately, after the relocation of the Sacramento Kings to the downtown Golden 1 Center, Sleep Train Arena was demolished to make way for proposed future development. However, the arena parking lot remained intact at the time of publication of this EIR.

To address this impact, Mitigation Measures BR-2a and BR-6 are provided below, and would reduce the potential impact on burrowing owl by requiring the provision of environmental training for construction personnel; conducting focused burrowing owl surveys, and if burrowing owls are detected, avoiding disturbance to individuals and their burrows; conducting take avoidance surveys immediately prior to the start of construction; and, where on-site avoidance is not possible, providing compensatory mitigation for disturbance and/or destruction of burrows. Therefore, with implementation of these mitigation measures, the impact on burrowing owl would be **less than significant**.

Mitigation Measures

BR-2a, Worker Environmental Awareness Program – See *Impact BR-2: Special-Status Plant Species*.

BR-6 Avoid and Minimize Impacts on Western Burrowing Owl

To avoid impacts on potential burrowing owl and their habitat, the following mitigation measures shall be implemented.

- A qualified biologist shall conduct focused burrowing owl surveys in suitable habitat in the area where project activities will occur, plus the surrounding 500 feet, where accessible, in accordance with the number of visits, timing, and survey methods in Appendix D of CDFW's *Staff Report on Burrowing Owl Mitigation* (Staff Report), published March 7, 2012. Surveys shall be repeated if project activities are suspended or delayed more than 14 days.
- Pursuant to the Staff Report, four survey visits shall be conducted during the breeding season (February 1 to August 31), including at least one survey between February 15 and April 15, and at least three surveys at least three weeks apart, between April 15 and July 15, with at least one visit after June 15.
- Non-breeding season surveys shall be conducted during four site visits, spread evenly throughout the non-breeding season.
- If no burrowing owls are detected, no further measures are required. If active burrowing owl burrows are detected, the following avoidance minimization, and mitigation measures shall be implemented prior to initiating project related activities that may impact burrowing owls.
  - Occupied burrows shall not be disturbed during nesting season (February 1 through August 31) unless a qualified biologist approved by CDFW verifies through non-invasive measures that either (1) the birds have not begun egg-laying and incubation or (2) juveniles from the occupied burrows are foraging independently and are capable of independent survival.
  - If nest sites are found, CDFW shall be contacted regarding suitable mitigation measures, which may include on-site avoidance through

establishment of a 300-foot buffer from the nest site during the breeding season (February 1 through August 31), or implementation of a relocation effort for the burrowing owl if the birds have not begun egg-laying and incubation or the juveniles from the occupied burrows are foraging independently and are capable of independent survival. If on-site avoidance is required, the location of the buffer zone will be determined by a qualified biologist. The applicant shall mark the limit of the buffer zone with yellow caution tape, stakes, or temporary fencing. The buffer will be maintained throughout the construction period.

- If relocation of the burrowing owl is approved for the site by CDFW, the applicant shall hire a qualified biologist to prepare a plan for relocating the burrowing owl to a suitable site. The relocation plan must include (1) the location of the nest and burrowing owl proposed for relocation; (2) the location of the proposed relocation site; (3) the number of burrowing owls involved and the time of year when the relocation is proposed to take place; (4) the name and credentials of the biologist who will be retained to supervise the relocation; (5) the proposed method of capture and transport for the burrowing owl to the new site; (6) a description of the site preparations at the relocation site (e.g., enhancement of existing burrows, creation of artificial burrows, one-time or long-term vegetation control); and (7) a description of efforts and funding support proposed to monitor the relocation. Relocation options may include passive relocation to another area of the site not subject to disturbance through one-way doors on burrow openings, or construction of artificial burrows in accordance with the Staff Report.

- Take avoidance surveys may also be conducted. An initial take avoidance survey to determine whether any burrowing owl are using the site for foraging or nesting shall be conducted no less than 14 days prior to initiating ground-disturbing activities, using the methods outlined in Appendix D of the Staff Report. Implementation of avoidance and minimization measures would be triggered by positive owl presence on the site where project activities will occur. The development of avoidance and minimization approaches would be informed by monitoring the burrowing owls. Burrowing owls may re-colonize a site after only a few days. Time lapses between project activities trigger subsequent take avoidance surveys, including but not limited to a final survey conducted within 24 hours prior to ground disturbance.
- Where on-site avoidance is not possible, disturbance and/or destruction of occupied burrows shall be offset through development of suitable habitat on upland reserves. Such habitat shall include creation of new burrows with adequate foraging area (a minimum of 6.5 acres) or 300 feet radii around the newly created burrows. Additional habitat design and mitigation measures are described in the Staff Report.

IMPACT BR-7: SWAINSON'S HAWK

The UWSP area provides foraging and nesting habitat for Swainson's hawk. Swainson's hawks were observed nesting and foraging in the UWSP area during surveys in 2019, 2020, and 2021 (Bargas 2022).

NESTING

According to TNBC's 2022 Biological Effectiveness Monitoring Report, in the Natomas Basin, Swainson's hawks continue to nest primarily in the southern portion and along the far western and northern edges of the basin (ICF 2023), with nest sites occurring predominantly along the Sacramento River and within approximately 1 mile of the river. Swainson's hawk breeding season surveys conducted by Bargas Environmental Consulting in 2019 and 2020 documented three Swainson's hawk territories, of which all or a large proportion was within the UWSP area. In addition, nesting by one of the three pairs was within the UWSP area and resulted in the successful fledging of one chick (Bargas 2019, 2020). The CNDDB includes three documented nesting occurrences of Swainson's hawk in the UWSP area, two of which correlate with the territories Bargas identified (CDFW 2024). Swainson's hawks often have one or more alternate nest sites within a breeding territory (TNBC 2022); therefore, these CNDDB records likely overstate nesting territories/pairs.

Potential construction-related disturbance to nesting Swainson's hawk in the UWSP area and offsite improvements areas could include direct disturbance of active nests during tree removal and indirect disturbance to nests such as noise, vibration, and increased human activity associated with construction activities. These disturbances could cause nest abandonment or interfere with the incubation or feeding of young. In addition, the removal of trees would reduce nesting habitat for Swainson's hawk. The impact associated with the disturbance of Swainson's hawk nests would be **potentially significant**.

To address this impact, Mitigation Measures BR-2a and BR-7a are provided below, and would reduce the potential impact on Swainson's hawk by requiring the provision of environmental training for construction personnel; conducting focused pre-construction Swainson's hawk surveys if construction activities would begin during the nesting season; if active nests are found prior to the start of construction, developing an avoidance and minimization plan, which may include establishing a work schedule and no-disturbance buffer during critical nesting periods; and having a biological monitor conduct regular monitoring of the nest during construction activities and halting construction if construction activities are disturbing the nest. With the implementation of Mitigation Measures BR-2a and BR-7a, the impact on Swainson's hawk nesting habitat would be **less than significant**.

FORAGING

As stated in the NBHCP, suitable cover types for foraging habitats include, in order of suitability, (1) native grassland; (2) agriculture soon after discing; (3) alfalfa and other hay crops; (4) fallow fields; (5) lightly grazed pasture; (6) combinations of hay, grain, and row crops; (7) rice fields prior to flooding and after draining; and (8) heavily grazed

pasture. Unsuitable cover types for foraging habitat include vineyards, mature orchards, cotton, thistle in fallow fields, and any crop where prey are unavailable due to high vegetation height and density, as well as flooded rice fields.

The net loss of annual grasses and forbs, and agricultural land (field crops, grain and hay, partially irrigated crops, pasture, and truck crops) associated with development of the UWSP area would result in permanent loss of 1,197 acres of Swainson's hawk foraging habitat, 975 acres of which are in the NBHCP Swainson's Hawk Zone. No loss of Swainson's hawk foraging habitat is expected in the offsite improvement areas, which are limited to existing roadways and fragments of ruderal land cover adjacent to heavy road traffic, such as at the Interstate 80/West El Camino Avenue interchange.

Conversion of agricultural land to developed/landscaped land in the UWSP area would also potentially result in the loss of nesting territories, displacement of nesting pairs, reduction in reproductive potential, or decreased survival rates, particularly for Swainson's hawk nesting within 1 mile of the UWSP area, but also for Swainson's hawk nesting outside of the UWSP area. A telemetry study of Swainson's hawk nesting in the Natomas Basin found that adult Swainson's hawk travel distances of up to 6 miles from the nest to forage throughout the breeding season (Fleishman et al. 2016). **Plate BR-4** shows suitable Swainson's hawk foraging habitat within 10 miles of the Natomas Basin. The impact associated with the loss of foraging habitat would be **potentially significant**.

To address the impact on Swainson's hawk foraging habitat, Mitigation Measure BR-7b is provided below, which would provide compensatory mitigation at a 1:1 ratio for project-related loss of Swainson's hawk foraging habitat. As a result, with the implementation of this mitigation measure, the impact on Swainson's hawk foraging habitat would be **less than significant**.

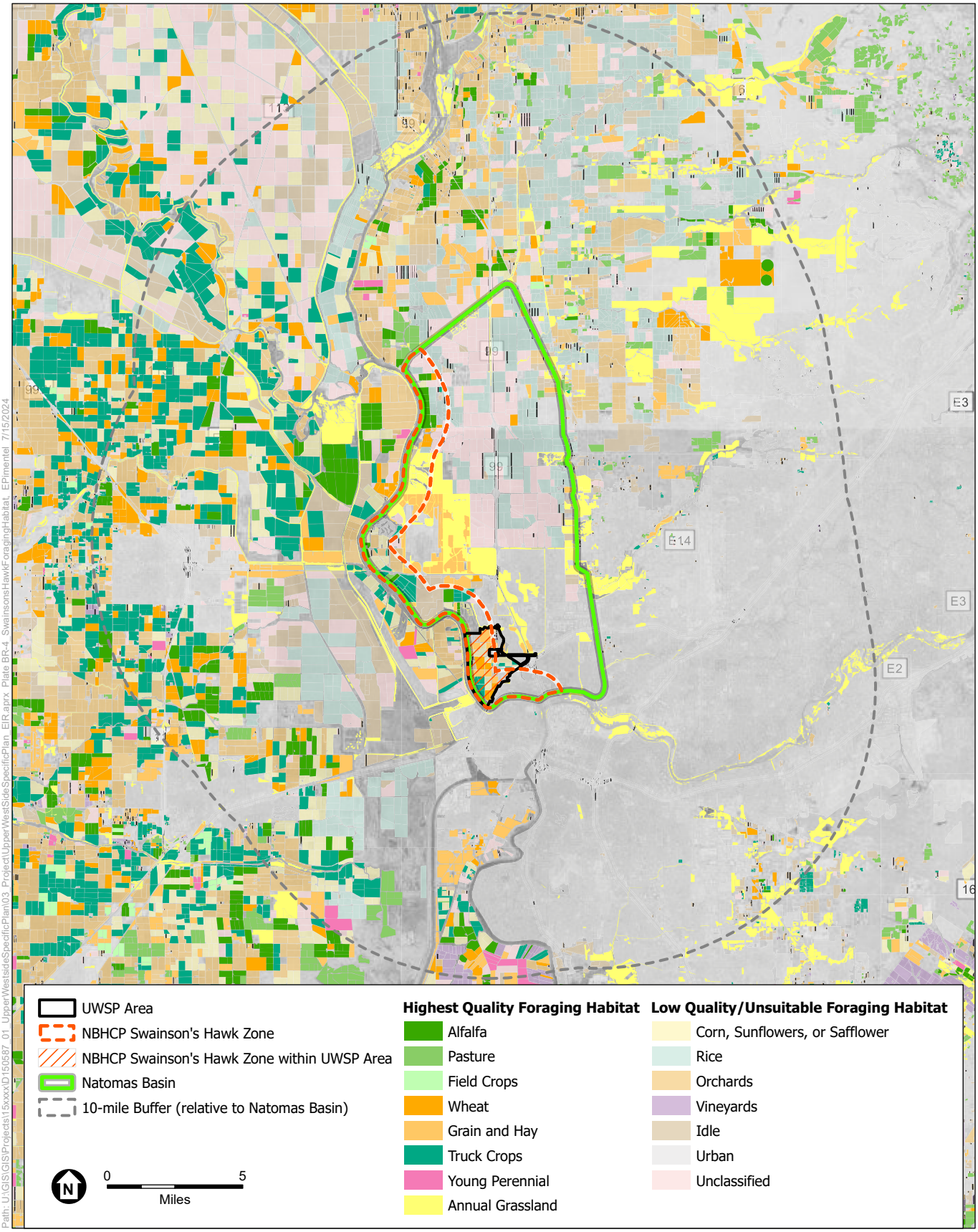
Mitigation Measures

BR-2a, Worker Environmental Awareness Program – See *Impact BR-2: Special-Status Plant Species*.

BR-7a Avoid and Minimize Impacts on Nesting Swainson's Hawk

Project applicants for each construction phase shall avoid, minimize, and compensate for impacts on Swainson's hawk as described below.

- Avoid and Minimize Impacts on Swainson's Hawk
  - Avoid Construction Activities during the Nesting Season. If construction activities will begin during the Swainson's hawk nesting season (March 20 to September 15), a qualified biologist shall conduct surveys in accordance with the *Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley* (Swainson's Hawk Technical Advisory Committee 2000) or the current CDFW-approved protocol. All potential nest trees within 0.5 mile of the proposed project footprint shall be visually examined for potential Swainson's hawk nests, if accessible.



SOURCE: Esri, 2024; Helix, 2024; CDFW, 2016; LandIQ, 2022; The Natomas Basin Conservancy, 2003; ESA, 2024

Upper Westside Specific Plan

Plate BR-4
Swainson's Hawk Foraging Habitat Within 10 Miles of Natomas Basin

ESA

Path: U:\GIS\GIS\Projects\15xxxx\D150587_01_UpperWestsideSpecificPlan\03_ProjectUpperWestSideSpecificPlan_EIR.aprx Plate BR-4_SwainsonsHawkForagingHabitat_EPImentel 7/15/2024

- Document Survey Results. If no active Swainson's hawk nests are identified on or within 0.5 mile of the proposed project, the project applicant shall submit a letter report documenting the survey methodology and findings to the County and CDFW, and no additional mitigation measures are required. If an active Swainson's hawk nest is found on or within 0.5 mile of the project footprint, a survey report shall be submitted to the County and CDFW, and an avoidance and minimization plan shall be developed and implemented (see below).
- Develop and Implement Avoidance and Minimization Plan. An avoidance and minimization plan shall be developed and implemented in coordination with CDFW prior to the start of construction. The avoidance and minimization plan shall include measures to minimize impacts on active Swainson's hawk nest(s) depending on the location of the nest relative to the project construction footprint. These measures shall include, but are not limited to:
  - Establish Buffer Zone and Work Schedule. A buffer zone and work schedule shall be established to avoid impacting the nest during critical periods. If possible, no work will occur within 200 yards of the nest while it is in active use.
  - Conduct Nest Monitoring. A qualified biologist shall conduct regular monitoring of the nest during construction activities, and monitor all work within 200 yards of the nest to ensure that no work occurs within 200 yards of the nest during incubation or within 10 days after hatching (Swainson's Hawk Technical Advisory Committee 2000).
  - Halt Construction If Nesting Birds Are Disturbed. In the event that the project biologist determines that the construction activities are disturbing the nest, construction activities shall be halted until CDFW is consulted and recommended measures to avoid disturbance to active nests are implemented.

BR-7b Compensate for Permanent Impacts on Swainson's Hawk Foraging Habitat

- Compensation for the permanent loss of foraging habitat shall be determined for each development phase. The applicant for each development phase shall retain a Qualified Biologist to verify, map, and quantify (acres) foraging habitat (including annual grasses and forbs, field crops, grain and hay, partially irrigated crops, and truck crops), that would be permanently impacted by the current development phase.

  Prior to the approval of either grading permits or building permits, whichever is first, project applicants for each construction phase shall compensate for permanent loss of foraging habitat through the preservation of foraging habitat. This compensatory mitigation shall be at a ratio of at least 1:1 (mitigation habitat to permanently lost habitat). Mitigation sites shall be located outside, and within 10 miles of, the Natomas Basin.

This mitigation may be provided through purchase of credits from a CDFW-approved conservation bank, or through protection of habitat, including acquisition of a conservation easement and funding long-term administration, monitoring, and enforcement of the easement.

Mitigation provided through acquisition of a conservation easement must satisfy the following requirements:

- The mitigation site(s) shall be subject to consultation with CDFW and approved by the County.
- The form and content of the easement shall be acceptable to the County and CDFW, prohibit activities that substantially impair or diminish the land's suitability as Swainson's hawk foraging habitat, and protect any existing water rights necessary to maintain foraging habitat in agricultural production.
- An endowment in an amount, form, and structure acceptable to the County and CDFW shall be established for administering, monitoring, and enforcing the conservation easement.

IMPACT BR-8: PALLID BAT

Pallid bat, a CDFW species of special concern, has the potential to occur within the UWSP area. The offsite improvement areas are not located in or adjacent to pallid bat habitat. The UWSP area provides potential foraging habitat for this species over agricultural lands, and Fremont cottonwood and valley oak tree groves provide suitable roosting habitat for the species (HELIX 2024). Daytime construction activities in the UWSP area could result in direct impacts to roosting bats if they were to be disturbed, killed, or injured by removal or trimming of a tree in which they were roosting. If roosting bats are present, construction noise could result in indirect impacts due to disturbance, avoidance, or abandonment of roosts. If tree removal in the UWSP area were to occur during periods of winter torpor or maternity roosting, any bats present would likely not survive the disturbance (Tuttle 1991). For these reasons, the impact on the bats would be **potentially significant**.

To address this impact, Mitigation Measures BR-2a and BR-8 are provided below, and would reduce the potential impact on pallid bat by requiring the provision of environmental training for construction personnel; conducting a pre-construction habitat assessment in the UWSP area; if potential roosting habitat and/or active bat roosts are present, conducting initial building demolition, relocation, and any tree work (trimming or removal) when bats are active; or if seasonal avoidance is infeasible, conducting a pre-construction survey of potential bat roost sites; establishing no-disturbance buffers around active bat roost sites; disturbing buildings and trees with potential bat roosting habitat or active roosts only under fair weather conditions, under the supervision of a qualified biologist; and following a two-step removal process to prevent bats from returning to the roost site prior to complete removal. Therefore, with the implementation of these mitigation measures, the impact on pallid bat would be **less than significant**.

MITIGATION MEASURES

BR-2a, Worker Environmental Awareness Program – See *Impact BR-2: Special-Status Plant Species*.

BR-8 Avoid and Minimize Impacts on Pallid Bat

A qualified biologist who is experienced with bat surveying techniques (including auditory sampling methods), behavior, roosting habitat, and identification of local bat species shall be consulted prior to building or bridge demolition, building relocation activities, or tree work to conduct a pre-construction habitat assessment of the project area (focusing on buildings to be demolished or relocated) to characterize potential bat habitat and identify potentially active roost sites. No further action is required should the pre-construction habitat assessment not identify bat habitat or signs of potentially active bat roosts within the project area (e.g., guano, urine staining, dead bats).

The following measures shall be implemented should potential roosting habitat or potentially active bat roosts be identified during the habitat assessment in bridges or buildings to be demolished or relocated, or in trees adjacent to construction activities that could be trimmed or removed within the UWSP area:

- In areas identified as potential roosting habitat during the habitat assessment, initial bridge or building demolition, relocation, and any tree work (trimming or removal) shall occur when bats are active, approximately between the periods of March 1 to April 15 and August 15 to October 15, to the extent feasible. These periods avoid the bat maternity roosting season and period of winter torpor.[9]
- If seasonal avoidance of potential roosting habitat is infeasible, the qualified biologist shall conduct pre-construction surveys of potential bat roost sites identified during the initial habitat assessment no more than 14 days prior to bridge or building demolition or relocation, or any tree trimming or removal.
- If active bat roosts or evidence of roosting is identified during pre-construction surveys for bridge or building demolition and relocation or tree work, the qualified biologist shall determine, if possible, the type of roost and species. A no-disturbance buffer shall be established around roost sites until the end of the seasonal avoidance windows identified above, or until the qualified biologist determines roost sites are no longer active. The size of the no-disturbance buffer would be determined by the qualified biologist and would depend on the species present, roost type, existing screening around the roost site (such as dense vegetation or a

[9] *Torpor* refers to a state of decreased physiological activity with reduced body temperature and metabolic rate.

building), as well as the type of construction activity that would occur around the roost site.

- Bridges, buildings, and trees with potential bat roosting habitat or active roosts shall be disturbed only under clear weather conditions when precipitation is not forecast for three days and when daytime temperatures are at least 50 degrees Fahrenheit.
- The demolition or relocation of bridges or buildings containing or suspected to contain potential bat roosting habitat or active bat roosts shall be done under the supervision of the qualified biologist. When appropriate, bridges or buildings shall be partially dismantled to significantly change the roost conditions, causing bats to abandon and not return to the roost, likely in the evening and after bats have emerged from the roost to forage. Under no circumstances shall active maternity roosts be disturbed until the roost disbands at the completion of the maternity roosting season or otherwise becomes inactive, as determined by the qualified biologist.
- Trimming or removal of existing trees with potential bat roosting habitat or active (non-maternity or hibernation) bat roost sites shall follow a two-step removal process, which shall occur during the time of year when bats are active, as discussed above.
  - On the first day and under supervision of the qualified biologist, tree branches and limbs not containing cavities or fissures in which bats could roost shall be cut using chainsaws or other handheld equipment.
  - On the following day and under the supervision of the qualified biologist, the remainder of the tree may be trimmed or removed, using either chainsaws or other equipment (e.g., excavator or backhoe).
  - All felled trees shall remain on the ground for at least 24 hours prior to chipping, off-site removal, or other processing to allow any bats to escape, or shall be inspected once felled by the qualified biologist to ensure no bats remain within the tree and/or branches.

IMPACT BR-9: VALLEY ELDERBERRY LONGHORN BEETLE

Valley elderberry longhorn beetle is federally listed as threatened. This species is completely dependent on elderberry shrubs for all stages of its life cycle, is generally associated with riparian habitats, and is restricted to the Central Valley. It is threatened by loss and fragmentation of riparian habitat and by predation and displacement by the invasive Argentine ant.

While no elderberry shrubs that could support valley elderberry longhorn beetle were specifically observed in the areas surveyed by Bargas and HELIX, other suitable habitat in riparian and oak woodlands near the Sacramento River not directly accessible during these prior surveys could support elderberry shrubs.

Construction activities associated with the proposed development in the UWSP area could disturb elderberry shrubs that provide habitat for valley elderberry longhorn beetle. If present during construction, valley elderberry longhorn beetles in the UWSP area may be injured or killed by construction-related activities, including ground-disturbing activities, equipment use, and/or construction of structures and infrastructure. For this reason, the impact on the valley elderberry longhorn beetle would be **potentially significant**.

To address this impact, Mitigation Measures BR-2a, BR-9a, and BR-9b are provided below, which would reduce the potential impact on valley elderberry longhorn beetle by implementing measures consistent with the USFWS's *Framework for Assessing Impacts to the Valley Elderberry Longhorn Beetle (*Desmocerus californicus dimorphus*)*, dated May 2017. Therefore, with the implementation of these mitigation measures, the impact on valley elderberry longhorn beetle would be **less than significant**.

Mitigation Measures

BR-2a, Worker Environmental Awareness Program – See *Impact BR-2: Special-Status Plant Species*.

BR-9a Avoid and Minimize Impacts on Valley Elderberry Longhorn Beetle

- A pre-construction survey will be conducted by a qualified biologist prior to construction-related ground disturbance. If such a survey determines that valley elderberry longhorn beetle habitat is present (elderberry shrub within the project footprint), and if exit holes are present in stems greater than 1 inch in diameter, the County shall require the developer to follow the following appropriate measures to avoid and minimize take of individuals:
  - If elderberry shrubs are found on or adjacent to the site, a 100-foot-wide avoidance buffer (measured from the dripline of the plant) will be established around all elderberry shrubs with stems greater than 1 inch in diameter at ground level and will be clearly identified in the field by staking, flagging, or fencing.
  - No construction activities involving mechanized equipment will occur within the buffer areas. Human access may be permitted in the buffer, provided that it does not cause disturbance to the shrubs.
- Compensatory mitigation for adverse effects may include the transplanting of elderberry shrubs during the dormant season (November 1 to February 15), if feasible, to an area protected in perpetuity as well as required additional elderberry and associated native plantings as approved by the USFWS.
- If off-site compensation includes the dedication of conservation easements, purchase of mitigation credits, or other off-site conservation measures, the details of these measures will be included in the mitigation plan and must occur with full endowments for management in perpetuity.

The plan will include information on responsible parties for long-term management, holders of conservation easements, long-term management requirements, and other details, as appropriate, for the preservation of long-term viable populations.

BR-9b Transplant Elderberry Shrubs

- If elderberry plants cannot be avoided, or if project activities will result in the death of stems or the entire shrub, they shall be transplanted during the dormant season (November 1 to February 15) to an area protected in perpetuity and approved by the USFWS.

- The elderberry shrub will be cut back 3 to 6 feet from the ground or to 50 percent of its height (whichever is taller) by removing branches and stems above this height. The trunk and all stems measuring 1 inch or greater in diameter at ground level will be replanted. Any leaves remaining on the plant will be removed.

- A hole will be excavated of adequate size to receive the transplant.

- The elderberry shrub will be excavated using a Vermeer® spade, backhoe, front-end loader, or other suitable equipment, taking as much of the root ball as possible, and will be replanted immediately. The plant will only be moved by the root ball. The root ball will be secured with wire and wrapped with damp burlap. The burlap will be dampened as necessary to keep the root ball wet. Care will be taken to ensure that the soil is not dislodged from around the roots of the transplant. Soil at the transplant site will be moistened prior to transplant if the soil at the site does not contain adequate moisture.

- Replacement seedling plants will be provided at a ratio of 2 to 1 to 5 to 1 depending on the extent of valley elderberry longhorn beetle utilization of the plants moved or lost. An 1,800-square-foot area will be provided for each transplanted elderberry shrub or every five elderberry seedling plants.

IMPACT BR-10: PROTECTED TREES AND CANOPY

The UWSP area contains trees potentially protected by the Sacramento County 2030 General Plan. Tree surveys were conducted in 2021 on a subset of land in the UWSP area that was accessible or could be viewed at a distance from accessible areas (Bargas 2022). The offsite improvements areas may also include trees potentially protected by the 2030 General Plan. Protected trees in the UWSP area and offsite improvement areas should be protected from removal as well as from ground disturbance.

NATIVE TREES

Sacramento County has also adopted measures protecting its native and landmark trees. To be considered protected, a tree must have a diameter at breast height (dbh) of at least 6 inches, or if it has multiple trunks of less than 6 inches each, a combined dbh of 10 inches. For the purposes of this analysis, it is assumed that some of the existing native trees within the UWSP area are within vegetation and ground disturbance footprints associated with future construction work; as such, implementation of the proposed UWSP would result in damage to or removal of native trees that are protected by the County, including the native oak trees specifically protected by Sacramento County Code Chapter 19.12. Absent measures to protect protected trees, this impact would be **potentially significant**.

To address this impact, Mitigation Measures BR-10a and BR-10b are provided below. As required under these measures, prior to the approval of improvement plans or building permits for individual projects considered under the UWSP, an International Society of Arboriculture (ISA)–Certified Arborist would conduct a tree survey to document the species, size, and condition of all trees within the respective project footprints and any trees to be removed would be individually identified. The measures would also reduce the potential impact on protected trees and canopy by installing tree protection fencing to avoid damage to the trees and their root system; prohibiting placement of vehicles, construction equipment, stockpiles, etc., within the driplines of native trees; avoiding any soil-disturbing activities within the dripline of native trees; and requiring pruning to be done under supervision of an ISA-Certified Arborist. As a result, with implementation of these mitigation measures, the impact on protected trees would be **less than significant.**

TREE CANOPY

The Urban Forest Management section of the Conservation Element of the Sacramento County General Plan contains an objective to double the county's tree canopy by 2050. The General Plan contains supporting policies calling for education and regional cooperation toward the objective; it also requires mitigation for impacts to canopies of non-native trees. Construction of individual projects considered under the proposed UWSP is expected to result in a loss of tree canopy of non-native trees. Absent measures to protect the non-native tree canopy, this impact would be **potentially significant**.

To address this impact to non-native tree canopies, Mitigation Measure BR-10c is provided below, and includes creation of new tree canopy equivalent to the acreage of non-native tree canopy removed through on-site mitigation or through funding contributed to the Sacramento Tree Foundation's Greenprint program in an amount proportional to the amount of tree canopy lost. With implementation of this mitigation measure, the impact on non-native tree canopy would be **less than significant**.

MITIGATION MEASURES

BR-10a Native Tree Removal

Before the construction phase–specific development applications are deemed complete, project applicants for each construction phase shall conduct a tree survey by an ISA-Certified Arborist. The tree survey will document the species, size, and condition of all trees within the respective project footprint and any trees to be removed will be individually identified. The removal of native trees shall be compensated for by planting in-kind native trees equivalent to the dbh inches lost, based on the ratios listed below. On-site preservation of native trees that are less than 6 inches (< 6 inches) dbh may also be used to meet this compensation requirement. Native trees include valley oak (*Quercus lobata*), interior live oak (*Q. wislizenii*), blue oak (*Q. douglasii*), or oracle oak (*Q. morehus*), California sycamore (*Platanus racemosa*), California black walnut (*Juglans californica*), Oregon ash (*Fraxinus latifolia*), western redbud (*Cercis occidentalis),* gray pine (*Pinus sabiniana*), California white alder (*Alnus rhombifolia*), boxelder (*Acer negundo*), California buckeye (*Aesculus californica*), narrowleaf willow (*Salix exigua*), Gooding's willow (*S. gooddingii*), red willow (*S. laevigata*), arroyo willow (*S. lasiolepis*), shining willow (*S. lucida*), Pacific willow (*S. lasiandra*), and dusky willow (*S. melanopsis*).

Replacement tree planting shall be completed prior to approval of grading or improvement plans, whichever comes first.

Equivalent compensation based on the following ratio is required:

- One preserved native tree < 6 inches dbh on-site = 1 inch dbh
- One D-pot seedling (40 cubic inches or larger) = 1 inch dbh
- One 15-gallon tree = 1 inch dbh
- One 24-inch box tree = 2 inches dbh
- One 36-inch box tree = 3 inches dbh

Prior to the approval of improvement plans or building permits, whichever occurs first, a replacement tree planting plan shall be prepared by a certified arborist or licensed landscape architect and shall be submitted to the Environmental Coordinator for approval. The replacement tree planting plan(s) shall include the following minimum elements:

- Species, size, and locations of all replacement plantings and < 6-inch dbh trees to be preserved.
- Method of irrigation.
- If planting in soils with a hardpan/duripan or claypan layer, include the Sacramento County Standard Tree Planting Detail L-1, including the 10-foot-deep boring hole to provide for adequate drainage.

- Planting, irrigation, and maintenance schedules.
- Identification of the maintenance entity and a written agreement with that entity to provide care and irrigation of the trees for a 3-year establishment period, and to replace any of the replacement trees which do not survive during that period.
- Designation of a 20-foot root zone radius and landscaping to occur within the radius of trees < 6 inches dbh to be preserved on-site.

No replacement tree shall be planted within 15 feet of the driplines of existing native trees or landmark size trees that are retained on-site, or within 15 feet of a building foundation or swimming pool excavation. The minimum spacing for replacement native trees shall be 20 feet on-center. Examples of acceptable planting locations are publicly owned lands, common areas, and landscaped frontages (with adequate spacing). Generally unacceptable locations are utility easements (public utility easements sewer, storm drains), under overhead utility lines, private yards of single-family lots (including front yards), and roadway medians.

Native trees < 6 inches dbh to be retained on-site shall have at least a 20-foot-radius suitable root zone. The suitable root zone shall not have impermeable surfaces, turf/lawn, dense plantings, soil compaction, drainage conditions that create ponding (in the case of oak trees), utility easements, or other overstory tree(s) within 20 feet of the tree to be preserved. Trees to be retained shall be determined to be healthy and structurally sound for future growth, by an ISA-Certified Arborist subject to Environmental Coordinator approval.

If tree replacement plantings are demonstrated to the satisfaction of the Environmental Coordinator to be infeasible for any or all trees removed, then compensation shall be through payment into the County Tree Preservation Fund. Payment shall be made at a rate of $325.00 per dbh inch removed but not otherwise compensated, or at the prevailing rate at the time payment into the fund is made.

BR-10b Native Tree Construction Protection

For the purpose of this mitigation measure, a native tree is defined as anyone of the following species: valley oak (*Quercus lobata*), interior live oak (*Q. wislizenii*), blue oak (*Q. douglasii*), oracle oak (*Q. morehus*), California sycamore (*Platanus racemosa*), California black walnut (*Juglans californica*), Oregon ash (*Fraxinus latifolia*), western redbud (*Cercis occidentalis),* gray pine (*Pinus sabiniana*), California white alder (*Alnus rhombifolia*), boxelder (*Acer negundo*), California buckeye (*Aesculus californica*), narrowleaf willow (*Salix exigua*), Gooding's willow (*S. gooddingii*), red willow (*S. laevigata*), arroyo willow (*S. lasiolepis*), shining willow (*S. lucida*), Pacific willow (*S. lasiandra*), and dusky willow (*S. melanopsis*) having a diameter at breast

height, or dbh, of at least 6 inches, or if it has multiple trunks of less than 6 inches each, a combined dbh of at least 10 inches.

With the exception of the trees removed and compensated for through Mitigation Measure BR-10a, above, all native trees on the project site, all portions of adjacent off-site native trees that have driplines that extend onto the project site, and all off-site native trees that may be impacted by utility installation and/or improvements associated with this project, shall be preserved and protected as follows:

- A circle with a radius measurement from the trunk of the tree to the tip of its longest limb shall constitute the dripline protection area of the tree. Limbs must not be cut back to change the dripline. The area beneath the dripline is a critical portion of the root zone and defines the minimum protected area of the tree. Removing limbs that make up the dripline does not change the protected area.
- Chain-link fencing or a similar protective barrier shall be installed 1 foot outside the driplines of the native trees prior to initiating project construction, to avoid damage to the trees and their root system.
- No signs, ropes, cables (except cables that may be installed by a certified arborist to provide limb support) or any other items shall be attached to the native trees.
- No vehicles, construction equipment, mobile home/office, supplies, materials or facilities shall be driven, parked, stockpiled, or located within the driplines of the native trees.
- Any soil disturbance (scraping, grading, trenching, and excavation) is to be avoided within the driplines of the native trees. Where this is necessary, an ISA-Certified Arborist will provide specifications for this work, including methods for root pruning, backfill specifications, and irrigation management guidelines.
- All underground utilities and drain or irrigation lines shall be routed outside the driplines of native trees. Trenching within protected tree driplines is not permitted. If utility or irrigation lines must encroach upon the dripline, they should be tunneled or bored under the tree under the supervision of an ISA-Certified Arborist.
- If temporary haul or access roads must pass within the driplines of oak trees, a roadbed of 6 inches of mulch or gravel shall be created to protect the root zone. The roadbed shall be installed from outside of the dripline and while the soil is in a dry condition, if possible. The roadbed material shall be replenished as necessary to maintain a 6-inch depth.
- Drainage patterns on the site shall not be modified so that water collects or stands within, or is diverted across, the dripline of oak trees.

- No sprinkler or irrigation system shall be installed in such a manner that it sprays water within the driplines of the oak trees.
- Tree pruning that may be required for clearance during construction must be performed by an ISA-Certified Arborist or Tree Worker and in accordance with the American National Standards Institute A300 pruning standards and the ISA “Tree Pruning Guidelines.”
- Landscaping beneath the oak trees may include non-plant materials such as boulders, decorative rock, wood chips, organic mulch, and non-compacted decomposed granite. Landscape materials shall be kept 2 feet away from the base of the trunk. The only plant species that shall be planted within the driplines of the oak trees are those that are tolerant of the natural semi-arid environs of the trees. Limited drip irrigation approximately twice per summer is recommended for the understory plants.
- Any fence/wall that will encroach into the dripline protection area of any protected tree shall be constructed using grade beam wall panels and posts or piers set no closer than 10 feet on center. Posts or piers shall be spaced in such a manner as to maximize the separation between the tree trunks and the posts or piers to reduce impacts on the trees.
- For a project constructed during the months of June, July, August, and September, deep-water trees by using a soaker hose (or a garden hose set to a trickle) that slowly applies water to the soil until water has penetrated at least 1 foot in depth. Sprinklers may be used to water deeply by watering until water begins to run off, then waiting at least an hour or two to resume watering (provided that the sprinkler is not wetting the tree’s trunk). Deep-water every two weeks and suspend watering two weeks between rain events of 1 inch or more.

BR-10c Non-native Tree Canopy

Removal of non-native tree canopy for development shall be mitigated by creation of new tree canopy equivalent to the acreage of non-native tree canopy removed. New tree canopy acreage shall be calculated using the Sacramento County Department of Transportation’s 15-year shade cover values for tree species. Preference is given to on-site mitigation, but if this is infeasible, then funding shall be contributed to the Sacramento Tree Foundation’s Greenprint program in an amount proportional to the tree canopy lost (as determined by the 15-year shade cover calculations for the tree species to be planted through the funding, with the cost to be determined by the Sacramento Tree Foundation).

IMPACT BR-11: JURISDICTIONAL WETLANDS AND WATERS

Under CWA Section 404, USACE regulates activities that result in the discharge of dredged or fill material into waters of the United States. *Waters of the United States* include wetlands as well as streams, rivers, lakes, reservoirs, ponds, bays, and oceans (33 CFR 328.3[e]). *Wetlands* are those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas (33 CFR 328.3[b]). Wetlands, streams, reservoirs, sloughs, and ponds are typically under federal jurisdiction under Section 404 of the CWA and state jurisdiction under the Porter-Cologne Water Quality Control Act. Streams and ponds typically fall under state jurisdiction under Section 1602 of the California Fish and Game Code.

As described in the *Environmental Setting* discussion, a total of 45.08 acres within the UWSP area are subject to USACE and RWQCB jurisdiction under Sections 404 and 401 of the CWA.

Within the UWSP area, jurisdictional waters and potentially jurisdictional waters would be directly and permanently impacted by filling. Within the offsite improvement areas, work over or adjacent to the West Drainage Canal (Witter Canal) could directly impact potentially jurisdictional waters if the bike trail bridge crossing were to include bridge supports below top of bank or in the channel and if the stormwater discharge and levee bank armoring were to occur below top of bank. Shading of open water due to the new bridge over the West Drainage Canal (Witter Canal) would also be considered a direct impact. Indirect impacts could occur due to construction-related erosion or spills resulting in deleterious materials entering jurisdictional waters. These impacts would be **potentially significant**.

To address these impacts, Mitigation Measure BR-11 is provided below, and would reduce construction-related impacts by requiring the preparation of a preliminary wetland delineation and, if jurisdictional wetlands and waters are identified, avoidance of such features to the extent practical. If jurisdictional wetlands and waters cannot be avoided, temporary impacts would be restored to pre-project conditions, and permanent impacts would be compensated for through the creation, restoration, enhancement, or preservation of equivalent habitat. Therefore, with the implementation of this mitigation measure, the impact on jurisdictional wetlands and waters would be **less than significant**.

MITIGATION MEASURES

BR-11 Avoidance of Impacts on Wetlands and Waters

The applicant and its contractors shall minimize impacts on waters of the United States and waters of the state, including wetlands, by implementing the following measures:

- Wetlands identified in the preliminary jurisdictional delineation report shall be avoided through project design, if feasible. All identified avoidance and

protection measures shall be included on the plans for proposed demolition, grading, and/or building permits for construction activities within the UWSP area.

- The project shall be designed to avoid, to the extent practical, work within wetlands and/or waters under the jurisdiction of USACE, the Central Valley RWQCB, and/or CDFW. If applicable, permits or approvals shall be sought from the above agencies, as required. Where wetlands or other water features must be disturbed, the minimum area of disturbance necessary for construction shall be identified and the area outside avoided.
- Before the start of construction within 50 feet of any wetlands and drainages, appropriate measures shall be taken to ensure protection of the wetland from construction runoff or direct impact from equipment or materials, such as the installation of a silt fence, and signs indicating the required avoidance shall be installed. No equipment mobilization, grading, clearing, or storage of equipment or machinery, or similar activity, shall occur until a qualified biologist has inspected and approved the fencing installed around these features. The construction contractor for the specific construction activity to be undertaken shall ensure that the temporary fencing is maintained until construction activities are complete. No construction activities, including equipment movement, storage of materials, or temporary spoils stockpiling, shall be allowed within the fenced areas protecting wetlands.
- Where disturbance to jurisdictional wetlands or waters cannot be avoided, any temporarily affected jurisdictional wetlands or waters shall be restored to pre-construction conditions or better at the end of construction, in accordance with the requirements of USACE, Central Valley RWQCB, and/or CDFW permits. Compensation for permanent impacts on wetlands or waters shall be provided at a 1:1 ratio, or as agreed upon by CDFW, USACE, and the Central Valley RWQCB, as applicable. Compensation for loss of wetlands may be in the form of permanent on-site or off-site creation, restoration, enhancement, or preservation of habitat, or agency-approved mitigation/conservation credits. To that end, the restoration sites shall, at a minimum, meet the following performance standards by the fifth year after restoration:
  - Wetlands restored or constructed as federal wetlands meet the applicable federal criteria for jurisdictional wetlands, and wetlands restored or constructed as state wetlands meet the state criteria for jurisdictional wetlands.
  - Channelized habitat restored or constructed on-site to address the conversion of ditch habitat meet criteria as jurisdictional waters of the United States and/or state, as applicable.
  - Native vegetation cover shall be at least 70 percent of the baseline native vegetation cover in the impact area.

  - No more cover by invasive species shall be present relative to the pre-project baseline in the impact area.

- Restoration or compensation shall be detailed in a Wetlands and Waters Mitigation and Monitoring Plan, which shall be developed before the start of construction and in coordination with permit applications and/or conditions from applicable regulatory agencies. Such a mitigation and monitoring plan shall meet USACE requirements for mitigation plans pursuant to 33 CFR 332.4(c) (https://www.sac.usace.army.mil/Portals/43/docs/regulatory/Requirements_for_a_Mitigation_Plan.pdf) and comport with the SWRCB's State Supplemental Dredge or Fill Guidelines, Subpart J, regarding compensatory mitigation plans (https://www.waterboards.ca.gov/board_decisions/adopted_orders/resolutions/2019/040219_10_procedures_clean_v032219_conformed_final.pdf). At a minimum, the plan shall include:
  - Name and contact information for the property owner of the land on which the mitigation will take place.
  - Identification of the water source for supplemental irrigation, if needed.
  - Identification of depth to groundwater.
  - Topsoil salvage and storage methods for areas that support special-status plants.
  - Site preparation guidelines to prepare for planting, including coarse and fine grading.
  - Plant material procurement, including assessment of the risk of introduction of plant pathogens through the use of nursery-grown container stock vs. collection and propagation of site-specific plant materials, or use of seeds.
  - A planting plan outlining species selection, planting locations, and spacing for each vegetation type to be restored.
  - Planting methods, including containers, hydroseed or hydromulch, weed barriers, and cages, as needed.
  - Soil amendment recommendations, if needed.
  - An irrigation plan, with proposed rates (in gallons per minute), schedule (i.e., recurrence interval), and seasonal guidelines for watering.
  - A site protection plan to prevent unauthorized access, accidental damage, and vandalism.
  - Weeding and other vegetation maintenance tasks and schedule, with specific thresholds for acceptance of invasive species.

- Performance standards, as referenced above, by which successful completion of mitigation can be assessed relative to a relevant baseline or reference site, and by which remedial actions will be triggered.
- Success criteria that shall include the minimum performance standards described in 1-4 of this measure, above.
- Monitoring methods and schedule.
- Reporting requirements and schedule.
- Adaptive management and corrective actions to achieve the established success criteria.
- An educational outreach program to inform operations and maintenance departments of local land management and utility agencies of the mitigation purpose of restored areas to prevent accidental damages.

The Wetlands and Waters Mitigation and Monitoring Plan shall be developed before the start of construction and in coordination with permit applications and/or conditions from applicable regulatory oversight agencies. The plan shall be submitted to the County prior to the issuance of any demolition, grading, or building permit that would include construction activities that would have direct impacts on wetlands and/or waters.

IMPACT BR-12: WILDLIFE MOVEMENT AND NURSERY SITES

GIANT GARTER SNAKE

Giant garter snake is well documented in the CNDDB in areas surrounding the UWSP area, including in 2016 at Fisherman's Lake, immediately north of the UWSP area. A two-year protocol giant garter snake trapping and eDNA study in 2019 and 2020 resulted in no trapped giant garter snakes in the UWSP area. Giant garter snake eDNA was detected in one location in the central portion of the UWSP area. These results, in combination with the documented presence of giant garter snake in the vicinity of the UWSP area, suggest that while the UWSP area likely does not support a self-sustaining giant garter snake breeding population, individual giant garter snakes likely use the UWSP area as dispersal habitat. Construction of individual projects considered under the proposed UWSP would presumably involve removal (filling) of irrigation ditches and adjacent ground disturbance. Removal of ditches would constitute a permanent loss of giant garter snake dispersal habitat, and this impact would be **potentially significant**.

To address the potential impact on giant garter snake movement, Mitigation Measure BR-3 is provided above, and would reduce the potential impact on giant garter snake movement corridors in the UWSP area through creation, preservation, and management of marsh, or preservation and management of rice fields, as habitat for giant garter snake; or enhancement or restoration of the connectivity of giant garter snake habitat. As a result, with the implementation of this mitigation measure, the impact on giant garter snake would be **less than significant**.

MIGRATORY BIRDS

The UWSP area is within the Pacific Flyway, and as such supports some migratory bird species. Construction-related direct impacts on migratory birds could result from the removal of vegetation while an active bird nest is present. In addition, earthmoving, operation of heavy equipment, and increased human presence could result in noise, vibration, and visual disturbance. These conditions could indirectly result in nest failure (disturbance, avoidance, or abandonment that leads to unsuccessful reproduction), or could cause flight behavior that would expose a migratory adult to predators. These activities could cause birds that have established a nest before the start of construction to change their behavior or even abandon an active nest, putting their eggs and nestlings at risk for mortality. Without mitigation, this impact on migratory birds is **potentially significant**.

Previously identified Mitigation Measures BR-2a and BR-5 would reduce the potential impact on nesting birds by requiring the provision of environmental training for construction personnel; limiting construction to the non-nesting season when feasible or, if avoiding the nesting season is not feasible, conducting pre-construction surveys for nesting birds and establishing no-disturbance buffers around any active nests to ensure they are not disturbed by construction; and repeating the pre-construction surveys when work resumes after being suspended for seven days. As a result, with the implementation of these mitigation measures, the impact on migratory birds would be **less than significant**.

MITIGATION MEASURES

BR-2a Worker Environmental Awareness Program – See *Impact BR-2: Special-Status Plant Species*.

BR-3 Compensate for Permanent Impacts to Giant Garter Snake Habitat – See *Impact BR-3: Giant Garter Snake*.

BR-5 Avoid and Minimize Impacts on Nesting Birds – See *Impact BR-5: Special-Status Bird Species (Other Than Burrowing Owl and Swainson's Hawk), Birds Protected by the Migratory Bird Treaty Act, and Nesting Raptors.*

IMPACT BR-13: CONFLICT WITH ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES

Sacramento County's 2030 General Plan policies protect native and landmark trees, and non-native tree canopy as analyzed previously under Impact BR-10. As disclosed previously under Impact BR-10, implementation of Mitigation Measures BR-10a through BR-10c would reduce impacts on protected native and landmark trees and non-native tree canopy to **less than significant**.

In addition, the County has adopted a Swainson's Hawk ordinance, described in more detail under the *Regulatory Setting*. The ordinance established a Swainson's Hawk Impact Mitigation Program (Chapter 16.130 of the Sacramento County Code), which, as described in the *Regulatory Setting* section, provides for the voluntary means for

mitigation of impacts on Swainson's hawk foraging habitat. The proposed UWSP would permanently impact over 40 acres of Swainson's hawk foraging habitat, and if not mitigated according to the County's Swainson's Hawk Impact Mitigation Program, the impact would be **potentially significant**.

To address this impact, Mitigation Measures BR-7b and BR-10a through BR-10c are provided above and would reduce potential conflicts with County policies and ordinances protecting biological impacts by complying with the County's tree preservation ordinance and by complying with the Swainson's Hawk Impact Mitigation Program, including providing compensatory mitigation at a 1:1 ratio for project-related loss of Swainson's hawk foraging habitat. Therefore, with the implementation of these mitigation measures, the impact with respect to conflicts with County policies and ordinances protecting biological resources would be **less than significant**.

Mitigation Measures

BR-7b Compensate for Permanent Impacts on Swainson's Hawk Foraging Habitat – See *Impact BR-7: Swainson's Hawk*.

BR-10a, 10b, and 10c: Comply with Sacramento County Tree Preservation Ordinance – See Impact BR-10: *Protected Trees and Canopy.*

Impact BR-14: Conflict with Natomas Basin HCP and Metro Air Park HCP

The NBHCP and MAP HCP are adopted conservation plans with respective plan areas that cover portions of the Natomas Basin. The MAP HCP has been amended to, for all practical purposes, apply the NBHCP's conservation plan (NBHCP Chapter IV, Conservation Plan). The County of Sacramento is not a party to either the NBHCP or the MAP HCP. As described in the NBHCP, if the County of Sacramento considers new projects within an unincorporated area of the Natomas Basin, the County would review the biological resources impacts of the new projects and ensure that the project demonstrates adequate mitigation to compensate for biological resources impacts in accordance with state and federal law.

The proposed UWSP could affect species covered by these HCPs or the implementation of their conservation plans. The attached Supplemental Biological Resources Assessment (HELIX 2024; Appendix BIO-1) describes in detail the potential effects of the proposed UWSP on the NBHCP and MAP HCP, and an evaluation of the potential conflicts with these HCPs is presented below. This evaluation is focused on potential conflicts with conservation of species covered by the HCPs and potential conflicts with the conservation strategies of their conservation plan.

The NBHCP provides for conservation of 22 wildlife and plant species and the MAP HCP includes 14 covered wildlife and plant species, many of which are the same as those listed under the NBHCP. Mitigation Measures BR-1 and BR-10a through BR-10c, described previously in this chapter, would contribute to protection of species covered under the NBHCP and MAP HCP as shown in **Table BR-3**.

Table BR-3: Evaluation of Habitat Conservation Plan Covered Species

Common Name/ Scientific Name	NBHCP Covered Species?	MAP HCP Covered Species?	Habitat	Mitigation Measure(s)	Effect on HCP Covered Species
Northwestern pond turtle *Actinemys marmorata*	Yes	Yes	Suitable habitat is present.	BR-1, BR-2a, BR-4	Less than Significant with Mitigation
Tricolored blackbird *Agelaius tricolor*	Yes	Yes	Suitable habitat is present.	BR-1, BR-2a, BR-5	Less than Significant with Mitigation
California tiger salamander *Ambystoma californiense*	Yes	No	Suitable habitat is absent.	NA	No impact
Burrowing owl *Athene cunicularia*	Yes	Yes	Suitable habitat is present.	BR-1, BR-2a, BR-6	Less than Significant with Mitigation
Vernal pool fairy shrimp *Branchinecta lynchi*	Yes	No	Suitable vernal pool habitat is absent.	NA	No Impact
Midvalley fairy shrimp *Branchinecta mesovallensis*	Yes	No	Suitable vernal pool habitat is absent.	NA	No Impact
Cackling (=Aleutian Canada) goose *Branta hutchinsii leucopareia*	Yes	Yes	Does not breed in Central Valley and not documented in the study area. May occur on transitory basis in winter.	NA	No Impact
Swainson's hawk *Buteo swainsoni*	Yes	Yes	Suitable habitat identified during reconnaissance survey.	BR-1, BR-2a, BR-7a and BR-7b, BR-10a through BR-10c	Less than Significant with Mitigation
Valley elderberry longhorn beetle *Desmocerus californicus dimorphus*	Yes	Yes	No elderberry shrubs identified during reconnaissance survey.	BR-9a and BR-9b	Less than Significant with Mitigation
American peregrine falcon *Falco peregrinus anatum*	No	Yes	Species not observed during reconnaissance survey.	BR-1, BR-2a, BR-5	Less than Significant with Mitigation

Common Name/ Scientific Name	NBHCP Covered Species?	MAP HCP Covered Species?	Habitat	Mitigation Measure(s)	Effect on HCP Covered Species
Boggs Lake hedge-hyssop *Gratiola heterosepala*	Yes	No	Suitable vernal pool habitat is absent.	NA	No Impact
Greater sandhill crane *Grus canadensis tabida*	No	Yes	Not known to use the Natomas Basin, but foraging habitat is present.	NA	No Impact
Delta tule pea *Lathyrus jepsonii* var. *jepsonii*	Yes	Yes	Suitable marsh habitat is absent.	NA	No Impact
Loggerhead shrike *Lanius ludovicianus*	Yes	Yes	Suitable habitat is present.	BR-1, BR-2a, BR-5	Less than Significant with Mitigation
Legenere *Legenere limosa*	Yes	No	Suitable vernal pool habitat is absent.	NA	No Impact
Vernal pool tadpole shrimp *Lepidurus packardi*	Yes	No	Suitable vernal pool habitat is absent.	NA	No Impact
Colusa grass *Neostapfia colusana*	Yes	No	Suitable vernal pool habitat is absent.	NA	No Impact
Slender Orcutt grass *Orcuttia tenuis*	Yes	No	Suitable vernal pool habitat is absent.	NA	No Impact
Sacramento Orcutt grass *Orcuttia viscida*	Yes	No	Suitable vernal pool habitat is absent.	NA	No Impact
White-faced Ibis *Plegadis chihi*	Yes	Yes	Suitable extensive marsh habitat for breeding is absent. Foraging habitat is present.	BR-1, BR-2a, BR-5	Less than Significant with Mitigation
Bank swallow *Riparia riparia*	Yes	Yes	Study area lacks suitable nesting and foraging habitat.	NA	No Impact
Sanford's arrowhead *Sagittaria sanfordii*	Yes	Yes	Suitable habitat is not present.	BR-1, BR-2a through BR-2c	Less than Significant with Mitigation

Common Name/ Scientific Name	NBHCP Covered Species?	MAP HCP Covered Species?	Habitat	Mitigation Measure(s)	Effect on HCP Covered Species
Western spadefoot toad *Spea hammondii*	Yes	No	Suitable habitat is not present.	N/A	No Impact
Giant garter snake *Thamnophis gigas*	Yes	Yes	Suitable habitat identified during reconnaissance survey.	BR-1, BR-2a, BR-3	Less than Significant with Mitigation
NOTES: HCP = habitat conservation plan; MAP HCP = Metro Air Park Habitat Conservation Plan; NA = not applicable; NBHCP = Natomas Basin Habitat Conservation Plan					

The effects of the proposed UWSP, including the effects of implementing Mitigation Measures BR-3 and BR-7, were evaluated to determine whether they would conflict with any of the previously described four main strategies of the NBHCP:

1. General Conservation Strategy
2. Guidelines for Reserve Acquisition
3. Conservation Strategy for Wetland Habitat
4. Conservation Strategy for Upland Habitat

The evaluation of potential conflicts with these four main strategies is summarized below.

GENERAL CONSERVATION STRATEGY

The general conservation strategy consists of:

- Preparation of site-specific management plans (SSMPs) (Section IV.C.1.b).
- Buffers within the reserve lands (Section IV.C.1.c).
- Connectivity (Section IV.C.1.d).
- 2,500-acre-/400-acre-minimum habitat block size requirements (Section IV.C.1.f).
- Foraging habitat (Section IV.C.1.e).
- Basis for 0.5 to 1 mitigation ratio (Section IV.C.1.a).

SITE-SPECIFIC MANAGEMENT PLANS

Development of the proposed UWSP is not anticipated to adversely affect any site-specific management plans, or SSMPs, for existing or future TNBC reserves within or in the vicinity of the UWSP area. The 30-acre Alleghany Reserve, which is part of the NBHCP reserve system managed by TNBC, is within the UWSP area and would be part of the proposed agricultural buffer (Ag Buffer) planned for the proposed UWSP and thus is not anticipated to be affected by development. The southern portion of the Alleghany Reserve, which borders San Juan Road, may experience temporary impacts during the proposed San Juan Road tie-in to Garden Highway; however, this is not anticipated to adversely affect the SSMP. The offsite improvements would be carried out on an existing section of San Juan Road in a manner that would not be expected to cause impacts on the Alleghany Reserve through compliance with applicable species avoidance and minimization measures BR-1 to BR-9, discussed above. The approximately 56-acre Cummings Reserve, which is also part of the NBHCP reserve system, lies just north of the UWSP Ag Buffer area, and west of the northernmost portion of the UWSP development area, which includes an open space–ag buffer between the Cummings Reserve and very low-density residential development. SSMPs for each existing TNBC reserve are currently designed to maximize benefits to NBHCP Covered Species using the resources within that individual reserve or reserve block and incorporate adaptive management strategies. Thus, changes in land use outside of an existing TNBC reserve are unlikely to necessitate changes to an SSMP.

BUFFERS WITHIN THE RESERVE LANDS

The proposed UWSP is not expected to affect the buffers within existing reserve lands. Per the NBHCP, buffers ranging from 30- to 70-foot-wide strips of native or ruderal vegetation along the edge of the reserve are often incorporated into TNBC reserves to minimize the effects of incompatible adjoining land uses. The NBHCP includes a requirement that reserves be initially sited at least 800 feet from existing or planned urban lands at the time of acquisition (City of Sacramento et al. 2003, page IV-16). Mitigation lands or easements that do not comply with the 800-foot setback requirement may be acquired on a case-by-case basis; for example, the Cummings Reserve and Anne Rudin Reserve were acquired by TNBC on the west side of Fisherman's Lake despite the less than 800-foot setback from designated urban lands. The proposed UWSP includes a 250-foot open space buffer between planned "very low density residential"[10] urban development in the UWSP and the Cummings Reserve. The potential for operational impacts, such as stormwater runoff, from the proposed UWSP on the water quality of the Cummings Reserve would be reduced through compliance of individual projects with the regional Municipal Stormwater Permit, through which site design measures and treatment control measures (e.g., vegetated filter strips, stormwater planters, infiltration basins) would be incorporated into the overall design and would effectively serve as source control measures to protect water quality. The 50-acre Alleghany Reserve is within the UWSP area and would be part of the proposed Ag Buffer planned for the proposed UWSP. An agricultural buffer would separate the eastern edge of the Alleghany Reserve from the western edge of planned low-density residential development.[11]

The southern portion of the Alleghany Reserve, which borders San Juan Road, may experience temporary impacts during the proposed San Juan Road tie-in to Garden Highway. These offsite improvements would be carried out on an existing section of San Juan Road and in a manner that would not be expected to cause impacts on the Alleghany Reserve through compliance with applicable species avoidance and minimization measures BR-1 to BR-9, discussed above.

Thus, planned urban development within the UWSP area is not adjacent to existing TNBC reserves, and would therefore not alter the effectiveness of buffers within these reserve lands.

CONNECTIVITY

The NBHCP conservation strategy prioritizes maintaining connectivity for giant garter snake between TNBC reserves and anticipates that such connectivity would also afford migration opportunities for other NBHCP-covered species within the Natomas Basin. The proposed UWSP is not expected to significantly affect the connectivity of aquatic habitat for giant garter snake. Aquatic habitat in the Natomas Basin consists primarily of drainage and flood control channels. Implementation of the proposed UWSP would

[10] Very-low-density residential development would provide large single-family lots with densities from 1.0 to 4.0 dwelling units per acre (du/ac) with an anticipated density of 1.0 du/ac.

[11] This estimate is based on Figure 2, Proposed Project – Upper Westside Specific Plan (HELIX 2024).

result in the loss of approximately 21.9 acres of suitable aquatic giant garter snake habitat; however, the UWSP area is a largely isolated patch of agricultural land surrounded on its eastern, northeastern, and southeastern boundaries by urban development. The UWSP area is hydrologically connected to the Cummings Reserve but given that the existing canals and ditches in the UWSP area are terminal habitat for giant garter snake, the proposed UWSP would not reduce connectivity between reserve land or other giant garter snake habitat. The proposed UWSP also would not affect the delivery of water to existing reserves. Further, off-site mitigation for the proposed UWSP would be sited, to the extent feasible, to enhance connectivity between existing reserves or more conducive giant garter snake habitats within the Natomas Basin.

MINIMUM BLOCK SIZE

The NBHCP stipulates that, by the end of its 50-year life span, the TNBC reserve system will have reached 8,750 acres with one habitat block at least 2,500 acres in size and the balance of reserve lands in habitat blocks of at least 400 acres in size.

The NBHCP is now about 20 years into that 50-year time frame, and it has already successfully completed its largest land acquisition milestone by completing the 2,500-acre block requirement. Regarding establishing habitat blocks of at least 400 acres, the UWSP area is not positioned relative to existing reserves such that its development would preclude connecting existing reserves to create 400-acre blocks, which could be accomplished through land acquisition to the north of the UWSP area, creating linkages that enhance the NBHCP Reserve System. Land within the UWSP Ag Buffer may be suitable as habitat mitigation land and could add to the NBHCP reserve by connecting new reserve land to the Alleghany Reserve (refer to Plate B-3, or the 2024 Base Map published by TNBC, https://natomasbasin.org/maps).

In conclusion, the UWSP would not prevent the development of a reserve system with the minimum block sizes stipulated in the NBHCP.

FORAGING HABITAT AND MITIGATION RATIO

Based on the analysis presented above under Impact BR-7, the proposed UWSP would result in permanent loss of 1,197 acres of Swainson's hawk foraging habitat within the UWSP area, including 975 acres within the Swainson's Hawk Zone of the NBHCP. Consistent with the Sacramento County Swainson's hawk mitigation ordinance, the proposed UWSP would provide mitigation for impacts on Swainson's hawk foraging habitat at a 1:1 ratio (Sacramento County Code, Chapter 16.130) as proposed in Mitigation Measure BR-7b.

Based on the analysis presented above under Impact BR-3, the proposed UWSP would result in a permanent loss of 21.9 acres of suitable giant garter snake aquatic habitat, 72.4 acres of suitable undisturbed giant garter snake upland habitat, and 396 acres of suitable disturbed upland habitat for giant garter snake (HELIX 2024). The proposed UWSP would be required to mitigate at a ratio of 1:1 (mitigation aquatic habitat to permanently lost aquatic habitat) and at a ratio of 2:1 for mitigation through preservation and management of rice fields. Mitigation through funding project(s) to enhance or restore habitat connectivity would be for an amount of funding equivalent to mitigation of

the impact through the purchase of credits (at a 1:1 ratio) as proposed in Mitigation Measure BR-3.

In addition, this EIR identifies mitigation measures to protect NBHCP and MAP HCP covered species (Table BR-3) that could be potentially impacted by the proposed UWSP, as summarized in the *Mitigation Measures* discussion, below.

GUIDELINES FOR RESERVE ACQUISITION

As described in the *Minimum Block Size* discussion, above, the NBHCP has completed its largest land acquisition milestone by completing the 2,500-acre block requirement, and the UWSP area is not positioned relative to existing reserves such that its development would preclude establishing habitat blocks of at least 400 acres adjacent to existing reserves.

The NBHCP aims to create a system of reserves that would support giant garter snake and Swainson's hawk, and other covered species that overlap significantly in their habitat requirements. Implementation of Mitigation Measure BR-3 and Mitigation Measure BR-7 would require the creation of reserves to compensate for loss of giant garter snake aquatic and upland habitat and Swainson's hawk foraging habitat, respectively.

In addition, implementation of Mitigation Measure BR-3 and Mitigation Measure BR-7b allow flexibility in the location of future project mitigation sites. For permanent impacts on giant garter snake aquatic habitat, mitigation sites would be required to be located outside of the Natomas Basin and within the American Basin Recovery Unit as defined in the *Recovery Plan for the Giant Garter Snake (*Thamnophis gigas*)*. For permanent loss of Swainson's hawk foraging habitat, mitigation sites would be outside, and within 10 miles of, the Natomas Basin. As a result, Swainson's hawk foraging habitat and giant garter snake habitat mitigation lands would not unnecessarily directly compete with TNBC for habitat mitigation opportunities within the geographic boundaries of the Natomas Basin. Therefore, the proposed UWSP would not conflict with the second main strategy of the NBHCP conservation plan. In addition, mitigation within 10 miles of the Natomas Basin would benefit the American Basin population of giant garter snake and the Central Valley population of Swainson's hawks, both of which utilize the Natomas Basin.

CONSERVATION STRATEGY FOR WETLAND HABITAT

The NBHCP conservation strategy for wetland habitat is to (1) convert rice land into managed marsh wetlands and (2) preserve rice land and manage it to provide greater habitat values than unpreserved rice land. The UWSP area does not include existing rice land; however, it includes agricultural ditches that provide potential aquatic habitat for giant garter snake. Mitigation Measure BR-3 calls for compensation for ground-disturbing activity within 200 feet of aquatic habitat for giant garter snake. The mitigation would be located in the American Basin Recovery Unit. Because most of the American Basin Recovery Unit is outside the Natomas Basin, implementation of Mitigation Measure BR-3 is not expected to interfere with the ability of TNBC to satisfy its mitigation responsibilities under the NBHCP and MAP HCP.

CONSERVATION STRATEGY FOR UPLAND HABITAT

The NBHCP conservation strategy for upland habitat is to avoid development in the Swainson's Hawk Zone (within the City of Sacramento and Sutter County) and to preserve upland habitat inside the Swainson's Hawk Zone and elsewhere within the Natomas Basin. The proposed UWSP is anticipated to impact 975 acres of Swainson's hawk foraging habitat within the Swainson's Hawk Zone, which would be mitigated off-site. Mitigation Measure BR-7b requires compensatory mitigation for the permanent loss of foraging habitat at a ratio of 1:1 with mitigation sites located outside, and within 10 miles of, the Natomas Basin. The 1:1 mitigation ratio identified in Mitigation Measure BR-7b is greater than the 0.5:1 mitigation ratio identified in the NBHCP Conservation Plan, which calls for 2,187.5 acres of upland habitat managed to support Swainson's hawk and other upland species[12] to address an anticipated 9,188 acres of general foraging habitat for Swainson's hawk projected to be converted to urban uses. Because Mitigation Measure BR-7b requires that foraging habitat mitigation sites be located outside, and within 10 miles of, the Natomas Basin, implementation of Mitigation Measure BR-7b is not expected to interfere with the ability of TNBC to satisfy its mitigation responsibilities under the NBHCP and MAP HCP. Therefore, while a portion of the proposed UWSP development is within the NBHCP Swainson's Hawk Zone, implementation of Mitigation Measure BR-7b would minimize any potential conflict with this NBHCP strategy through applying a higher mitigation ratio for conservation of Swainson's hawk foraging habitat than proposed in the NBHCP, and by targeting this compensatory mitigation outside of Natomas Basin.

SUMMARY

As described above in this chapter, identified mitigation measures to avoid or substantially reduce the adverse effects of the proposed UWSP on biological resources include measures to protect each species covered under the NBHCP and MAP HCP that potentially would be adversely affected by the proposed UWSP (Table BR-3).

With the implementation of these measures, the proposed UWSP would not conflict with the provisions of either the NBHCP or the MAP HCP. Implementation of Mitigation Measures BR-1 through BR-9, as described earlier in this chapter, would avoid and minimize impacts to covered species in the NBHCP and MAP HCP, protected trees and canopy, and jurisdictional wetlands and waters, and have been designed to avoid conflicts with the strategies and provisions of the respective HCPs. Given these considerations, the proposed UWSP would not conflict with the provisions of existing adopted HCPs, and the overall impact would be **less than significant**.

MITIGATION MEASURES

None required.

[12] In addition to these 2,187.5 acres, the NBHCP also identifies that upland edges around managed marsh areas, the 10% of TNBC rice fields that will remain fallow each year, and the fact that TNBC seasonal marshes and rice fields will be drawn down for a substantial portion of the Swainson's hawk foraging season would provide some additional foraging habitat for the species.

8 CLIMATE CHANGE

INTRODUCTION

This chapter describes the potential greenhouse gas (GHG) emissions and climate change impacts related to the construction and operation of proposed development in the proposed UWSP. This chapter is based on information presented in the Air Quality and Greenhouse Gas Impact Analysis prepared by Raney Planning and Management, Inc. in 2024, which is included in Appendix AQ-1 to this Draft EIR and was revised to reflect the most recent guidance for evaluating GHG impacts under CEQA developed and adopted by the Sacramento Metropolitan Air Quality Management District (SMAQMD). Additionally, this chapter has been updated to include the most recent developments in the County's climate action planning process.

Comment letters were submitted in response to the Notice of Preparation that included comments from agencies, groups, and individuals. The proposed UWSP received scoping comments from SMAQMD pertaining to air pollutant emissions, but no comments from SMAQMD or others specifically regarding GHG emissions were received. SMAQMD input regarding air quality is considered in Chapter 6, *Air Quality*.

ENVIRONMENTAL SETTING

Global warming and *climate change* are common terms used to describe the increase in the average temperature of the earth's near-surface air and oceans since the mid-20th century. Increasing GHG concentrations resulting from human activity such as fossil fuel combustion, deforestation, and other activities are a major factor in climate change.

GHGs in the atmosphere naturally trap heat by impeding the exit of solar radiation that has hit the Earth and is reflected back into space—a phenomenon sometimes referred to as the *greenhouse effect*. Some GHGs occur naturally and are necessary for keeping the Earth's surface inhabitable. However, increases in the concentrations of these gases in the atmosphere during the last 100 years have trapped solar radiation and decreased the amount that is reflected back into space, intensifying the natural greenhouse effect and resulting in the increase of global average temperature.

Carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6) are the principal GHGs. CO_2, CH_4, and N_2O occur naturally and are also generated through human activity. Emissions of CO_2 are largely byproducts of fossil fuel combustion (e.g., coal, natural gas), whereas CH_4 results from off-gassing,[1] natural gas leaks from pipelines and industrial processes, and incomplete combustion associated with agricultural practices, landfills, energy

[1] Off-gassing is defined as the release of chemicals under normal conditions of temperature and pressure.

providers, and other industrial facilities. N_2O emissions are also largely attributable to agricultural practices and soil management. Other human-generated GHGs include fluorinated gases such as HFCs, PFCs, and SF_6, which have much higher heat-absorption potential than CO_2 and are byproducts of certain industrial processes.

CO_2 is the typical reference gas for climate change, as it is the GHG emitted in the highest volume. While some other GHGs have a higher potential for causing climate change, they are emitted in much lower levels and are not as significant a factor. In emissions inventories, GHG emissions are typically reported as metric tons of CO_2 equivalents ($MTCO_2e$). CO_2e emissions are calculated as the product of the mass emitted of a given GHG and its specific global warming potential (GWP).

Potential Effects of Human Activity on GHG Emissions

Fossil fuel combustion, especially for the generation of electricity and powering of motor vehicles, has led to substantial increases in CO_2 emissions and thus substantial increases in atmospheric concentrations of CO_2. There is international scientific consensus that human-caused increases in GHGs have contributed to and will continue to contribute to global warming. Potential global warming impacts in California may include a loss in Sierra Nevada snowpack, sea level rise, more extreme heat days per year, an increase in high ground-level ozone days, larger and more intense forest fires, and increased drought conditions. Secondary effects will likely include displacement due to sea level rise, impacts on agriculture, changes in disease vectors, and changes in habitat and biodiversity for various plants and animals. In California, it is expected that global warming will cause detrimental effects to some of the state's largest industries, including agriculture, winemaking, tourism, skiing, commercial and recreational fishing, forestry, and the adequacy of electrical power generation (CARB 2017).

Greenhouse Gas Emissions Estimates

Global Emissions

Worldwide GHG emissions generated in 2020 were approximately 54 billion $MTCO_2e$ (Ritchie, et al. 2024). This includes both ongoing emissions from industrial and agricultural sources but excludes emissions from land use changes.

U.S. Emissions

In 2022, the last emissions year reported at the federal level, the United States emitted about 6.3 billion MT CO_2e. Of the major economic sectors—residential, commercial, industrial, electric power, agricultural, and transportation—transportation accounts for the highest fraction of GHG emissions (approximately 29 percent), followed by electric power (approximately 25 percent) and industry (approximately 23 percent). The remaining 23 percent of U.S. GHG emissions were contributed by, in order of magnitude, the agriculture, commercial, and residential sectors (USEPA 2024).

STATE OF CALIFORNIA EMISSIONS

California produced approximately 381 million $MTCO_2e$ in 2021. Combustion of fossil fuel in the transportation sector was the single largest source of California GHG emissions in 2021, accounting for 39 percent of total GHG emissions in the state. This sector was followed by the industrial sector (22 percent), the electric power sector (including both in-state and out-of-state sources) (16 percent), residential and commercial sectors (14 percent), and agriculture sector (8 percent) (CARB 2024).

EXISTING CONDITIONS

SACRAMENTO COUNTY EMISSIONS

Sacramento County produced approximately 4.03 million $MTCO_2e$ in 2021, according to the most recent community-wide emissions inventory year. The transportation sector represented the largest source of GHG emissions, accounting for 43 percent of annual CO_2e emissions. Electricity and natural gas used to operate, heat, and cool commercial, industrial, and residential buildings accounted for another 36 percent of annual CO_2e emissions. The other CO_2e emissions sectors included in the inventory were solid waste (4 percent), off-road vehicles (2.5 percent), agriculture (6 percent), high-GWP gases (8 percent), and wastewater (<1 percent) (Sacramento County 2023). **Table CC-1** presents the 2021 GHG inventory for Sacramento County.

Table CC-1: Sacramento County GHG Emissions

Sector	2021 GHG Emissions ($MTCO_2e$)	Percent
Residential Energy	878,308	22%
Commercial / Industrial Energy	555,596	14%
On-Road Vehicles	1,740,212	43%
Off-Road Vehicles	107,174	2.5%
Solid Waste	156,422	4%
Agriculture	234,536	6%
High-GWP Gases	329,734	8%
Wastewater	24,928	0.5%
Total	**4,026,910**	**100%**

NOTES: GHG = greenhouse gas; $MTCO_2e$ = metric tons of carbon dioxide equivalent; GWP = global warming potential.

SOURCE: Sacramento County 2023

Existing (Baseline) Conditions

The UWSP area is located in unincorporated Sacramento County adjacent to the existing city of Sacramento communities of North and South Natomas. The proposed UWSP is bounded by Fisherman's Lake Slough to the north, the West Drainage Canal (Witter Canal) to the east, I-80 to the south, and Garden Highway to the west. The 2,066-acre site is outside of the County's Urban Policy Area and Urban Services Boundary in the Natomas community and Natomas Vision Area, and is predominantly agricultural land with existing commercial uses, including a truck stop, restaurants, gas stations, and hotels located west of the I-80 off/on-ramp.

Surrounding existing land uses include the Sacramento River to the south and west; agricultural land to the west; I-80, multi-family residences, and a business park to the east; and single-family residences to the east, west, north, and south.

The Sacramento County General Plan designates the site as Agricultural Cropland, Agricultural Residential, Commercial/Office, and Recreation and the site is zoned Agricultural, Agricultural Residential, General Commercial, and Highway Travel Commercial.

The existing land uses in the UWSP area are agriculture, agricultural residential, commercial, and recreation. The area is currently being actively farmed, but the site is not an existing substantial material source of GHG emissions.

Regulatory Setting

In recent years federal, state, regional, and local governments have been active in studying and regulating GHG emissions. The actions that are considered particularly important in establishing targets for GHG emissions, and that have been used by Sacramento County in establishing thresholds of cumulative significance, are listed below.

Federal

Massachusetts v. Environmental Protection Agency

In *Massachusetts v. Environmental Protection Agency* et al. (2007) 549 U.S. 497, California and other states, cities, and environmental organizations sued to require the U.S Environmental Protection Agency (USEPA) to regulate GHGs as pollutants under the Clean Air Act. The U.S. Supreme Court ruled that GHGs fit within the Clean Air Act's definition of a pollutant and that USEPA has the authority to regulate GHGs. On December 7, 2009, the USEPA Administrator signed two findings regarding GHGs under Section 202(a) of the federal Clean Air Act:

- ***Endangerment Finding:*** The current and projected atmospheric concentrations of six key GHGs—CO_2, methane, nitrous oxide, hydrofluorocarbons,

perfluorocarbons, and sulfur hexafluoride—threaten the public health and welfare of current and future generations.

- ***Cause or Contribute Finding:*** The combined emissions of these GHGs from new motor vehicles and new motor vehicle engines contribute to the GHG pollution that threatens public health and welfare.

Federal Vehicle Standards

In response to the U.S. Supreme Court ruling discussed above, the George W. Bush Administration issued Executive Order 13432 in 2007 directing USEPA, the U.S. Department of Transportation, and the U.S. Department of Energy to establish by 2008 regulations for reducing GHG emissions from motor vehicles, non-road vehicles, and non-road engines. In 2009, the National Highway Traffic Safety Administration (NHTSA) issued a final rule regulating fuel efficiency and GHG emissions from cars and light-duty trucks for model year 2011, and in 2010, USEPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016.

In 2010, the Obama Administration issued a memorandum directing the U.S. Department of Transportation, U.S. Department of Energy, USEPA, and NHTSA to establish additional standards regarding fuel efficiency and GHG emissions reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, USEPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model year 2017–2025 light-duty vehicles (USEPA 2010). The proposed standards were designed to achieve 163 grams per mile of CO_2 in model year 2025, on an average industry fleet-wide basis, which is equivalent to 54.5 miles per gallon if this level were achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017–2021, and NHTSA intended to set standards for model years 2022–2025 in a future rulemaking. However, on January 12, 2017, USEPA finalized its decision to maintain the current GHG emissions standards for model years 2022–2025 cars and light trucks (USEPA 2017).

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011 USEPA and NHTSA announced fuel economy and GHG standards for medium-duty and heavy-duty trucks for model years 2014–2018. The standards for CO_2 emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and recreational vehicles. According to USEPA, this regulatory program was designed to reduce GHG emissions and fuel consumption for the affected vehicles by 6–23 percent over the 2010 baselines.

In August 2016, USEPA and NHTSA announced the adoption of the Phase 2 program related to the fuel economy and GHG standards for medium-duty and heavy-duty trucks. The Phase 2 program applies to model years 2018–2027 for certain trailers, and model years 2021–2027 for semi-trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The final standards are expected to lower CO_2 emissions by approximately 1.1 billion MT and reduce oil consumption by up to 2 billion barrels over the lifetime of the vehicles sold under the program (USEPA 2016).

STATE

CALIFORNIA ENVIRONMENTAL QUALITY ACT AND SENATE BILL 97

Under CEQA, lead agencies are required to disclose the reasonably foreseeable adverse environmental effects of projects they are considering for approval. GHG emissions have the potential to adversely affect the environment because they contribute to global climate change. In turn, global climate change has the potential to raise sea levels, alter rainfall and snowfall, and affect habitat.

Senate Bill (SB) 97, signed in August 2007, acknowledges that climate change is a prominent environmental issue requiring analysis under CEQA. This bill directed the Governor's Office of Planning and Research (OPR) to prepare, develop, and transmit to the California Natural Resource Agency (CNRA) guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions, as required by CEQA, no later than July 1, 2009. The CNRA was required to certify or adopt those guidelines by January 1, 2010. On December 30, 2009, the CNRA adopted amendments to the State CEQA Guidelines, as required by SB 97. The State CEQA Guidelines amendments provide guidance to public agencies regarding the analysis and mitigation of the effects of GHG emissions in draft CEQA documents. The amendments became effective March 18, 2010.

The State CEQA Guidelines are embodied in the California Code of Regulations (CCR), Public Resources Code, Division 13, starting with Section 21000. Section 15064.4 of the State CEQA Guidelines specifically addresses the significance of GHG emissions, requiring a lead agency to make a "good-faith effort" to "describe, calculate or estimate" GHG emissions in CEQA environmental documents. Section 15064.4 further states that the analysis of GHG impacts should include consideration of (1) the extent to which the project may increase or reduce GHG emissions, (2) whether the project GHG emissions would exceed a threshold of significance that the lead agency determines applies to the project, and (3) the extent to which the project would comply with "regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions (see, e.g., Section 15183.5(b))."

The CEQA Guidelines also state that a project's incremental contribution to a cumulative effect might not be cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program (including plans or regulations for the reduction of greenhouse gas emissions) that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located (State CEQA Guidelines Sections 15064(h)(3 and 15064.4(b)).

The CEQA Guidelines do not require or recommend a specific analytical methodology or provide quantitative criteria for determining the significance of GHG emissions, nor do they set a numerical threshold of significance for GHG emissions. Section 15064.7(c) clarifies that "when adopting or using thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence."

When GHG emissions are found to be significant, State CEQA Guidelines Section 15126.4(c) includes the following direction on measures to mitigate GHG emissions:

> Consistent with Section 15126.4(a), lead agencies shall consider feasible means, supported by substantial evidence and subject to monitoring or reporting, of mitigating the significant effects of greenhouse gas emissions. Measures to mitigate the significant effects of greenhouse gas emissions may include, among others:
>
> (1) Measures in an existing plan or mitigation program for the reduction of emissions that are required as part of the lead agency's decision;
>
> (2) Reductions in emissions resulting from a project through implementation of project features, project design, or other measures;
>
> (3) Off-site measures, including offsets that are not otherwise required, to mitigate a project's emissions;
>
> (4) Measures that sequester greenhouse gases; and
>
> (5) In the case of the adoption of a plan, such as a general plan, long range development plan, or plans for the reduction of greenhouse gas emissions, mitigation may include the identification of specific measures that may be implemented on a project-by project basis. Mitigation may also include the incorporation of specific measures or policies found in an adopted ordinance or regulation that reduces the cumulative effect of emissions.

MANDATORY REPORTING REQUIREMENTS

Pursuant to CCR Title 17, Sections 95100–95158, operations of large industrial stationary combustion and process emissions sources that emit 10,000 $MTCO_2e$ or more per calendar year are required to report and verify their GHG emissions to the California Air Resource Board (CARB). Entities that emit more than the 25,000 $MTCO_2e$ per year threshold are required to have their GHG emission report verified by a CARB-accredited third party. Certain sectors are required to report regardless of emission levels, such as refineries and cement plants.

STATE OF CALIFORNIA EXECUTIVE ORDERS

EXECUTIVE ORDER S-3-05

In 2005, in recognition of California's vulnerability to the effects of climate change, Governor Arnold Schwarzenegger issued Executive Order S-3-05, which set forth a series of target dates by which statewide emissions of GHGs would be progressively reduced, as follows:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

EXECUTIVE ORDER S-1-07

Executive Order S-1-07, which was signed by Governor Schwarzenegger in 2007, proclaims that the transportation sector is the main source of GHG emissions in California, generating more than 40 percent of statewide emissions. It established a low carbon fuel standard with a goal to reduce the carbon intensity of transportation fuels sold in California by at least 10 percent by 2020.

In September 2018, CARB extended the low carbon fuel standard program to 2030, making significant changes to the design and implementation of the Program including a doubling of the carbon intensity reduction to 20 percent by 2030.

EXECUTIVE ORDER S-13-08

Governor Schwarzenegger signed EO S-13-08 on November 14, 2008. The order called on State agencies to develop California's first strategy to identify and prepare for expected climate impacts. As a result, the *2009 California Climate Adaptation Strategy* report was developed to summarize the best-known science on climate change impacts in the State to assess vulnerability and outline possible solutions that can be implemented within and across State agencies to promote resiliency. The State's fourth major assessment on climate change explores local and statewide vulnerabilities to climate change, highlighting opportunities for taking concrete actions to build climate-change resiliency.

EXECUTIVE ORDER B-16-12

In March 2012, Governor Jerry Brown issued an executive order establishing a goal of 1.5 million zero emission vehicles (ZEVs) on California roads by 2025. In addition to the ZEV goal, EO B-16-12 stipulated that by 2015 all major cities in California will have adequate infrastructure and be 'zero-emission vehicle ready'; that by 2020 the State will have established adequate infrastructure to support 1 million ZEVs; that by 2050, virtually all personal transportation in the State will be based on ZEVs, and that GHG emissions from the transportation sector will be reduced by 80 percent below 1990 levels.

EXECUTIVE ORDER B-30-15

Governor Brown signed EO-B-30-15 on April 29, 2015, directed the following:

- Established a new interim statewide reduction target to reduce GHG emissions to 40 percent below 1990 levels by 2030.
- Ordered all State agencies with jurisdiction over sources of GHG emissions to implement measures to achieve reductions of GHG emissions to meet the 2030 and 2050 reduction targets.
- Directed CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of $MMTCO_2e$.

EXECUTIVE ORDER B-55-18

On September 10, 2018, Governor Brown signed EO B-55-18, committing California to total, economy-wide carbon neutrality by 2045. EO B-55-18 directs CARB to work with

relevant State agencies to develop a framework to implement and accounting that tracks progress toward this goal.

STATE OF CALIFORNIA POLICY AND LEGISLATION

CALIFORNIA ENVIRONMENTAL QUALITY ACT AND CLIMATE CHANGE

Under CEQA lead agencies are required to disclose the reasonably foreseeable adverse environmental effects of projects they are considering for approval. GHG emissions have the potential to adversely affect the environment because they contribute to global climate change. In turn, global climate change has the potential to raise sea levels, alter rainfall and snowfall, and affect habitat.

SENATE BILL 97

Senate Bill (SB) 97, signed in August 2007, acknowledges that climate change is a prominent environmental issue requiring analysis under CEQA. This bill directed the OPR to prepare, develop, and transmit to the California Natural Resources Agency guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions, as required by CEQA, no later than July 1, 2009. The California Natural Resources Agency was required to certify or adopt those guidelines by January 1, 2010. On December 30, 2009, the Natural Resources Agency adopted amendments to the State CEQA Guidelines, as required by SB 97. These State CEQA Guidelines amendments provide guidance to public agencies regarding the analysis and mitigation of the effects of GHG emissions in draft CEQA documents. The amendments became effective March 18, 2010.

STATE CEQA GUIDELINES

The State CEQA Guidelines are embodied in the CCR, Public Resources Code, Division 13, starting with Section 21000. The CEQA Guidelines were amended in 2018 by the Natural Resources Agency. State CEQA Guidelines section 15064.4 specifically addresses the significance of GHG emissions, requiring a lead agency to make a "good-faith effort" to "describe, calculate or estimate" GHG emissions in CEQA environmental documents. Section 15064.4 states that the GHG analysis should focus on the "reasonably foreseeable incremental contribution of the project's emissions to the effects of climate change" which may be cumulatively considerable even if emissions are small relative to statewide, national, or global emission levels, and that the analysis should consider "a timeframe that is appropriate for the project" using "evolving scientific knowledge and state regulatory schemes." Section 15064.4 further states that the analysis of GHG impacts should include consideration of (1) the extent to which the project may increase or reduce GHG emissions, (2) whether the project emissions would exceed a locally applicable threshold of significance, and (3) the extent to which the project would comply with "regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions."

The CEQA Guidelines also state that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program (including plans or

regulations for the reduction of greenhouse gas emissions) that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located (State CEQA Guidelines section 15064(b)(3)). In addition, the recent revisions to the CEQA Guidelines state that significance determinations can be made based on statewide targets: "In determining the significance of impacts, the lead agency may consider a project's consistency with the State's long-term climate goals or strategies, provided that substantial evidence supports the agency's analysis of how those goals or strategies address the project's incremental contribution to climate change and its conclusion that the project's incremental contribution is not cumulatively considerable." The State CEQA Guidelines do not, however, set a numerical threshold of significance for GHG emissions.

The CEQA Guidelines also include the following direction on measures to mitigate GHG emissions, when such emissions are found to be significant:

Consistent with Section 15126.4(a), lead agencies shall consider feasible means, supported by substantial evidence and subject to monitoring or reporting, of mitigating the significant effects of greenhouse gas emissions. Measures to mitigate the significant effects of greenhouse gas emissions may include, among others:

(1) Measures in an existing plan or mitigation program for the reduction of emissions that are required as part of the lead agency's decision;

(2) Reductions in emissions resulting from a project through implementation of project features, project design, or other measures;

(3) Off-site measures, including offsets that are not otherwise required, to mitigate a project's emissions;

(4) Measures that sequester greenhouse gases; and

(5) In the case of the adoption of a plan, such as a general plan, long range development plan, or plans for the reduction of greenhouse gas emissions, mitigation may include the identification of specific measures that may be implemented on a project-by-project basis. Mitigation may also include the incorporation of specific measures or policies found in an adopted ordinance or regulation that reduces the cumulative effect of emissions.

(State CEQA Guidelines section 15126.4(a).)

SENATE BILL 350

SB 350 (Clean Energy and Pollution Reduction Act of 2015) was signed into law on October 7, 2015, establishing new goals for clean energy, clean air, and GHG reduction goals for 2030 and beyond. SB 350 requires the following:

- Increase California's renewable electricity procurement goal under the Renewable Portfolio Standard (RPS) from 33 percent by 2020 to 50 percent by 2030,
- Double the energy efficiency of existing buildings by 2030; and

- Facilitate the growth of renewable energy markets within the western U.S. by reorganizing the California Independent System Operator.

SENATE BILL 100

On September 10, 2018, Governor Brown signed SB 100, establishing that 100 percent of all electricity in California must be obtained from renewable and zero-carbon energy resources by December 31, 2045. SB 100 also creates new standards for the RPS goals established by SB 350 in 2015. Specifically, the bill increases required energy from renewable sources for both investor-owned utilities and publicly-owned utilities from 50 percent to 60 percent by 2030. Incrementally, these energy providers must also have a renewable energy supply of 33 percent by 2020, 44 percent by 2024, and 52 percent by 2027. The updated RPS goals are considered achievable, since many California energy providers are already meeting or exceeding the RPS goals established by SB 350.

SENATE BILL 1020

SB 1020, signed on September 16, 2022, revises SB 100 to require that renewable energy resources and zero-carbon resources supply 90 percent of all retail sales of electricity to end-use customers by December 31, 2035; 95 percent of all retail sales to end users by December 31, 2040; 100 percent of all retail sales to end users by December 31, 2045; and 100 percent of electricity procured to serve all state agencies by December 31, 2035.

ASSEMBLY BILL 1493

In 2002, Governor Gray Davis signed Assembly Bill (AB) 1493. AB 1493 requires that CARB develop and adopt, by January 1, 2005, regulations that achieve “the maximum feasible reduction of greenhouse gases emitted by passenger vehicles and light-duty trucks and other vehicles determined by CARB to be vehicles whose primary use is noncommercial personal transportation in the State.”

To meet the requirements of AB 1493, in 2004 CARB approved amendments to the California Code of Regulations, adding GHG emissions standards to California’s existing standards for motor vehicle emissions. All mobile sources are required to comply with these regulations as they are phased in from 2009 through 2016.

Because the Pavley standards (named for the bill’s author, State Senator Fran Pavley) would impose stricter standards than those under the Clean Air Act (CAA), California applied to the USEPA for a waiver under the CAA. In 2008, the USEPA denied the application. In 2009, however, the USEPA granted the waiver. The waiver has been extended consistently since 2009; however, in 2019, the USEPA and NHTSA revoked California’s waiver and prohibit future State emissions standards enacted under the CAA. The status of the federal government’s revocation of the waiver is uncertain and because the outcome of pending litigation is speculative, this analysis uses the best available information at this time, as set forth in CARB’s Emission Factor Database (EMFAC).

ASSEMBLY BILL 32 AND THE GLOBAL WARMING SOLUTIONS ACT OF 2006

In 2006, the California Legislature passed AB 32 (California Health and Safety Code Section 38500 et seq.), also known as the Global Warming Solutions Act. AB 32 required CARB to design and implement feasible and cost-effective emissions limits, regulations, and other measures, such that statewide GHG emissions are reduced to 1990 levels by 2020 (representing a 25 percent reduction in emissions). The legislature anticipated that AB 32 GHG reduction goals will be met, in part, through local government actions. CARB identified a GHG reduction target of 15 percent from current levels for local governments (municipal and community-wide) and noted that successful implementation of the plan relies on local governments' land use planning and urban growth decisions because local governments have the primary authority to plan, zone, approve, and permit land development to accommodate population growth and the changing needs of their jurisdictions.

SENATE BILL 32 AND ASSEMBLY BILL 197

Signed into law on September 8, 2016, SB 32 (Amendments to California Global Warming Solutions Act of 2006: Emission Limit) amended Health and Safety Code Division 25.5 and codifies the 2030 target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). The 2030 target is intended to ensure that California remains on track to achieve the goal set forth by Executive Order B-30-15 to reduce statewide GHG emissions by 2050 to 80 percent below 1990 levels. SB 32 stated the intent of the legislature to continue to reduce GHGs for the protection of all areas of the state and especially the state's most disadvantaged communities, which are disproportionately affected by the deleterious effects of climate change on public health. The law amended Health and Safety Code Division 25.5 and established a new climate pollution reduction target of 40 percent below 1990 levels by 2030, while AB 197 includes provisions to ensure that the benefits of state climate policies include disadvantaged communities.

ASSEMBLY BILL 1279

The California Climate Crisis Act, otherwise known as AB 1279, was enacted on September 16, 2022. AB 1279 establishes the policy of the State of California to achieve net zero GHG emissions as soon as possible but no later than 2045, and to achieve and maintain net negative GHG emissions thereafter. Additionally, AB 1279 mandates that by 2045, statewide anthropogenic GHG emissions are to be reduced at least 85 percent below 1990 levels. AB 1279 also requires CARB to ensure that the Scoping Plan identifies and recommends measures to achieve carbon neutrality, and to identify and implement policies and strategies for CO_2 removal solutions and carbon capture, utilization, and storage technologies. It also requires CARB to submit an annual report on progress in achieving the Scoping Plan's goals.

THE CALIFORNIA CLIMATE CHANGE SCOPING PLAN

Pursuant to AB 32, CARB adopted the *Climate Change Scoping Plan* (Scoping Plan) in December 2008 (CARB 2008) (re-approved by CARB on August 24, 2011). The Scoping Plan must be updated at least every 5 years. The *First Update to the Climate Change Scoping Plan* described progress made to meet near-term emissions goals of AB 32, defined California's climate change priorities and activities for the next few years

and described the issues facing the State of California as it establishes a framework for achieving air quality and climate goals beyond the year 2020. On December 14, 2017, CARB approved the final version of California's *2017 Climate Change Scoping Plan*, which outlines the proposed framework of action for achieving the 2030 target of reducing GHG emissions by 40 percent relative to 1990 levels (CARB 2017). The 2017 Scoping Plan acknowledged the importance of local government actions in GHG planning and provided information to support those efforts.

The *2022 Climate Change Scoping Plan for Carbon Neutrality* (2022 Scoping Plan) was adopted on December 15, 2022. It assesses progress toward achieving the SB 32 target of 40 percent below 1990 levels by 2030 and lays out the path to achieve carbon neutrality and reduce GHG emissions by 85 percent below 1990 levels by 2045, as directed by AB 1279 (CARB 2022). Among other things, the plan's actions and outcomes are intended to achieve significant reductions in fossil fuel combustion by deploying clean technologies and fuels, further reductions in short-lived climate pollutants, support for sustainable development increased action on natural and working lands to reduce emissions and sequester carbon, and the capture and storage of carbon.

SENATE BILL 375

Signed into law on October 1, 2008, SB 375 supplements GHG reductions from new vehicle technology and fuel standards with reductions from more efficient land use patterns and improved transportation. Under the law, CARB approved GHG reduction targets in February 2011 for California's 18 federally designated regional planning bodies, known as Metropolitan Planning Organizations. CARB may update the targets every four years and must update them every eight years. Metropolitan Planning Organizations in turn must demonstrate how their plans, policies and transportation investments meet the targets set by CARB through Sustainable Communities Strategy.

SENATE BILL 743

In 2013, Governor Brown signed SB 743, which added Public Resources Code Section 21099 to CEQA, to change the way that transportation impacts are analyzed in transit priority areas under CEQA to better align local environmental review with statewide objectives to reduce GHG emissions, encourage infill mixed-use development in designated priority development areas, reduce regional sprawl development, and reduce vehicle miles traveled (VMT) in California.

As required under SB 743, OPR developed potential metrics to measure transportation impacts that may include, but are not limited to, VMT, VMT per capita, automobile trip generation rates, or automobile trips generated. The new VMT metric is intended to replace the use of automobile delay and level of service (LOS) as the metric to analyze transportation impacts under CEQA. In its 2018 Technical Advisory on Evaluating Transportation Impacts in CEQA, OPR recommends different thresholds of significance for projects depending on land use types. For example, residential and office space projects must demonstrate a VMT level that is 15 percent less than that of existing development to determine whether the mobile-source GHG emissions associated with the project are consistent with statewide GHG reduction targets. With respect to retail

land uses, any net increase of VMT may be sufficient to indicate a significant transportation impact (OPR 2018).

ADVANCED CLEAN CARS PROGRAM

In January 2012, pursuant to Recommended Measures T-1 and T-4 of the Scoping Plan, CARB approved the Advanced Clean Cars Program, an emissions-control program for model year 2017 through 2025. The program combines the control of smog, soot, and GHGs with requirements for greater numbers of zero-emission vehicles. By 2025, when the rules will be fully implemented, the new automobiles will emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions. The program also requires car manufacturers to offer for sale an increasing number of ZEVs each year, including battery electric, fuel cell, and plug-in hybrid electric vehicles.

ADVANCED CLEAN CARS II

In 2022, CARB approved the Advanced Clean Cars II Program for model years 2026–2035, which requires that all new passenger cars, trucks, and SUVs sold in California be zero emissions by 2035 (CARB 2023a). The regulation amends the ZEV Regulation to require an increasing number of ZEVs, and relies on advanced vehicle technologies, including battery-electric, hydrogen fuel cell electric, and plug-in hybrid electric-vehicles, to meet air quality and climate change emissions standards, in support of Executive Order N-79-20 (CARB 2023a). This program also amended the Low-Emission Vehicle Regulations to include increasingly stringent standards for gasoline cars and heavier passenger trucks to continue to reduce smog-forming emissions.

ADVANCED CLEAN TRUCKS

On June 25, 2020, the air board adopted the Advanced Clean Trucks rule, which requires truck manufacturers to transition from diesel vehicles to electric zero-emissions vehicles beginning in 2024, with the goal of reaching 100 percent zero-emissions vehicles by 2045 (CARB 2020). The goal of the legislation is to help California meet its climate targets of a 40 percent reduction in GHG emissions and a 50 percent reduction in petroleum use by 2030, and an 80 percent reduction in GHG emissions by 2050. Truck manufacturers will be required to sell zero-emissions vehicles as an increasing percentage of their annual sales from 2024 through 2035. Companies with large distribution fleets (50 or more trucks) will be required to report information about their existing fleet operations in an effort to identify future strategies for increasing zero-emissions fleets statewide (CARB 2021).

ADVANCED CLEAN FLEETS

On September 29, 2023, the Office of Administrative Law approved CARB’s Advanced Clean Fleets rule, which became state law on October 1, 2023. This regulation is part of CARB's broader strategy to accelerate the transition to zero-emissions medium- and heavy-duty vehicles. It complements the Advanced Clean Trucks regulation, focusing on reducing emissions and promoting zero-emissions vehicle adoption. The Advanced Clean Fleets regulation covers various fleet types, including drayage operations, government-owned fleets, and high-priority fleets, mandating ZEV adoption in phases. Key provisions include manufacturer sales mandates, requirements for drayage fleets to

transition to ZEVs, and specific ZEV targets for high-priority and government fleets. The Advanced Clean Fleets regulation requires that manufacturers may sell only zero-emissions medium- and heavy-duty vehicles in California starting in 2036 and that high-priority fleets must purchase only ZEVs beginning 2024 and, starting January 1, 2025, must remove internal combustion engine vehicles at the end of their useful life, or that high-priority fleets must achieve 100 percent ZEVs by 2042 (CARB 2023b). The regulation is expected to significantly reduce emissions, benefit public health, and contribute to achieving climate goals.

SUSTAINABLE FREIGHT ACTION PLAN

Executive Order B-32-15 directed the State to establish targets to improve freight efficiency, transition to zero emission technologies, and increase the competitiveness of California's freight transport system. The targets are not mandates, but rather aspirational measures of progress towards sustainability for the State to meet and try to exceed. The targets include:

- ***System Efficiency Target*:** Improve freight system efficiency by 25 percent by increasing the value of goods and services produced from the freight sector, relative to the amount of carbon that it produces by 2030.
- ***Transition to Zero Emission Technology Target*:** Deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize near-zero emission freight vehicles and equipment powered by renewable energy by 2030.
- ***Increased Competitiveness and Economic Growth Targets*:** Establish a target or targets for increased State competitiveness and future economic growth within the freight and goods movement industry based on a suite of common-sense economic competitiveness and growth metrics and models developed by a working group comprised of economists, experts, and industry. These targets and tools will support flexibility, efficiency, investment, and best business practices through State policies and programs that create a positive environment for growing freight volumes and jobs, while working with industry to mitigate potential negative economic impacts. The targets and tools will also help evaluate the strategies proposed under the Action Plan to ensure consideration of the impacts of actions on economic growth and competitiveness throughout the development and implementation process.

CALIFORNIA TRANSPORTATION PLAN 2040

The California Transportation Plan 2040 provides a long-range policy framework to meet future mobility needs and reduce GHG emissions. The plan defines goals, performance-based policies, and strategies to achieve maximum feasible emission reductions in order to attain a statewide reduction in GHG emissions.

The California Transportation Plan 2040 recognizes that the Governor is committed to reduce by one-half current petroleum use in cars and trucks; increase from one-third to one-half the electricity derived from renewable sources; double the efficiency savings of existing buildings and make heating fuels cleaner; reduce the release of methane, black

carbon, and other short-lived climate pollutants; and manage farm and rangelands, forests, and wetlands to store more carbon.

Transportation GHG reduction strategies within the plan include demand management (including telecommuting/working at home, increased carpoolers, and increase car sharing), mode shift (including transit service improvements, high-speed rail, bus rapid transit, expanded bike and pedestrian facilities, carpool land occupancy requirements, and increased high occupancy vehicle lanes), travel cost (implement expanded pricing policies), and operational efficiency (incident/emergency management, Caltrans' Master Plan, intelligent transportation system/transportation systems management [TSM]strategies and programs, and eco-driving).

RENEWABLE ELECTRICITY STANDARDS

SB 1078 (Chapter 516, Statutes of 2002) requires retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least 20 percent of their supply from renewable sources by 2017. SB 107 (Chapter 464, Statutes of 2006) changed the target date to 2010. In November 2008, Governor Schwarzenegger signed Executive Order S-14-08, which expanded the state's Renewable Portfolio Standard to 33 percent renewable power by 2020. In September 2009, Governor Schwarzenegger continued California's commitment to the Renewable Portfolio Standard by signing Executive Order S-21-09, which directed the CARB under its AB 32 authority to enact regulations to help the state meet its Renewable Portfolio Standard goal of 33 percent renewable energy by 2020.

The 33 percent by 2020 RPS goal was codified in April 2011 with SB X1-2. This Renewable Portfolio Standard preempted the CARB 33 percent Renewable Electricity Standard and applies to all electricity retailers in the state, including publicly owned utilities, investor-owned utilities, electricity service providers, and community choice aggregators. SB 350 was signed in October 2015, and requires retail sellers and publicly owned utilities to procure 50 percent of their electricity from eligible renewable energy resources by 2030. Most recently, SB 100, signed by Governor Brown on September 10, 2018, increases the standard requirement to 60 percent eligible renewables by 2030 and 100 percent by 2045.

CALIFORNIA INTEGRATED WASTE MANAGEMENT ACT AND CALIFORNIA ASSEMBLY BILL 341

The legislature passed the California Integrated Waste Management Act of 1989 (AB 939) in 1990, requiring all cities and counties to divert 50 percent of all solid waste from landfill facilities by January 1, 2000. In order of priority, waste reduction efforts must promote source reduction, recycling and composting, and environmentally safe transformation and land disposal. AB 341 (Public Resources Code Division 30, Part 3, Chapter 12.8), which became law in 2011, established a new statewide goal of 75 percent diversion by 2020, and changed the way that the state measures progress toward the 75 percent goal, focusing on source reduction, recycling, and composting. AB 341 also requires all businesses and public entities that generate 4 cubic yards or more of waste per week to have a recycling program in place. The objective of the law is to reduce GHG emissions by diverting commercial solid waste into recycling programs and expand the opportunity for additional recycling services and recycling

manufacturing facilities in California. Although AB 341 established a statewide recycling goal of 75 percent, the 50 percent disposal reduction mandate still applies for cities and counties under AB 939.

TITLE 24 – CALIFORNIA ENERGY EFFICIENCY STANDARDS

Energy consumption for new residential and nonresidential buildings is regulated by CCR Title 24, Part 6, California Energy Efficiency Standards (California Energy Code), which was established in 1978 in response to a legislative mandate to reduce energy consumption in the State. Although not originally intended to reduce GHG emissions, increased energy efficiency and reduced consumption of electricity, natural gas, and other fuels would result in fewer GHG emissions from residential and nonresidential buildings subject to the standard. The standards are updated periodically (typically every three years) to allow for the consideration and inclusion of new energy efficiency technologies and methods (CEC 2015). The current standards became effective on January 1, 2023.

TITLE 24 – CALIFORNIA GREEN BUILDING STANDARDS CODE

Part 11 of CCR Title 24 California Building Standards Code is referred to as the California Green Building Standards (CALGreen) Code, which established new sustainable building standards for all buildings in California. The code covers five categories: planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and indoor environmental quality. These standards include a mandatory set of minimum guidelines, as well as more rigorous voluntary measures, for new construction projects to achieve specific green building performance levels. This code went into effect as part of local jurisdictions' building codes on January 1, 2011, and was most recently updated as the 2022 California Green Building Standards Code, which became effective January 1, 2023 (CBSC 2023). As discussed below, CALGreen includes several residential and nonresidential electric vehicle charging requirements and recommendations.

For new hotels, motels, and multi-family dwellings with 20 or more units, the 2022 CALGreen Code mandates that 10 percent of parking spaces must be EV Capable,[2] 25 percent must be EV Ready,[3] and 5 percent must have electric vehicle supply equipment (EVSE)[4] (40 percent total). Residential electric vehicle voluntary measures include Tier 1 and Tier 2 measures. Tier 1 requires 35 percent of parking spaces to be EV Ready and 10 percent must have EVSE (45 percent total). Tier 2 requires

[2] A vehicle space with electrical panel space and load capacity to support a branch circuit and necessary raceways, both underground and/or surface mounted, to support EV charging.

[3] A vehicle space which is provided with a branch circuit; any necessary raceways, both underground and/or surface mounted; to accommodate EV charging, terminating in a receptacle or charger.

[4] The conductors, including the undergrounded, grounded and equipment grounding conductors and the electric vehicle connectors, attachment plugs, and all other fittings, devices, power outlets or apparatus installed specifically for the purpose of transferring energy between the premises wiring and the electric vehicle.

40 percent of parking spaces to be EV Ready and 15 percent must have EVSE (55 percent total).

For new hotels, motels, and multi-family dwellings with less than 20 units, the 2022 CALGreen Code mandates that 10 percent of parking spaces must be EV Capable and 25 percent must be EV Ready. Tier 1 requires 35 percent of parking spaces to be EV Ready. Tier 2 requires 40 percent of parking spaces must be EV Ready.

For new non-residential development, 15 percent of the total number of parking spaces are required to be EV capable spaces and 5 percent are required to have EVSE (20 percent total). There are also Tier 1 and Tier 2 nonresidential electric vehicle charging voluntary measures. For Tier 1, 20 percent of the total number of parking spaces are required to be EV capable spaces and 10 percent are required to have EVSE (30 percent total). For Tier 2, 30 percent of the total number of parking spaces are required to be EV capable spaces and 15 percent are required to have EVSE (45 percent total).

LOCAL

SACRAMENTO COUNTY GENERAL PLAN

The following goals and policies from the Air Quality, Circulation, Energy, and Land Use elements of the Sacramento County 2030 General Plan are applicable to the proposed UWSP.

AIR QUALITY

AQ-1 New development shall be designed to promote pedestrian/bicycle access and circulation to encourage community residents to use alternative modes of transportation to conserve air quality and minimize direct and indirect emission of air contaminants.

AQ-2 Support Regional Transit's efforts to secure adequate funding so that transit is a viable transportation alternative. Development shall pay its fair share of the cost of transit facilities required to serve the project.

AQ-4 Developments which meet or exceed thresholds of significance for ozone precursor pollutants, and/or Greenhouse Gases (GHG) as adopted by the Sacramento Metropolitan Air Quality Management District (SMAQMD), shall be deemed to have a significant environmental impact. An Air Quality Mitigation Plan and/or a Greenhouse Gas Reduction Plan shall be submitted to the County of Sacramento prior to project approval, subject to review and recommendation as to technical adequacy by the Sacramento Metropolitan Air Quality Management District.

AQ-5 Reduce emissions associated with vehicle miles travelled and evaporation by reducing the surface area dedicated to parking facilities; reduce vehicle emissions associated with "hunting" for on-street parking by implementing innovative parking solutions including shared parking, elimination of minimum

parking requirements, creation of maximum parking requirements, and utilize performance pricing for publicly owned parking spaces both on- and off-street, as well as creating parking benefit districts.

AQ-6 Provide incentives for the use of transportation alternatives, including a program for the provision of financial incentives for builders that construct ownership housing within a quarter mile of existing and proposed light rail stations.

AQ-8 Promote mixed-use development and provide for increased development intensity along existing and proposed transit corridors to reduce the length and frequency of vehicle trips.

AQ-10 Encourage vehicle trip reduction and improved air quality by requiring development projects that exceed the SMAQMD's significance thresholds for operational emissions to provide on-going, cost-effective mechanisms for transportation services that help reduce the demand for existing roadway infrastructure.

AQ-11 Encourage contractors operating in the county to procure and to operate low-emission vehicles, and to seek low emission fleet status for their off-road equipment.

AQ-13 Use California State Air Resources Board (CARB) and SMAQMD guidelines for Sacramento County facilities and operations to comply with mandated measures to reduce emissions from fuel consumption, energy consumption, surface coating operations, and solvent usage.

AQ-16 Prohibit the idling of on-and off-road engines when the vehicle is not moving or when the off-road equipment is not performing work for a period of time greater than five minutes in any one-hour period.

AQ-17 Promote optimal air quality benefits through energy conservation measures in new development.

AQ-19 Require all feasible reductions in emissions for the operation of construction vehicles and equipment on major land development and roadway construction projects.

AQ-20 Promote Cool Community strategies to cool the urban heat island, reduce energy use and ozone formation, and maximize air quality benefits by encouraging four main strategies including, but not limited to: plant trees, selective use of vegetation for landscaping, install cool roofing, and install cool pavements.

AQ-22 Reduce greenhouse gas emissions from County operations as well as private development.

CIRCULATION

CI-40 Whenever possible, the applicant/developer of new and infill development projects shall be conditioned to fund, implement, operate and/or participate in TSM programs to manage travel demand associated with the project.

CI-41 Consider TSM programs that increase the average occupancy of vehicles and divert automobile commute trips to transit, walking, and bicycling.

CI-43 The County shall promote transit-supportive programs in new development, including employer-based trip-reduction programs (employer incentives to use transit or non-motorized modes), "guaranteed ride home" for commute trips, and car-share or bike-share programs.

CI-67 When feasible, incorporate lighter colored (higher albedo) materials and surfaces, such as lighter-colored pavements, and encourage the creation of tree canopy to reduce the built environment's absorption of heat to reduce the urban "heat island" effect.

ENERGY

EN-5 Reduce travel distances and reliance on the automobile and facilitate increased use of public transit through appropriate land use plans and regulations.

LAND USE

LU-27 Provide safe, interesting and convenient environments for pedestrians and bicyclists, including inviting and adequately lit streetscapes, networks of trails, paths and parks and open spaces located near residences, to encourage regular exercise and reduce vehicular emissions.

LU-37 Provide and support development of pedestrian and bicycle connections between transit stations and nearby residential, commercial, employment or civic uses by eliminating physical barriers and providing linking facilities, such as pedestrian overcrossings, trails, wide sidewalks and safe street crossings.

LU-40 Employ appropriate traffic calming measures in areas where pedestrian travel is desirable but made unsafe by a high volume or excessive speed of automobile traffic. Preference shall be given to measures that slow traffic and improve pedestrian safety while creating the least amount of conflict with emergency responders.

LU-42 Master planning efforts for new growth areas shall provide for separated sidewalks along all arterials and thoroughfares to make walking a safer and more attractive transportation option.

LU-115 It is the goal of the County to reduce greenhouse gas emissions to 1990 levels by the year 2020. This shall be achieved through a mix of State and local action.

Sacramento Area Council of Governments

The Sacramento Area Council of Governments (SACOG) is the metropolitan planning organization for the Sacramento region, including the UWSP area. One of the main responsibilities of SACOG is to maintain and develop comprehensive transportation planning for the region through transportation planning documents intended to improve future transportation networks and options for residents. SB 375, described above, requires metropolitan planning organizations to develop a Sustainable Communities Strategy (SCS) as part of their planning activities, which identifies policies and strategies to reduce GHG emissions from passenger vehicles to targets sets by the CARB.

In 2019, SACOG adopted the 2020 Metropolitan Transportation Plan (MTP)/SCS, which became the long-range transportation plan for the region. The MTP/SCS is a comprehensive blueprint that prioritizes sustainability and integrated planning. The focus is developing a well- connected transportation network, emphasizing public transit, active transportation, and reduced reliance on private vehicles, all while fostering transit-friendly, walkable communities. This plan aims to reduce GHG emissions, improve air quality, and enhance overall quality of life by aligning land-use and transportation strategies, engaging the public, and complying with relevant regulations to create a more sustainable and livable region.

Sacramento County Climate Action Plan

The Sacramento County Board of Supervisors adopted the Climate Action Plan – Strategy and Framework Document (Phase 1 CAP) on November 9, 2011. The Phase 1 CAP provides a framework and overall policy strategy for reducing GHG emissions and managing the County's resources in order to comply with AB 32 (Sacramento County 2011b). The Phase 1 CAP includes a GHG inventory for the unincorporated areas of Sacramento County for 2005, a GHG emission reduction target, and goals and implementation measures developed to help the County reach these goals. Reduction strategies address GHG emissions associated with transportation and land use, energy, water, waste management and recycling, and agriculture and open space. The County's primary goals related to transportation and energy use include the following:

- Increase the average fuel efficiency of County-owned vehicles powered by gasoline and diesel and encourage increased fuel efficiency in community vehicles;
- Increase the use of alternative and lower carbon fuels in the County-owned vehicle fleet and facilitate their use in the community;
- Reduce total vehicle miles traveled per capita in the community and region;
- Improve energy efficiency of existing and new buildings in the unincorporated county;
- Improve energy efficiency of operating County-owned infrastructure (roads, water, waste, buildings, etc.); and
- Decrease use of fossil fuels by transitioning to renewable energy sources.

On September 11, 2012, the Phase 2A CAP (Government Operations) was adopted by the County. Neither the Phase 1 CAP nor the Phase 2A CAP are "qualified" GHG reduction plans pursuant to CEQA Guidelines section 15183.5(b), through which subsequent projects may receive CEQA streamlining benefits.

In 2016, the County began preparing the communitywide CAP (Phase 2B CAP), but in late 2018, it was placed on hold pending in-depth review of CAP-related litigation in other jurisdictions. General Plan Policy LU-115 and associated Implementation Measures F through J of the General Plan Land Use Element identifies the County's commitment to a Communitywide CAP. This commitment was made in part due to the County's General Plan Update process and potential expansion of the Urban Policy Area to accommodate new growth areas. General Plan Policies LU-119 and LU-120 were developed with SACOG to be consistent with smart growth policies in the SACOG Blueprint, which are intended to reduce VMT and GHG emissions. In addition to reducing GHG emissions in Sacramento County, the CAP is intended to serve as a climate change resiliency plan to ensure that the County is prepared for the physical effects of climate change. The County released an updated GHG inventory for 2021 in 2023 (see Table CC-1 above) and a Climate Change Vulnerability Assessment in 2017, which identified extreme heat and increased flooding as the most likely adverse impacts to Sacramento County.

The Phase 2B CAP was re-initiated in early 2020. In March of 2021, the draft Phase 2B CAP was released by the County for public review. On September 7, 2021, a Final Draft CAP and Addendum to the 2030 General Plan EIR was released for public review. The County revised the CAP a second time and released the Revised Final Draft CAP and Revised Addendum to the 2030 General Plan EIR on February 17, 2022. These documents were presented at a Board of Supervisors workshop on March 23, 2022. The County received more than 85 comment letters on the Revised Final Draft CAP leading up to the Board workshop on March 23, 2022. Based on input from the Board of Supervisors during the September 27, 2022, hearing on the CAP, County staff are reviewing the numerous comments received and preparing responses to those comments. As a result, another revision to the CAP is expected prior to adoption of the CAP.

Based on the inventory and GHG reductions identified in the draft Phase 2B CAP, the County has set a goal of achieving a 4.0 $MTCO_2e$ per capita for 2030, resulting in an emissions limit of 3,674,904 $MTCO_2e$ (Sacramento County 2022). As allowed under CEQA Guidelines Section 15183(b), lead agencies may choose to analyze and mitigate significant GHG emissions in a plan for the reduction of GHG emissions or similar document. The CAP remains in draft form and has not been formally adopted by the County. As such, the CAP is not yet qualified for use in CEQA reviews.

Sacramento Metropolitan Air Quality Management District

SMAQMD is the primary agency responsible for addressing air quality concerns in all of Sacramento County—its role is discussed further in Chapter 6, *Air Quality*. SMAQMD also recommends methods for analyzing project-generated GHGs in CEQA analyses and offers multiple potential GHG reduction measures for land use development projects. SMAQMD developed thresholds of significance to provide a uniform scale to measure

the significance of GHG emissions from land use and stationary source projects in compliance with CEQA (SMAQMD 2021). SMAQMD's goals in developing GHG thresholds include ease of implementation; use of standard analysis tools; and emissions mitigation consistent with the statewide GHG targets mandated by AB 32 of 2006.

According to the SMAQMD's *Guide to Air Quality Assessment in Sacramento County (CEQA GUIDE)*, GHG emissions generated during project construction that exceed 1,100 $MTCO_2e$ per year represent a cumulatively considerable contribution to a significant cumulative environmental impact (SMAQMD, 2021).

SMAQMD has published CEQA guidance for the evaluation of operational GHG emissions to provide lead agencies with a pathway to demonstrate that a project would not result in a cumulatively considerable contribution to global climate change. This guidance identifies operational measures that should be applied to a project to demonstrate consistency with statewide targets. The measures target GHG emissions sources from new development for which state policies and regulations do not achieve adequate reductions, requiring local supportive measures. These measures are known as Tier 1 and Tier 2 Best Management Practices (BMPs).

The Tier 1 BMPs are:

- **BMP 1:** Projects shall be designed and constructed without natural gas infrastructure.
- **BMP 2:** Projects shall meet the current CALGreen Tier 2 standards, except all EV capable spaces shall instead be EV ready.

EV capable means that the parking space is installed with a raceway and electrical panel capable of supporting an EV charging station. In addition to the raceway and panel, EV ready spaces have dedicated branch circuits, circuit breakers, and other electrical components to support future installation of charging stations, but do not include installation of the charger itself.

If Tier 1 BMPs are not fully implemented, then emissions, including natural gas emissions, should be estimated; on-site measures should be implemented to the maximum extent feasible; the project should have the capacity to be all-electric in the future; and BMP 2 requirements should be met.

If emissions exceed 1,100 $MTCO_2e$ per year after applying Tier 1 BMPs, then the project must implement SMAQMD's Tier 2 BMP:

- **BMP 3:** Projects shall commit to reduce applicable project residential and office VMT by 15 percent compared to existing average residential and worker VMT per capita, respectively, and there shall be no increase in retail VMT.

In areas with above-average existing VMT, BMP 3 requires a commitment to provide electrical capacity for future 100 percent electric vehicles.

If the project would achieve BMP 3, then the operational emissions would not be cumulatively considerable, the impact would be less than significant, and no further analysis is needed.

IMPACTS AND ANALYSIS

SIGNIFICANCE CRITERIA

For purposes of this EIR and consistent with the criteria presented in Appendix G of the CEQA Guidelines, impacts on climate change may be considered significant if implementation of the proposed UWSP would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of GHGs.

CEQA Guidelines Section 15064.4 gives lead agencies the discretion to determine whether to assess GHG emissions quantitatively or qualitatively. The *CEQA Guidelines* do not establish a bright-line quantitative threshold of significance; rather, lead agencies are granted discretion to establish significance thresholds for their respective jurisdictions, including looking to thresholds developed by other public agencies, or suggested by other experts, such as the California Air Pollution Control Officers Association, so long as any threshold chosen is supported by substantial evidence (refer to *CEQA Guidelines* Section 15064.7(c)).

Sacramento County adopted SMAQMD's thresholds of significance (summarized under the heading, "Sacramento Metropolitan Air Quality Management District," above) on December 16, 2020, by Resolution #2020-0855. The SMAQMD GHG thresholds require that the project meet both Tier 1 and Tier 2 BMPs and implement additional BMPs to meet the VMT target established by SB 743 (summarized under the heading, "Senate Bill 743," in the *State of California Policy and Legislation* discussion, above) for the impact to be identified as less than significant.

ISSUES NOT DISCUSSED IN IMPACTS

All potential issues related to climate change identified in the significance criteria above are evaluated below.

METHODOLOGY AND ASSUMPTIONS

EMISSION ESTIMATES

Project-related GHG emissions were evaluated in two categories: short-term emissions due to construction and long-term ongoing emissions due to operations.

The proposed UWSP would be built out over several phases across approximately 20 years in response to market-based demand for housing. Phase 1 is anticipated to be constructed over approximately seven years, but the construction schedule for the remaining phases would be based on market demand and is subject to economic fluctuations related to the housing market. Therefore, the timing of the subsequent phases is unknown. Nevertheless, in order to disclose the total Project GHG construction emissions, emissions associated with Phase 1 and the subsequent phases were estimated.

Additionally, the proposed UWSP would include offsite roadway and utility improvements that were not specifically quantified or included in the construction emissions estimates due to the lack of adequate detail in information about the improvements. However, as noted under the *Construction Impacts* heading in the *Methodology and A*ssumptions discussion in Chapter 6, Air Quality, the construction emissions modeling conducted for Phase 1 and subsequent phases use very conservative assumptions, including a doubling of the amount of construction equipment relative to the California Emissions Estimator Model (CalEEMod) default equipment amounts for those phases. It is reasonable to conclude that the proposed offsite improvements would result in similar or less construction equipment activities as would be required for Phase 1 and the subsequent phases. Therefore, for the purposes of this analysis, the estimated emissions for Phase 1 and the subsequent phases are also presumed to represent emissions that would be associated with the proposed offsite improvements.

Operational emissions associated with the proposed UWSP were estimated for the year 2045 by determining the net change in emissions between existing conditions and the proposed UWSP scenario.

GHG emissions associated with construction and operation of the proposed UWSP were estimated using the CalEEMod, version 2020.4.0. CalEEMod is an approved emissions inventory software program that allows the user to estimate criteria pollutant and GHG emissions from land use development projects. Project-specific information was used for modeling, when possible (e.g., construction phases and regulations). Where project-specific data are unavailable, CalEEMod default factors were used.

Additional details on GHG emissions modeling are presented in Appendix AQ-1.

Evaluation of Emissions

As described in the *Regulatory Setting* above, the County's 2012 CAP was adopted prior to the passing of SB 32 or AB 1279 and does not present a 2030 community GHG target based on the SB 32 statewide emissions reduction goal for 2030, nor does it address the state's emissions reduction targets for 2045 pursuant to AB 1279. Therefore, the County's 2012 CAP is not used to determine the project's GHG emissions impacts.

In the absence of a CEQA-qualified CAP for post-2020 projects, SMAQMD has developed and adopted thresholds of significance for GHG emissions during construction and operation of projects. The recommended SMAQMD significance

threshold for project construction is 1,100 $MTCO_2e$ per year. Should subsequent individual projects developed under the proposed UWSP's result in construction emissions that exceed 1,100 $MTCO_2e$ in any calendar year, there would be a potentially significant impact and mitigation measures would be required (SMAQMD 2021).

Regarding operational emissions, the SMAQMD identifies two quantitative bright-line thresholds of significance: 10,000 $MTCO_2e$ per year for stationary sources and 1,100 $MTCO_2e$ per year for land use projects (SMAQMD 2021). Land use projects which exceed 1,100 $MTCO_2e$ per year must implement SMAQMD Tier 1 BMPs. If a project's GHG emissions are below 1,100 $MTCO_2e$ per year after implementation of the Tier 1 BMPs, the project's contribution to the global climate change impact would be considered less than significant. Projects that do not implement the Tier 1 BMPs must conduct additional calculations to determine excess emissions and provide measures either on-site or off-site to provide equivalent mitigation. If a project's GHG emissions are above 1,100 $MTCO_2e$ per year after implementation of the Tier 1 BMPs, then the project must implement the Tier 2 BMP. The Tier 1 and Tier 2 BMPs are listed below.

Tier 1 BMPs:

- **BMP 1:** Projects shall be designed and constructed without natural gas infrastructure.
- **BMP 2:** Projects shall meet the current CALGreen Tier 2 standards, except all EV capable spaces shall instead be EV ready.

Tier 2 BMP:

- **BMP 3:** Projects shall commit to reduce applicable project residential and office VMT by 15 percent compared to existing average residential and worker VMT per capita, respectively, and there shall be no increase in retail VMT.

For purposes of evaluating a project's consistency with the 2045 statewide carbon neutrality target pursuant to AB 1279, a project would need to eliminate natural gas completely (BMP 1) or require all pre-wiring necessary so that the buildings are ready for a future retrofit to all-electric. Additionally, for a project located in an area with relatively high vehicle miles traveled per capita (resident and/or worker) the project would need to provide sufficient electrical capacity that 100 percent of project vehicles have the potential to be zero emission vehicles. Qualitatively, the project would be required to show that it is not otherwise impeding the 2045 statewide carbon neutrality goal. As such, the proposed UWSP was also evaluated for consistency with the 2022 Scoping Plan goal to achieve carbon neutrality and reduce GHG emissions by 85 percent below 1990 levels by 2045.

Impact CC-1: GHG Emissions

Construction

Based on the methods described above, the unmitigated maximum annual GHG emissions for the proposed UWSP were estimated to be approximately 5,239 $MTCO_2e$

per year during Phase 1 and 6,558 $MTCO_2e$ per year during the subsequent phases, as shown in **Table CC-2**. These maximum annual emissions would exceed the SMAQMD GHG significance threshold of 1,100 $MTCO_2e$ per year for construction emissions, and the impact would be **potentially significant**. However, as these annual construction emissions represent construction for all subsequent projects under the proposed UWSP in any given year, it is possible that individual subsequent projects could independently exceed the 1,100 $MTCO_2e$ per year threshold.

Table CC-2: Maximum Unmitigated Construction GHG emissions ($MTCO_2e$ per Year)

Construction	Project Construction GHG Emissions	SMAQMD Annual GHG Threshold	Exceeds Threshold (yes or no)?
Phase 1 Maximum Emissions	5,239	1,100	Yes
Subsequent Phases Maximum Emissions	6,558	1,100	Yes
SOURCE: Appendix AQ-1, Appendix A, CalEEMod Air Quality and Greenhouse Gas Modeling Results.			

Mitigation Measure CC-1a, as detailed below, requires that each applicant of a subsequent project must demonstrate that their construction-related GHG emissions would be reduced to below 1,100 $MTCO_2e$ per year, and implement all feasible mitigation measures to reduce GHG emissions from construction to below 1,100 $MTCO_2e$ per year. Mitigation Measure CC-1a stipulates the requirements and a clear, quantitative performance standard (1,100 $MTCO_2e$ per year) for construction of subsequent development projects under the proposed UWSP and therefore does not defer mitigation (CEQA Guidelines, § 15370). Mitigation Measure CC-1a requires each project applicant(s) to meet this standard by committing to feasible project-specific emission reduction strategies and to purchase and retire GHG offset credits from a CARB-accredited carbon registry.

Mitigation measures may specify performance standards for mitigating a significant impact when it is impractical or infeasible to specify the specific details of mitigation during the EIR review process, provided the lead agency commits to implement the mitigation, adopts the specified performance standard, and identifies the types of actions that may achieve compliance with the performance standard (See Guidelines, § 15126.4, subd. (a)(1)(B). The County has the discretion to modify these mitigation measures with equally or more effective measures as technology improves in the future, as long as the measures do not change the project's impacts (See Guidelines, § 15162, subd. (a)(3)).

As described in the *Emissions Estimates* discussion in the *Methodology and Assumptions* section, above, the estimated emissions for Phase 1 and the subsequent phases shown in Table CC-2 also represent emissions that would be associated with the proposed offsite improvements. The proposed UWSP would be responsible for

funding and implementing the proposed offsite improvements – the timing of which would be dependent upon traffic volume and utility use "triggers." These offsite improvement activities would also be required to implement Mitigation Measure CC-1.

IMPACT DETERMINATION

As described above, construction of the proposed UWSP and subsequent development projects would exceed the SMAQMD GHG significance threshold of 1,100 $MTCO_2e$ per year. However, with implementation of Mitigation Measure CC-1a, this impact would be reduced to **less than significant**.

OPERATION

Operation of development allowed under the proposed UWSP would result in the long-term generation of GHG emissions from a variety of on-site emissions sources including natural gas combustion for space and water heating, indirect emissions from electricity consumption, landscape maintenance, and mobile on-road vehicle travel. Long-term emissions from energy-related sources would be minimized due to Title 24 compliance, compliance with the County's Green Building standards, and implementation of the State's RPS.

As discussed in the *Methodology and Assumptions* discussion above, SMAQMD has identified BMPs to reduce a project's GHG emissions sources that are not adequately addressed by state measures, requiring project-level action that must be applied to a project to demonstrate consistency with the State's 2030 GHG target pursuant to SB 32, the State's 2050 carbon neutrality goal, and the CARB 2017 Scoping Plan. The proposed UWSP's consistency with these Tier 1 and Tier 2 BMPs is described below. For the comprehensive analysis regarding the project's consistency with the 2022 Scoping Plan, see the *Impact: Conflicts with an Applicable Plan, Policy, or Regulation* discussion below.

BMP 1 (TIER 1)

The single-family residential components of the proposed UWSP would not include natural gas infrastructure and would therefore be consistent with BMP 1. However, this analysis assumes the high-density residential uses and non-residential components of the proposed UWSP would include natural gas infrastructure. Therefore, SMAQMD BMP 1 (projects shall be designed and constructed without natural gas infrastructure) would not be implemented by the proposed UWSP. Pursuant to SMAQMD guidance, additional GHG emissions from not implementing Tier 1 BMPs, including natural gas emissions, shall be estimated, and on-site or off-site measures providing equivalent reduction in GHG emissions should be implemented. **Table CC-3** presents the unmitigated annual operational GHG emissions estimated for existing conditions, the proposed UWSP, and the net change.

GHG emissions from natural gas use in the non-residential components of the proposed UWSP were estimated to be approximately 5,996 $MTCO_2e$ per year at full buildout (see Appendix AQ-1). The proposed UWSP therefore must reduce GHG emissions by 5,996 $MTCO_2e$ per year to fully comply with BMP 1. Mitigation Measure CC-1b would

ensure that the proposed UWSP would achieve an equivalent reduction of GHG emissions and comply with BMP 1. As required by Mitigation Measure CC-1b, the applicant would be required to reduce GHG emissions associated with each phase of the proposed UWSP at a rate of 1.42 $MTCO_2e$ per year per thousand square feet of non-residential development (5,996 $MTCO_2e$ per year divided by the modeled total of 4,214 thousand square feet of non-residential development = 1.42 $MTCO_2e$ per year per thousand square foot of nonresidential development). Mitigation Measure CC-1b stipulates requirements and a clear, quantitative performance standard for operation of future nonresidential development projects under the proposed UWSP and therefore does not defer mitigation (CEQA Guidelines, § 15370). Mitigation Measure CC-1b requires the project applicant to meet this standard through project features and project-specific emission reduction strategies, along with GHG offset credits purchased through a CARB-accredited carbon registry if necessary.

Table CC-3: Unmitigated Operational GHG emissions ($MTCO_2e$ per Year)

Source	Existing Conditions	Proposed UWSP	Net Change
Area	0.35	161.62	**161.27**
Energy	700.21	8,937.85[1]	**8,237.64**
Mobile	1,395.13	54,632.27	**53,237.14**
Waste	245.26	6,392.06	**6,146.80**
Water	27.91	649.98	**622.07**
Total	**2,368.85**	**70,773.78**	**68,404.93**

NOTES:

1 Proposed UWSP CO_2e energy emissions have been adjusted using off-model calculations to account for the project not including natural gas hook-ups for single-family residential land uses. Emissions also factor in the extra electricity that would be required for heating, etc., by converting single-family residential natural gas usage (BTU) to electricity usage (kWh) to estimate CO_2e using the CO_2e/kWh emission factor.

SOURCE: Appendix AQ-1, Table 16, ESA 2024.

BMP 2 (TIER 1)

Per the requirement of SMAQMD BMP 2, projects shall meet the current CALGreen Tier 2 voluntary standards, except all EV capable spaces (i.e., capable of supporting future EVSE) shall instead be EV ready (i.e., EVSE installed). The proposed UWSP would require the following: garages for single-family units provide appropriately sized electric outlets to allow convenient recharging of electric vehicles; all multi-family attached projects have electric outlets to allow for overnight EV recharging for a minimum of 50 percent of the parking spaces; and all development include EV charging infrastructure consistent with CALGreen Tier 2 standards in effect at the time. The proposed UWSP does not specifically commit to having all EV spaces being EV ready (i.e., EVSE installed). Therefore, the proposed UWSP would not be consistent with SMAQMD BMP 2**.** With implementation of Mitigation Measure CC-1c, all EV capable

parking spaces provided at the ratio required by CALGreen Tier 2 would be required to be equipped as EV Ready spaces to ensure compliance with SMAQMD BMP 2.

With implementation of Tier 1 BMPs or equivalent reductions through mitigation measures CC-1b and CC-1c, the annual operational emissions would be reduced by 5,996 $MTCO_2e$ per year, but the residual emissions would still exceed the screening significance threshold of 1,100 $MTCO_2e$ per year. Therefore, the proposed UWSP would be required to comply with BMP 3.

BMP 3 (TIER 2)

BMP 3 requires reducing project-generated residential VMT per resident and office VMT per worker by 15 percent compared to the existing average countywide VMT per capita, and no increase in retail VMT. In areas with above average existing VMT, BMP 3 requires a project to provide sufficient electrical capacity that 100% of project vehicles have the potential to be zero emission vehicles.

A Transportation Impact Analysis was conducted for the proposed UWSP, following OPR's guidelines and Sacramento County's *Transportation Analysis Guidelines* (Fehr and Peers 2022). The analysis used SACOG's SACSIM19 travel demand model and adapted for trip length variations within and beyond the region. While SACSIM19 projected 15.4 percent of home-based household trips within the UWSP area, adjustments were made to the analysis to align it with expected internal resident trips. **Table CC-4** shows the results of the modeled work tour VMT per employee and household VMT per capita associated with the proposed UWSP. Work tour VMT includes all automobile trips that are part of home-work tours or work-based tours.[5] As shown below, the VMT per resident and per employee associated with the proposed UWSP's residential and office land uses would not exceed the applicable thresholds of significance.

Table CC-4: Residential VMT per Capita and Office VMT per Employee

Measure	Work Tour VMT per Employee (Office)	Household VMT per Capita (Residential)
Regional Average	18.48	17.44
Proposed UWSP	15.31	14.34
Threshold of Significance (15 percent below regional average)	15.70	14.83
Exceeds Threshold?	NO	NO
SOURCE: Appendix AQ-1, Table 18		

[5] Tours refer to the travel pattern of individuals associated with activities on a typical weekday as simulated by the SACSIM19 model.

The retail components associated with the proposed UWSP were assessed using SACSIM19. This analysis shows that the proposed UWSP's regional retail uses would reduce VMT by shortening travel distances for residents traveling to regional retail destinations. **Table CC-5** shows that the proposed UWSP without the regional retail component generates more VMT than the project with the regional retail added. Consequently, the proposed UWSP would result in no increase in retail VMT and the proposed UWSP would be consistent with BMP 3.

Table CC-5: Effect of Project's Regional Retail on VMT – Baseline Conditions

Measure	Base Year SACSIM Model Plus Project	Base Year SACSIM Model Plus Project Without Regional Retail
Total Regional VMT	42,992,142	43,014,069
SOURCE: Appendix AQ-1, Table 19		

IMPACT DETERMINATION

As described above, operation of the proposed UWSP would not comply with BMP 1 or BMP 2. However, with implementation of Mitigation Measure CC-1b and Mitigation Measure CC-1c, this impact would be reduced to **less than significant**.

MITIGATION MEASURES

CC-1a Prior to the initiation of construction for each subsequent development project, the applicant for each project shall demonstrate that construction-related GHG emissions for all construction activities in each year of construction would be reduced to less than 1,100 $MTCO_2e$ per year. The project applicant shall submit proof to the County's Department of Planning and Environmental Review that construction emissions are reduced to less than 1,100 $MTCO_2e$ per year.

The project applicant(s) shall reduce construction-related GHG emissions through implementation of the following options for reducing GHG construction emissions:

- Modify the construction schedule to reduce the intensity of construction to lower emissions;
- Minimize the overlap of construction phases of development;
- Use zero-emission off-road equipment for all off-road equipment used during construction, if commercially available. Available technologies currently include battery-electric and hydrogen fuel cell technologies. Portable equipment shall be powered by grid electricity if available. Electric equipment shall include, but is not limited to, concrete/industrial saws, sweepers/scrubbers, aerial lifts, welders, air compressors, fixed cranes, forklifts, and cement and mortar mixers, pressure washers, and pumps. To qualify for an exception, the Applicant shall provide the County

with evidence supporting its conclusion that electric equipment is not commercially available and shall use the next cleanest piece of off-road equipment in terms of GHG emissions.

- All portable engines, such as generators, shall be electric. If grid electricity is not available, propane or natural gas generators shall be used.
- Use of renewable diesel for construction fuel rather than diesel, provided that renewable diesel fuel reduces tailpipe GHG emissions compared to non-renewable diesel fuel;
- Improve fuel efficiency from construction equipment by:
  - Minimizing idling time either by shutting equipment off when not in use or reducing the time of idling to no more than three minutes (five-minute limit is required by the state airborne toxics control measure [Title 13, sections 2449(d)(3) and 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site; and
  - Using equipment with new technologies (repowered engines, electric drive trains).
- Perform on-site emission reductions such as implementing on-site material hauling with trucks equipped with on-road engines (if determined to be less emissive than the off-road engines) or real, quantifiable, permanent, verifiable, and enforceable on-site emission reductions;
- Use alternative fuels for generators at construction sites such as propane or solar, or use electrical power;
- Use a CARB-approved low carbon fuel for construction equipment; (NO_X emissions from the use of low carbon fuel must be reviewed and increases mitigated.)
- Encourage and provide carpools, shuttle vans, transit passes and/or secure bicycle parking for construction worker commutes;
- Reduce electricity use in the construction office by using LED bulbs, powering off computers every day, and replacing heating and cooling units with more efficient ones;
- Recycle or salvage non-hazardous construction and demolition debris (goal of at least 75 percent by weight);
- Minimize the amount of concrete for paved surfaces or utilize a low carbon concrete option;
- Produce concrete on-site if determined to be less emissive than transporting ready mix;
- Use SmartWay certified trucks for deliveries and equipment transport; and
- Develop a plan to efficiently use water for adequate dust control.

- Any other best technology available in the future may be included, provided that the Project applicant submits documentation to the County demonstrating that (1) the technology would result in comparable GHG emissions reductions and (2) it would not increase other air pollutant emissions or exacerbate other impacts, such as noise. This may include new alternative fuels or engine technology for certain off-road equipment (such as electric or hydrogen fuel cell equipment) that is not available as of 2024.
- For purposes of this mitigation measure, zero-emission off-road equipment shall ordinarily be considered "commercially available" if the vehicle is capable of serving the intended purpose and is included in the California Air Resources Board's Advanced Clean Equipment (ACE) List, https://ww2.arb.ca.gov/our-work/programs/msei/off-road-advance-clean-equipment, included in California Air Resources Board's Clean Off-Road Equipment Voucher Incentive Project (CORE) catalog, https://californiacore.org/equipmentcatalog/, or listed as available in the US on the Global Commercial Vehicle Drive to Zero Off-Road Zero-Emission Technology Inventory (ZETI) inventory, https://globaldrivetozero.org/tools/zeti-offroad/. The County shall be responsible for the final determination of commercial availability, based on all the facts and circumstances at the time the determination is made. For the County to make a determination that such vehicles are commercially unavailable, the operator must submit documentation from a minimum of three (3) zero-emission off-road equipment dealers identified on the ACE or CORE websites demonstrating the inability to obtain the required zero-emission off-road equipment needed within 6 months.

The project applicant may elect to implement any combination of the foregoing measures to reduce construction-related GHG emissions below 1,100 $MTCO_2e$ per year. All GHG emissions and reductions must be quantified using models and methods generally consistent with this Draft EIR (such as the CalEEMod model). The County shall be responsible for the final determination for feasibility regarding any of the measures identified above that the applicant(s) deem to be infeasible. The determination shall be based on all the facts and circumstances at the time the determination is made. For the County to make a determination that any of the measures are infeasible, the applicant(s) must submit documentation to the County to demonstrate infeasibility. For example, documentation could be provided from equipment providers in the area that describes the inability to obtain the required materials or vehicles needed within 6 months, or that the magnitude of additional costs or lost profitability that would be associated with implementation of the measure would be sufficiently severe.

If the quantified reduction measures do not reduce construction-related GHG emissions for subsequent development projects to below 1,100 $MTCO_2e$ per year, offsite carbon credits may be purchased and retired for those years to make up the difference. "Carbon credit" means an instrument issued by an

Approved Registry and shall represent the past reduction or sequestration of 1 $MTCO_2e$ achieved by a GHG emission reduction project or activity within the U.S. “Approved Registry” means: (i) the Climate Action Reserve, the American Carbon Registry, the Verified Carbon Standard, or the Clean Development Mechanism; (ii) any registry established by SMAQMD. The purchase of off-site carbon credits shall be negotiated with the County and SMAQMD at the time that credits are sought.

Carbon Credit Standards: Carbon credits can result from activities that reduce, avoid, destroy or sequester an amount of GHG emissions in an off-site location to offset the equivalent amount of GHG emissions occurring elsewhere. For the purpose of mitigation, carbon credits shall consist of direct emission reductions or sequestration that are used to offset the proposed UWSP's direct and indirect emissions. All carbon credits shall be purchased from a carbon offset registry approved by CARB, which at present include the following: the American Climate Registry, Climate Action Reserve, and Verra (formerly Verified Carbon Standard). The carbon credits shall be verifiable by the County and enforceable in accordance with the registry’s applicable standards, practices, or protocols. The carbon credits must substantively satisfy all six of the statutory “environmental integrity” requirements as set forth in both subdivisions (d)(1) and (d)(2) of California Health and Safety Code §38562: real, permanent, quantifiable, verifiable, enforceable, and additional.

Carbon credits shall be purchased and retired and emissions must be offset for each year a subsequent development project exceeds the 1,100 $MTCO_2e$ threshold. Such credits shall not allow the use of offset projects originating outside of California, except to the extent that the quality of the offsets, and their sufficiency under the standards set forth herein, can be verified by Sacramento County and/or the SMAQMD.

All offset credits shall be verified by an independent verifier who meets stringent levels of professional qualification (i.e., ANAB Accreditation Program for Greenhouse Gas Validation/Verification Bodies or a Greenhouse Gas Emissions Lead Verifier accredited by CARB), or an expert with equivalent qualifications to the extent necessary to assist with the verification. Without limiting the generality of the foregoing, in the event that an approved registry becomes no longer accredited by CARB and the offset credits cannot be transferred to another accredited registry, the project applicant shall comply with the rules and procedures for retiring and/or replacing offset credits in the manner specified by the applicable protocol or other applicable standards including (to the extent required) by purchasing an equivalent number of credits to recoup the loss.

Geographic location: Carbon credits shall be obtained from GHG reduction projects that occur in the following locations in order of priority to the extent available: (1) within proximity to the proposed UWSP site; (2) within Sacramento County; (3) within the Sacramento Valley Air Basin; (4) the State

of California; and (5) the United States of America. Any carbon credits used for mitigation are subject to the approval of the County.

CC-1b Prior to the approval of tentative maps for each individual subsequent development project, the applicant shall implement the following measures:

- Consistent with SMAQMD's GHG BMP 1, natural gas shall be prohibited in all residential land uses; and
- The applicant shall reduce GHG emissions associated with each phase of the proposed UWSP at a rate of 1.42 $MTCO_2e$ per year per thousand square feet of non-residential development (5,996 $MTCO_2e$ per year divided by the modeled total of 4,214 thousand square feet of non-residential development = 1.42 $MTCO_2e$ per year per thousand square foot of nonresidential development). Prior to the approval of improvement plans or grading permits, each future development project implemented under the proposed UWSP shall prepare a GHG Reduction Plan. The purpose of the plan is to document GHG emissions reduction for each future development project through project specific GHG reduction measures on-site and to demonstrate that the project will achieve the required reduction of 1.42 $MTCO_2e$ per year per thousand square feet of non-residential development to meet the total reduction of 5,996 $MTCO_2e$ per year upon complete buildout of the proposed UWSP.

  The GHG Reduction Plan shall quantify how the individual development projects will achieve this performance standard at the time of buildout of the project. The GHG Reduction Plan shall be submitted to and approved by the County's Environmental Coordinator and SMAQMD. The GHG Reduction Plan shall include a summary of all GHG-reduction measures that would be implemented by the project and a quantification of the approximate GHG emissions reductions that will be associated with each action and mitigation measure. GHG emission reductions can be achieved through any combination of the following on-site mitigation options as long as the reductions are quantified and shown to meet the performance standard:

  - Prohibit natural gas infrastructure in a portion of the nonresidential buildings.
  - Require on-site renewable energy generation for nonresidential buildings in excess of Code requirements to reduce indirect emissions associated with grid-supplied electricity. Specific actions may include on-site carbon-zero renewable energy capable of serving energy needs of any urban development within the project, including energy needed for streetlights, sewer pumps, drainage pumps, traffic signals, and water pumps; and residential photovoltaic systems designed to be scalable over time to accommodate varying energy demands.

- Procure renewable energy from off-site sources within California via purchases from one or more of the following, depending on regulatory feasibility and availability: (a) SMUD; (b) a community choice aggregator such as the joint SMUD agreement with Valley Clean Energy and the East Bay Community Energy; or (c) other renewable energy provider.
- Procure and retire Renewable Energy Certificates (also known as RECs, green tags, Renewable Energy Credits, Renewable Electricity Certificates, or Tradable Renewable Certificates) for projects or activities located in California.
- Reduce electricity demand through implementation of reasonable and feasible design measures, such as:
  - electrify loading docks to reduce emission from engine idling of transport refrigeration units; and
  - install all-electric appliances, including water heaters and heating, ventilation, and air conditioning (HVAC) systems;
- Institute a composting and recycling program in excess of local standards; and
- Implement an Urban Forestry Management Plan to reduce the urban heat island effect.
- Implement on-site or funding off-site carbon sequestration projects (such as tree plantings or reforestation projects).
- Reduce VMT traveled by project residents and employees through implementation of reasonable and feasible design measures, such as:
  - improve or increase access to transit;
  - increase access to common goods and services, such as groceries, schools, and daycare;
  - incorporate affordable housing into the project;
  - orient the project toward transit, bicycle and pedestrian facilities;
  - improve pedestrian or bicycle networks, or transit service;
  - provide traffic calming;
  - provide bicycle parking;
  - limit or eliminate parking supply;
  - unbundle parking costs;
  - provide parking cash-out programs;
  - implement roadway pricing;
  - implement or provide access to a commute reduction program;

- provide car-sharing, bike sharing, and ride-sharing programs;
- provide transit passes;
- shifting single occupancy vehicle trips to carpooling or vanpooling, for example providing ride-matching services;
- providing telework options;
- providing incentives or subsidies that increase the use of modes other than single-occupancy vehicle;
- providing on-site amenities at places of work, such as priority parking for carpools and vanpools, secure bike parking, and showers and locker rooms;
- providing employee transportation coordinators at employment sites; and
- providing a guaranteed ride home service to users of non-auto modes.

– If Sacramento County has adopted a Communitywide CAP, comply with the provisions of the adopted CAP, including any applicable carbon neutrality requirement.

– Should new and quantifiable GHG emission reduction technology become available, the applicant may achieve the required GHG emissions reduction through other means, subject to review and approval by Sacramento County and the SMAQMD.

If the above on-site and off-site mitigation options are not sufficient to achieve the required GHG reduction, off-site carbon credits may be purchased to make up the difference. “Carbon credit” means an instrument issued by an Approved Registry and shall represent the past reduction or sequestration of 1 $MTCO_2e$ achieved by a GHG emission reduction project or activity within the U.S. “Approved Registry” means: (i) the Climate Action Reserve, the American Carbon Registry, the Verified Carbon Standard, or the Clean Development Mechanism; or (ii) any registry established by SMAQMD. The purchase of off-site mitigation credits shall be negotiated with the County and SMAQMD at the time that credits are sought.

Carbon Credit Standards: Carbon credits can result from activities that reduce, avoid, destroy or sequester an amount of GHG emissions in an off-site location to offset the equivalent amount of GHG emissions occurring elsewhere. For the purpose of mitigation, carbon credits shall consist of direct emission reductions or sequestration that are used to offset the proposed UWSP's direct and indirect emissions. All carbon credits shall be purchased from a carbon offset registry approved by CARB, which at present include the following: the American Climate Registry, Climate Action Reserve, and Verra (formerly Verified Carbon Standard). The carbon credits shall be verifiable by the County and

enforceable in accordance with the registry's applicable standards, practices, or protocols. The carbon credits must substantively satisfy all six of the statutory "environmental integrity" requirements as set forth in both subdivisions (d)(1) and (d)(2) of California Health and Safety Code §38562: real, permanent, quantifiable, verifiable, enforceable, and additional.

Carbon credits shall be retired and emissions must be offset for every operational year the project is consuming natural gas. Such credits shall not allow the use of offset projects originating outside of California, except to the extent that the quality of the offsets, and their sufficiency under the standards set forth herein, can be verified by Sacramento County and/or the SMAQMD.

All offset credits shall be verified by an independent verifier who meets stringent levels of professional qualification (i.e., ANAB Accreditation Program for Greenhouse Gas Validation/Verification Bodies or a Greenhouse Gas Emissions Lead Verifier accredited by CARB), or an expert with equivalent qualifications to the extent necessary to assist with the verification. Without limiting the generality of the foregoing, in the event that an approved registry becomes no longer accredited by CARB and the offset credits cannot be transferred to another accredited registry, the project applicant shall comply with the rules and procedures for retiring and/or replacing offset credits in the manner specified by the applicable protocol or other applicable standards including (to the extent required) by purchasing an equivalent number of credits to recoup the loss.

Geographic location: Carbon credits shall be obtained from GHG reduction projects that occur in the following locations in order of priority to the extent available: (1) within proximity to the proposed UWSP site; (2) within Sacramento County; (3) within the Sacramento Valley Air Basin; (4) the State of California; and (5) the United States of America. Any carbon credits used for mitigation are subject to the approval of the County.

CC-1c Consistent with SMAQMD's GHG BMP 2, prior to the issuance of a certificate of occupancy for any project structure with parking, the project applicant shall demonstrate compliance with the most recently adopted version of the California Green Building Standards (CALGreen Code) Tier 2 voluntary electric vehicle (EV) charging requirements, except all EV capable spaces (i.e., capable of supporting future EVSE) shall instead be EV ready (i.e., EVSE installed), or the mandatory requirements of the most recently adopted version of the County of Sacramento building code, whichever is more stringent. The installation of all EV charging equipment shall be included on the project drawings submitted for the construction-related permit(s) or on other documentation submitted to the County.

Compliance with Mitigation Measures CC-1a, CC-1b, and CC-1c shall be ensured by the County's Department of Planning and Environmental Review.

IMPACT CC-2: CONFLICTS WITH AN APPLICABLE PLAN, POLICY, OR REGULATION

CONSISTENCY WITH 2022 SCOPING PLAN

The 2022 Scoping Plan, adopted by CARB in December 2022, establishes the framework to keep California on track to meet its SB 32 GHG reduction target of at least 40 percent below 1990 emissions by 2030, and establishes a roadmap for the state to achieve carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels no later than 2045 (as directed by AB 1279). The 2022 Scoping Plan includes a list of project attributes for residential and mixed-use projects which can be used to determine consistency with the Scoping Plan (Appendix D, Section 3.2.1). According to CARB, a mixed-use development project that incorporates all these key project attributes would be aligned with the State's priority GHG reduction strategies for local climate action with the State's climate and housing goals. Such a project would be "consistent with the Scoping Plan or other plans, policies, or regulations adopted for the purposes of reducing GHGs; therefore, the GHG emissions associated with such projects may result in a less-than-significant GHG impact under CEQA" (CARB 2022). Consequently, an analysis was conducted for each of the project attributes to determine if the proposed UWSP would be consistent with the 2022 Scoping Plan.

The 2022 Scoping Plan details local actions that land use development projects can implement to support the statewide goals. In addition, the 2022 Scoping Plan incorporates a broad array of regulations, policies, and state plans designed to reduce GHG emissions. The key suggested project attributes applicable residential and mixed-use projects such as the proposed UWSP are listed in **Table CC-6**. As shown below, the proposed UWSP would implement sustainability features and incorporate characteristics to reduce energy use, conserve water, reduce waste generation, promote EV use, and reduce vehicle travel consistent with statewide strategies and regulations. As a result, the proposed UWSP would not conflict with 2022 Climate Change Scoping Plan strategies and regulations to reduce GHG emissions.

Based on the discussion above, the proposed UWSP generally aligns with most of the recommended project attributes outlined in the 2022 Scoping Plan. However, there are some project attributes that the proposed UWSP would not fully implement, given that the proposed UWSP would result in some loss or conversion of natural and working lands, not meet the 20 percent affordable housing requirement, and use natural gas appliances for some nonresidential land uses. While the proposed UWSP would generate GHG emissions from use of natural gas in some nonresidential uses, it would implement Mitigation Measures CC-1b and CC-1c to provide an equivalent reduction in GHG emissions through other measures. Similarly, while the proposed UWSP does not delineate 20 percent of the housing units for affordable housing, all residential development proposed under the UWSP would be required to comply with Sacramento County Affordable Housing Ordinance, which creates an alternate fee-based approach for a developer to satisfy a development project's affordable housing obligations. The County has obligated itself to use fifty percent of the funds to produce affordable housing in large development projects in order to achieve the objective of ensuring affordable housing is

distributed throughout the County including in new growth areas. Lastly, while the proposed UWSP would develop existing agricultural lands, development is planned while preserving open spaces including agriculturally designated lands to the west, open space buffers around the perimeter of the UWSP area, and drainage facilities. A total of 651.2 acres would be set aside for open space, including a 534±-acre agricultural Buffer to the west and north, 85.6 acres designated for basins and drainage channels, and 21.5 acres in open space and landscape corridors adjacent to I-80 and the West Drainage Canal.

Table CC-6: Consistency with Applicable GHG Reduction Actions in the 2022 Scoping Plan Update

Key Suggested Project Attributes	Consistency Discussion
Provides EV charging infrastructure that, at minimum, meets the most ambitious voluntary standard in the California Green Building Standards Code at the time of project approval.	The proposed UWSP would not be consistent with SMAQMD BMP 2, which is a significant impact, as discussed above. However, with implementation of Mitigation Measure CC-1c, all EV capable parking spaces provided at the ratio required by CALGreen Tier 2 would be required to be equipped as EV Ready spaces to ensure compliance with SMAQMD BMP 2.Therefore, compliance with BMP 2 would be ensured by Mitigation Measure CC-1c.
Is located on infill sites that are surrounded by existing urban uses and reuses or redevelops previously undeveloped or underutilized land that is presently served by existing utilities and essential public services (e.g., transit, streets, water, sewer).	The UWSP area is predominantly agricultural land with existing commercial uses, including a truck stop, restaurants, gas stations, and hotels located west of the I-80 off-/on-ramp. The area is also surrounded by I-80, multi-family residences, and a business park to the east; and single-family residences to the east, west, north, and south. Therefore, the proposed UWSP would develop the area with urban uses consistent with the existing uses in the project vicinity. The proposed UWSP would also include roadway improvements, including the expansion of El Centro Road and the development of additional roadways throughout the project site. The Sacramento Regional County Sanitation District (Regional San) currently provides sewer service to developed portions of the UWSP area; the City of Sacramento currently serves domestic customers within the eastern portion of the UWSP area; stormwater in the UWSP area is managed by Reclamation District 1000 (RD-1000), the Sacramento Area Flood Control Agency (SAFCA), and the Sacramento County Department of Water Resources (County DWR); and the Sacramento Municipal Utility District (SMUD) currently provides electric service to the USWP area.
Does not result in the loss or conversion of natural and working lands.	While the UWSP area is predominantly agricultural land, existing commercial uses, including a truck stop, restaurants, gas stations, and hotels are currently located onsite. In addition, portions of the area are designated Commercial/Office by the Sacramento County General Plan, and are zoned General Commercial, and Highway Travel Commercial. Therefore, portions of the UWSP area have been anticipated for urban development by the County. Nevertheless, the proposed UWSP would result in

Key Suggested Project Attributes	Consistency Discussion
	the loss or conversion of natural or working lands, which would be inconsistent with this project attribute.
Consists of transit-supportive densities (minimum of 20 residential dwelling units per acre), is in proximity to existing transit stops (within a half mile) or satisfies more detailed and stringent criteria specified in the region's SCS.	The proposed UWSP includes a range of residential uses, including very low density, low density, low/medium density, medium density, high density, and very high density residential, which would be developed at a density of one dwelling unit per acre (du/ac) to 32.5 du/ac. Overall, approximately 65.5 acres of the UWSP area would consist of transit-supported densities that would be developed at a density higher than 20 du/ac. It should also be noted that the proposed UWSP would include the development of commercial mixed use and employment/highway commercial uses, as well as schools. By providing a range of residential, commercial, and school uses within the UWSP area, approximately 22.9 percent of home-based trips associated with the proposed UWSP would be internal. In addition, the regional retail uses of the proposed UWSP would decrease the travel distance for many residents in the UWSP area who are currently traveling to a regional retail destination farther away. Also, SacRT would provide "cross-town" or large bus transit service to the UWSP area. At buildout, a large bus route is planned along major roadway corridors including West El Camino Avenue, Bryte Bend Road, and Radio Road. This preliminary route includes several conceptual bus stop locations, spaced at frequent intervals through the community, including the Town Center and educational node. Approximately 88 percent of the proposed residential units would be located within a half mile of a cross-town bus stop. Therefore, the UWSP generally aligns with this project attribute.
Reduces parking requirements by: • Eliminating parking requirements or including maximum allowable parking ratios (i.e., the ratio of parking spaces to residential units or square feet); or • Providing residential parking supply at a ratio of less than one parking space per dwelling unit; or • For multifamily residential development, requiring parking costs to be unbundled from costs to rent or own a residential unit.	The proposed project would create a Specific Plan for the UWSP area. As such, the analysis included herein is a program-level analysis of the Specific Plan, and specific development proposals have not yet been prepared for the proposed land uses within the UWSP area. Nonetheless, as specific development proposals are prepared in the future, detailed plans would be prepared, which would include parking standards, which would require review and approval by Sacramento County. For example, pursuant to Mitigation Measure CC-1c, the surface area dedicated to non-EV parking facilities would be reduced through the elimination of minimum parking requirements and the creation of maximum non-EV parking requirements; and utilize performance pricing for publicly owned parking spaces both on- and off-street, as well as creating parking benefit districts. As such, future review of specific development proposals would ensure that the key project attributes identified in the 2022 Scoping Plan related to parking are implemented. Therefore, the UWSP generally aligns with this project attribute.

Key Suggested Project Attributes	Consistency Discussion
At least 20 percent of units included are affordable to lower-income residents.	As discussed above, the proposed project would create a Specific Plan for the UWSP area. As such, the analysis included herein is a program-level analysis of the Specific Plan, and specific development proposals have not yet been prepared for the proposed land uses within the UWSP area. Specific development proposals prepared in the future would be required to comply with the Sacramento County Affordable Housing Ordinance (Chapter 22.35 of the Sacramento County Code), which requires new development projects pay an affordability fee on all newly constructed market rate units; comply with the development project's approved affordable housing plan, if one exists; or enter into a development agreement or other form of agreement with the County, which provides for a fee credit for land dedication, construction of affordable dwelling units, or other mechanism which leads to the production of affordable housing, in an amount at least equivalent to the affordability fee established by the County. The proposed UWSP includes an objective to plan for enough units to provide housing choices in varying densities to respond to a range of market segments, including opportunities for rental units and affordable housing. In addition, UWSP would require an entitlement to adopt an Affordable Housing Strategy that discusses the plan for the provision of moderate, low, and very-low-income housing. Therefore, the UWSP generally aligns with this project attribute.
Results in no net loss of existing affordable units.	The UWSP area does not currently include any affordable housing units. Therefore, the proposed UWSP would not result in a net loss of existing affordable units.
Uses all-electric appliances without any natural gas connections and does not use propane or other fossil fuels for space heating, water heating, or indoor cooking.	As discussed above, it is assumed that only single-family residential uses of the UWSP would be constructed without natural gas infrastructure. Therefore, SMAQMD BMP 1 (projects shall be designed and constructed without natural gas infrastructure) would not be implemented by the proposed UWSP and a significant impact would occur. Mitigation Measure CC-1b is recommended to prohibit natural gas use for all residential uses and require that all non-residential natural gas use be offset to reduce GHG emissions to the same extent as a fully electric project with no natural gas combustion. As such, the equivalent reduction in GHG emissions would be ensured with implementation of Mitigation Measure CC-1b and the UWSP would not conflict with this Scoping Plan key suggested project attribute.
SOURCE: CARB 2022; Appendix AQ-1, Table 21.	

CARB states that project's which implement all of these attributes are "clearly consistent with the state's climate goals," but also that "Lead agencies may determine, with adequate additional supporting evidence, that projects that incorporate some, but not all, of the key project attributes are consistent with the State's climate goals" (CARB 2022). Based on the discussion above, and through implementation of Mitigation Measures CC-1a, CC-1b, and CC-1c, the proposed UWSP generally aligns with most of the recommended project attributes outlined in the 2022 Scoping Plan and would be consistent with the state's GHG goals.

IMPACT DETERMINATION

As described above, operation of the proposed UWSP would not align with all of the recommended project attributes outlined in the 2022 Scoping Plan and would not be consistent with the state's GHG goals. However, with implementation of Mitigation Measure CC-1b and Mitigation Measure CC-1c, this impact would be reduced to **less than significant**.

MITIGATION MEASURES

Implement Mitigation Measures CC-1b, and CC-1c (see above).

9 CULTURAL RESOURCES

INTRODUCTION

This chapter evaluates the potential impacts on cultural resources, including consideration of impacts to historical resources, archaeological resources, and human remains. Policies provided in the proposed UWSP, and existing County requirements, are evaluated as to their potential to mitigate or avoid any potentially significant impacts.

The Notice of Preparation (NOP) for the EIR was circulated on October 5, 2020. The County received scoping comments from the Native American Heritage Commission (NAHC) which recommended, pursuant to Senate Bill 18 and Assembly Bill 52, that the County conduct consultation with tribes that are affiliated with the County. The NAHC also recommended that the County conduct a cultural resources records search of the California Historical Resources Information System (CHRIS) and that an archaeological inventory survey report be prepared along with outreach to consulting Native American tribes.

The information and analysis included in this chapter was adapted from a cultural resources assessment and background research prepared by Piñon Heritage Solutions LLC (Piñon 2021) and Draft Cultural Resources Conservation Strategy prepared by Helix Environmental Planning (Helix 2022).

REGULATORY SETTING

FEDERAL

Cultural resources are considered through the National Historic Preservation Act (NHPA) of 1966, as amended (54 United States Code [U.S.C.] 306108), and its implementing regulations. Prior to implementing an "undertaking" (e.g., federal funding or issuing a federal permit), Section 106 of the NHPA requires federal agencies to consider the effects of the undertaking on historic properties (i.e., properties listed in or eligible for listing in the National Register of Historic Places [National Register]) and to afford the Advisory Council on Historic Preservation (ACHP) a reasonable opportunity to comment on any undertaking that would adversely affect properties eligible for listing in the National Register. Under the NHPA, a property is considered significant if it meets the National Register listing criteria at 36 Code of Federal Regulations (CFR) 60.4, as stated below:

> The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and that:
>
> a) Are associated with events that have made a significant contribution to the broad patterns of our history;

b) Are associated with the lives of persons significant in our past;

c) Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

d) Have yielded, or may be likely to yield, information important in prehistory or history.

Federal review of projects is normally referred to as the Section 106 process. This process is the responsibility of the federal lead agency. The Section 106 review normally involves a four-step procedure, which is described in detail in the implementing regulations (36 CFR Part 800):

- Identify historic properties in consultation with the State Historic Preservation Officer (SHPO) and interested parties;
- Assess the effects of the undertaking on historic properties;
- Consult with the SHPO, other agencies, and interested parties to develop an agreement that addresses the treatment of historic properties and notify the ACHP; and finally,
- Proceed with the project according to the conditions of the agreement.

STATE

The State of California consults on implementation of the NHPA of 1966, as amended, and also oversees statewide comprehensive cultural resource surveys and preservation programs. The California Office of Historic Preservation (OHP), as an office of the California Department of Parks and Recreation, implements the policies of the NHPA on a statewide level. The OHP also maintains the California Historical Resources Inventory System. The SHPO is an appointed official who implements historic preservation programs within the state's jurisdiction.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

CEQA requires lead agencies to determine if a project would have a significant effect on historical resources, including archaeological resources. The CEQA Guidelines define a historical resource as: (1) a resource in the California Register of Historic Places (California Register); (2) a resource included in a local register of historical resources, as defined in Public Resources Code (PRC) Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); or (3) any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided the lead agency's determination is supported by substantial evidence in light of the whole record.

CEQA requires lead agencies to determine if a project would have a significant effect on important archaeological resources, either historical resources or unique archaeological resources. If a lead agency determines that an archaeological site is a historical resource, the provisions of PRC Sections 21083.2 and 21084.1, and CEQA Guidelines Sections 15064.5 and 15126.4, would apply. If an archaeological site does not meet the CEQA Guidelines criteria for a historical resource, then the site may meet the threshold of PRC Section 21083 regarding unique archaeological resources. A unique archaeological resource is "an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information;
- Has a special and particular quality such as being the oldest of its type or the best available example of its type; or
- Is directly associated with a scientifically recognized important prehistoric or historic event or person" (PRC Section 21083.2 [g]).

The CEQA Guidelines note that if a resource is neither a unique archaeological resource nor a historical resource, the effects of the project on that resource shall not be considered a significant effect on the environment (CEQA Guidelines Section 15064[c][4]).

California Register of Historical Resources

The California Register is "an authoritative listing and guide to be used by state and local agencies, private groups, and citizens in identifying the existing historical resources of the state and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change" (PRC Section 5024.1[a]). The criteria for eligibility are based on National Register criteria (PRC Section 5024.1[b]). Certain resources are determined by the statute to be automatically included in the California Register, including California properties formally determined eligible for or listed in the National Register.

To be eligible for the California Register, an historical resource must be significant at the local, state, and/or federal level under 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; or
4) Has yielded, or may be likely to yield, information important in prehistory or history (PRC Section 5024.1[c]).

For a resource to be eligible for the California Register, it must also retain enough integrity to be recognizable as a historical resource and to convey its significance. A resource that does not retain sufficient integrity to meet the National Register criteria may still be eligible for listing in the California Register.

California Public Resources Code and Health and Safety Code

Several sections of the PRC protect cultural resources. Under PRC Section 5097.5, no person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site (including fossilized footprints), inscriptions made by human agency, rock art, or any other archaeological, paleontological, or historical feature situated on public lands, except with the express permission of the public agency that has jurisdiction over the lands. Violation of this section is a misdemeanor.

PRC Section 5097.98 states that if Native American remains are identified within a project site, the lead agency must work with the appropriate Native Americans as identified by the Native American Heritage Commission and develop a plan for the treatment or disposition of, with appropriate dignity, the human remains and any items associated with Native American burials. These procedures are also addressed in Section 15046.5 of the CEQA Guidelines. California Health and Safety Code Section 7050.5 prohibits disinterring, disturbing, or removing human remains from a location other than a dedicated cemetery. Section 30244 of the PRC requires reasonable mitigation for impacts on paleontological and archaeological resources that occur as a result of development on public lands.

Local

Sacramento County 2030 General Plan

The following policies from the Conservation Element of the Sacramento County 2030 General Plan are applicable to the proposed UWSP.

CO-150 Utilize local, state and national resources, such as the NCIC [North Central Information Center], to assist in determining the need for a cultural resources survey during project review.

CO-153 Refer projects with identified archeological and cultural resources to the Cultural Resources Committee to determine significance of resource and recommend appropriate means of protection and mitigation. The Committee shall coordinate with the Native American Heritage Commission in developing recommendations.

CO-154 Protection of significant prehistoric, ethnohistoric and historic sites within open space easements to ensure that these resources are preserved in situ for perpetuity.

CO-155 Native American burial sites encountered during preapproved survey or during construction shall, whenever possible, remain in situ. Excavation and

reburial shall occur when in situ preservation is not possible or when the archeological significance of the site merits excavation and recording procedure. On-site reinternment shall have priority. The project developer shall provide the burden of proof that off-site reinternment is the only feasible alternative. Reinternment shall be the responsibility of local tribal representatives.

CO-157 Monitor projects during construction to ensure crews follow proper reporting, safeguards, and procedures.

CO-158 As a condition of approval of discretionary permits, a procedure shall be included to cover the potential discovery of archaeological resources during development or construction.

CO-159 Request a Native American Statement as part of the environmental review process on development projects with identified cultural resources.

CO-166 Development surrounding areas of historic significance shall have compatible design in order to protect and enhance the historic quality of the areas.

CO-169 Restrict the circulation of cultural resource location information to prevent potential site vandalism. This information is exempt from the "Freedom of Information Act."

Environmental Setting

The proposed UWSP is located in the Sacramento Valley near the confluence of the Sacramento and American Rivers. The following discussion describes the natural and cultural setting of the proposed UWSP and vicinity, as well as the sensitivity for indigenous resources to be located within the UWSP area.

Natural Setting

Physiography

The Sacramento Valley region is located in the northern half of the Central Valley physiographic province. California's Central Valley is a single structural trough, geologically. The Central Valley has been filled with sediment derived from the Sierra Nevada and the Coast Ranges. This Holocene and Pleistocene-age deposition may be as thick as 20,000 feet along the southwest margin (Olmstead 1961). Due to this extensive sedimentation, bedrock does not occur on the valley floor. Together with the San Joaquin Valley to the south, the Sacramento Valley is the setting of the enormous Sacramento-San Joaquin river system that drains much of the state, and which forms the Bay-Delta. The UWSP area is situated adjacent to and east of the Sacramento River, at the very beginning of the Delta. This area of the Sacramento River floodplain is known as the American Basin.

Hydrology

The American River originally flowed into the Sacramento River about 2.5 miles east of the UWSP area. These two rivers, in their natural state, would flood annually, and inundate extensive flood plains. Flooding results in the formation of natural levees, strips adjacent to the river where the river drops its sediment load since overbank flow is lower energy than the river in flood. Adjacent to these natural levees are floodwater settling basins—floodplains behind the natural levees where water stands, sometimes for months, after the river's flood has receded. The floodplain is not completely level. Small subsidiary runoff channels form, and small rises and depressions are present. Over extended periods of time in the past, the Sacramento River channel has migrated back and forth across these low floodplains, reworking the sediment. This process has left remnants of natural levees as small, raised areas surrounded by flood basins and abandoned river channels.

Landforms

Due to the prevalence of flooding, early Euroamerican settlers of Sacramento regarded the UWSP area as essentially useless land. The 1871 General Land Office (GLO) map, incorporating surveys from 1852 to 1870, labels the UWSP area and surroundings on both sides of the river as "Swamp and Overflowed Land." Maps from 1915 and 1916 show the majority of the UWSP area as an expanse of water named Bush Lake, with a channel known as Fisherman's Lake flowing into the UWSP area from another unnamed lake to the north. Small rises of land are mapped as about eight feet above the surrounding floodplain; these small rises are now known to encompass archaeological sites. Depressions and sloughs are also present. The natural river levees were in use for roads and farmsteads.

Soil

As defined by the Soil Conservation Service (SCS), there are eight soil units in the UWSP area. Most abundant is Cosumnes Silt Loam, which occurs in most of the agricultural fields south of San Juan Road. North of San Juan Road, four additional soil types underlie the fields: Clear Lake clay, Durixeralfs, Jacktone clay, San Joaquin-Xerarents-Leveled, and Egbert Clay. Soils near the river tend to form bands roughly paralleling the river channel. These soils are Sailboat silt loam, and Columbia Sandy Loam.

Two of the three known indigenous sites in the UWSP area are in soils described as cut or leveled and filled. Records indicate that these sites were known to be partially disturbed. The current level of disturbance is unknown. In addition, four of these soil units indicate the presence of a buried ground surface, or paleosol. These soils, the Columbia, Cosumnes, Ebert and Sailboat, underlie the majority of the UWSP area. These buried surfaces could have been occupied by indigenous Native Americans, and archaeological sites could be present on these now buried paleosols. Buried surfaces have also been found in soils described by the SCS as not having buried surfaces. Two parcels in the UWSP area underwent geomorphological testing in 2010 for a levee improvement project. Specifically, areas north and south of Radio Road were trenched for sediment characterization.

These parcels are underlain by Egbert clay, which is described by the SCS as not having a buried surface present. The 2010 trenching report concluded that there was a well-developed paleosol present under part of the area near Radio Road, possibly Pleistocene in age [2.6 million to 11,700 years before present (B.P.)]. Additionally, a not very well-developed young, buried soil was present further south of Radio Road. This soil was radiocarbon dated to 1,060 calendar year B.P.

However, some of these surfaces may not be sensitive for buried archaeological resources. The Pleistocene paleosol found near Radio Road exhibited signs of having been eroded prior to being buried. This may have displaced archaeological resources if any had been present. Additionally, the 2010 test effort also found three buried surfaces near the modern West Drainage Canal. The oldest of these was radiocarbon dated to 13,550 calendar years B.P. All these buried soils were clearly flood basin soils, and therefore would not have been suitable for human occupation. Subsurface finds cannot be predicted based on the soil maps, although broad trends can be observed. No archaeological resources were found in these parcels during the 2010 trenching.

Climate

Climate in the region is Mediterranean, marked by hot, dry summers, and cool, wet winters. On average, temperatures range between 55- and 90-degrees Fahrenheit in the summer, and 35- to 65-degrees Fahrenheit in the winter months. There are periods of extreme heat, and very occasionally, winter frosts. Precipitation averages 18.5 inches per year and falls as rain. The majority of this precipitation comes in the fall and winter, between November and March. However, the climate has been both wetter and drier in the past.

Flora

Native vegetation in the UWSP area consisted of riparian gallery forest, open water aquatic habitat, and freshwater marshes. Marshland covered with tule was the most common naturally occurring habitat in the UWSP area. Forest vegetation was concentrated along elevated banks along the main rivers and side streams, where flooding was limited. The most common tree was valley oak. Other common trees were sycamore, box elder: Oregon Ash, and black walnut. Cottonwoods occur in riparian areas with slightly wetter conditions. Fresh water aquatic habitat was present in ponds and sloughs where water depth usually exceeded five feet and did not dry up during the summer. Plants in this habitat include duckweed, pondweeds, elodea, water primrose, water milfoil, smartweed and yellow water weed.

Fresh water marshlands occurred in areas where flood water depths did not exceed five feet for long periods. These marshlands are usually adjacent to ponds and sloughs, flooded during the winter and spring runoff, then slowly dried out in the summer, and fall. The most notable plant in the marshes was tule. Also abundant were cattails, rushes, sedges, smartweed, water plantain and vervain. Tule was particularly useful to Native Americans, who used its tall reeds to make boats and to weave mats. In modern times, this vegetation has been largely replaced by agricultural fields. The exceptions are areas where riparian forest still lines the riverbanks in and amongst modern homes

and landscaping, and where tule, cattails and other wetland plants live along the banks of modern drainage ditches and canals.

Fauna

Prior to Euro-American settlement, large terrestrial animals in the UWSP area included elk, antelope, deer, bear and mountain lion. An array of smaller species, such as coyote, grey fox, raccoon, skunk, beaver, weasel, and ringtail were present, as well as the usual small creatures: squirrels, rabbits, chipmunks, various types of mice, pocket gophers, amphibians and reptiles. Along the streams and lakes, muskrats, otter, and beaver were abundant. The rivers and wetland supported numerous birds. Bird species include water birds of various types such as ducks, geese, swans, egrets, and sand hill cranes. Hawks, owls, kites, turkeys, band eagles and many species of songbirds also were present in the UWSP area.

Fish were also abundant in the local waterways. Chinook, Steelhead and Coho salmon, as well as White Sturgeon and Pacific Lamprey all have populations that migrate up the Sacramento River and its tributaries. Fish present in the river all year included the thick tailed chub, the Sacramento tui-chub, Sacramento perch, the tule perch, Sacramento splittail, speckled dace, squawfish, and suckers. Species of fish common in river sport fishing today, such as bass and catfish, are introduced species. Fresh water mussels were also present in the river and side channels.

Most of these animals, birds and fish were exploited by the Native American inhabitants, although acorns appear to have been the primary foodstuff. The Native Americans in the Sacramento region fished more often for the thick tailed chub, rather than the river running salmon. These small fish were numerous in the shallow water lakes and were presumably very simple to harvest. Fresh water mussels were used for food and the shells were used to manufacture decorative items. Sandhill cranes appear to have been hunted in preference to ducks, perhaps due to their large size and larger bones. Numerous other species of birds, fish and animals were hunted by the Native Americans, as opportunity allowed. Deer, elk, and antelope were hunted, but remains of these animals are not as common in archaeological sites as those of fish and birds.

Conversion of the land and rivers to modern uses has greatly reduced the habitat available to most animal, bird, and fish species, resulting in reduced numbers of many species. The thick tailed chub was appreciated by Euro-Americans and was commercially fished. Conversion of swamps and wetlands to agriculture eliminated most of the habitat of these fish, and introduced predators pushed them to extinction. The last reported thick tailed chub was caught in the San Joaquin River in 1957. Subsequent to the Gold Rush, elk and antelope were hunted out in the region.

Cultural Setting

Three elements of the cultural setting of the UWSP area are important to understanding the cultural resources present: Pre-Contact, Ethnographic, and Historic. The pre-contact overview covers the era prior to sustained European contact (A.D. 1770), while the historic period overview covers the period after that contact. The ethnographic overview

covers the overlap between the two, presenting information regarding the Native American inhabitants of the region, as understood through historical accounts and information given to anthropologists by Native Californians.

PRE-CONTACT OVERVIEW

Archaeological work in the 1970s led to application of dividing the Pre-Contact period into three periods, the Paleo-Indian, the Archaic and the Emergent. Calibrated radiocarbon dates have been used over the succeeding decades to set date ranges for these time periods, and to divide the Archaic into the Early, Middle, and Late Archaic.

PALEO-INDIAN PERIOD 12,000 B.P. – 10,000 B.P.

The Paleo-Indian period begins with the first human occupation of California. The first occupants of the region were small groups of highly mobile big game hunters exploiting now extinct Pleistocene mega-fauna such as mammoths and mastodons. This time period is characterized by large, fluted spear points. These projectile points have a wide geographic range across North America and are referred to by many names including Folsom Points, Clovis Points, and Paleo-Indian Points. At the regional level, the people who made them are also referred to as Folsom and Clovis, and in California have been referred to as the Fluted Point Tradition. Paleo-Indian finds are rare and mostly consist of isolated artifacts without clear stratigraphic associations but are understood to represent the earliest occupants of the New World.

In central California, the earliest evidence of human occupation comes from sites along the eastern edge of the Sacramento Valley, at Rancho Murieta, and in the Clear Lake Basin at the Borax Lake, Burns Valley and Mostin sites. The Borax Lake (also known as the Borax Lake-Hodges Site) contains a record going back 12,000 years. Deposits at this location extend to ten feet below the modern ground surface. These very old sites are located in geomorphic settings in foothill regions with little active sediment deposition. Evidence of Paleo-Indian occupation of the Central Valley floor has not been found. Any material of this great age has probably been buried under extensive valley floor sedimentation.

LOWER ARCHAIC 10,000 B.P. TO 8000 B.P.

The Lower Archaic period saw the development of a broad-based subsistence pattern, with a greater reliance on floral resources. The changing climate in central California led to the expansion of oak woodlands and grasslands. No Lower Archaic period sites have been found in the Sacramento Valley, floodplain, again, probably due to burial under floodplain sediments. But Lower Archaic sites are abundant in the Sierra foothills, at Lake Tahoe, and in Coast Ranges. Increased reliance on plant foods is demonstrated by the presence of numerous milling tools in sites dated to the Lower Archaic. Milling slabs and handstones are abundant, along with other cobble-based chopping, scraping, and pounding tools. Hard seeds from a variety of plants were processed with these milling slabs and handstones and use of acorns was rare or non-existent. Sites appear to have been used intermittently as part of a mobile, seasonally structured settlement and subsistence pattern. Hunting of a broad range of animals was also part of the more generalized subsistence pattern. Large, well-made stemmed projectile points, probably

dart points, are found in Lower Archaic sites, as well as bifaces and other flaked tools. Raw material for these flaked tools is primarily basalt and meta-volcanic rock.

MIDDLE ARCHAIC 8000 B.P. TO 3000 B.P.

The Middle Archaic is marked by an increase in temperatures and a warmer, drier climate in central California. The Sacramento-San Joaquin Delta system also took shape in recognizable form due to the end of sea-level rise. Despite generally arid conditions, marshlands developed in the Sacramento Valley, especially near the river and its tributaries. Archaeological deposits of this time period are rare on the Sacramento Valley floor due to ongoing sedimentation; however, the Middle Archaic is well represented in sites along the edges of the San Joaquin Valley, in the Diablo Range, and in the Sierra Nevada foothills.

A broad-based subsistence pattern continued in the early part of the Middle Archaic. However, a significant change occurred with the development of acorn processing using the mortar and pestle. Pestles first appear in archaeological deposits in central California dated to about 7000 B.P. to 6000 B.P. Resource intensification occurred in the Sacramento Valley and lowland areas, where water was readily available. This intensification focused on exploitation of acorns from the expansive oak woodlands near the Sacramento River. Fishing also became a significant activity. Populations located near the river grew in number and began to be increasingly sedentary. Use of the river and the adjacent oak groves allowed the human population to remain localized, venturing out from small villages during specific resource procurement seasons.

Sedentism is reflected in the development of sites associated with the Windmiller Tradition, which begin about 4400 B.P. Windmiller Tradition sites have an abundance of decorative items, such as charmstones, shell beads and ornaments, and crystals, red ochre, and stone pipes. Burials were extended with a westerly orientation and included grave goods. Many baked clay objects are also found, especially net weights. These weights were produced by wrapping clay in tule leaves and baking them.

Windmiller sites as presently known are concentrated at the confluence of the Mokelumne and Consumes rivers, south of Sacramento near Galt. However, sites dating to the same time frame, but with different burial orientations and interment practices have been found in the north and west sides of the Sacramento-San Joaquin Delta. This suggests that regional cultural variation may have begun in the late Middle Archaic.

UPPER ARCHAIC 3000 B.P. TO 1400 B.P.

Upper Archaic sites are widespread in the Sacramento Valley, due to stabilization of the landscape. The climate was generally cooler and wetter, resulting in increased vegetation, increased resources, and an increasing human population. Sedentary villages are found adjacent to major streams, with smaller satellite villages located on levee ridges and elevated landforms. The major villages encompass extensive midden deposits, numerous human burials, and subsurface features such as structural remains, fire hearths, storage pits, and trash dumps. The sites contain rich deposits of stone tools, and floral and faunal remains. Fishing was an important activity in these riverine settlements, and fishing equipment and fish bones are abundant in midden deposits.

Projectile points during the Middle Archaic include larger atlatl dart points, such as Maris and Elko points.

Settlement and subsistence in the Sacramento Valley was conducted from stable villages. Inhabitants made logistical forays to obtain resources and brought these resources back to central locations. In the foothills adjacent to the valley floor, humans moved seasonally to known resource locations, bringing human occupation to the resource as each resource matured and became available. These two contrasting patterns resulted in widely scattered smaller settlements in the foothill region, and the larger villages on the valley floor.

The sedentary valley floor villages exhibit complex variations in burial patterning and artifact styles. Large amounts of decorative items are found, often in burial contexts, including shell beads, bird bone tubes, and stone tubes. Much of this material was obtained by trade, such as Olivella and Halitosis shell beads and ornaments. Obsidian obtained from the Clear Lake region or the eastern Sierra Nevada is also common in these sites. Obsidian bifaces were manufactured at quarry locations and traded into the Central Valley.

EMERGENT 1400 B.P. (A.D. 550) TO SPANISH CONTACT (A.D. 1769)

The Emergent period is characterized by the onset of cultural patterns similar to those existing at the time of European contact. The climate was similar to the present, except for a warmer period, the Medieval Warm (or Medieval Climate Anomaly), dating from about 1000 B.P. to 600 B.P. In the Sacramento Valley, population continued to expand, and socio-cultural complexity began to form the patterns seen at Contact. Subsistence continued to depend on fishing and acorn processing, as well as hunting and capture of small game and water birds. The mortar and pestle is common at sites dating to this period.

The Emergent is divided into a Lower and an Upper Phase. These Phases are distinguished by variation in artifacts such as soapstone pipes, soapstone ear spools, and decorative items, and types of Olivella shell beads. Cremation was limited to high status individuals in the Lower Phase but became common during the Upper Emergent. This change may also reflect the spread of Penutian speaking peoples into the region, occupying what had been Miwok territory. The Upper Emergent clearly shows cultural patterns that resemble those existing at the time of European Contact, and ethnographically known villages were in use during the period.

A notable development in this period is the introduction of the bow and arrow. This took place in different area at various times between 1100 B.P. and 700 B.P. Point types include Gunther Barbed, and Gunther Side Notched, and a point type unique to the region, the Stockton Serrated point. By the end of the Emergent, Desert Side-notched points were commonly in use.

Other technological changes included the manufacture of a local pottery type, Cosumnes Brownware. Clay cooking balls were also very common, made where cooking stones were not available. Coiled basketry became more important, as bone

awls become much more abundant. A few rare examples of burnt basketry have been found in Emergent Period sites. Fishing gear was greatly elaborated during this time, including bone fishing spears, fishhooks, and gorge hooks. Fish weirs were built along the Sacramento River to facilitate harvest of enormous Chinook salmon runs.

In the Upper Emergent, shell bead manufacture began at Sacramento Valley sites. Olivella shell beads were commonly used after 800 B.P.; clamshell disc beads became common after 300 B.P. However, debris from manufacture of clamshell disc beads is only found west of the Sacramento River, presumably reflecting a cultural monopoly on trade of this material in the region.

Trade in obsidian continued throughout the Emergent Period, but the trading pattern changed notably around 800 B.P. Obsidian bifaces were no longer manufactured and traded, rather unmodified raw material and flake blanks were brought into the Sacramento Valley. Napa Valley obsidian sources also came to dominate the assemblages, with sources from the eastern Sierra Nevada seldom used. This pattern may also reflect a regional monopoly on trade.

PRE-CONTACT PERIOD IN THE PROJECT VICINITY

Due to the proximity of the Sacramento River, the UWSP area and vicinity has had a long record of human use. The resource rich riverine environment led to the development of sedentary villages, many of which contain human remains. This pattern suggests that buried indigenous villages may be present in the UWSP area. The following site descriptions provide examples of the types of site components that may be present.

The Beatty Site, CA-SAC-18, was recorded in 1934 by Robert F. Heizer. The site was described as a “mound” thirty yards in diameter, with a height of five feet. The site was located east of the Sacramento River on a small rise in a level agricultural field. No further work appears to have been done at the site until 1994 when a sparse lithic scatter was observed including a crypto-crystalline biface fragment, eight basalt flakes, an obsidian flake, a river cobble, and possible fire-cracked rock. No midden soil was observed. The site was reported to be located on a natural rise in the landscape and is not a mound in the archaeological sense. The condition of the site is unknown, but presumably it has been further spread over the recorded location by continued plowing. Whether cultural materials are present below the plow zone is also unknown. Site CA-SAC-1145 was recorded in 2009 and included burned and unburned faunal bone, basalt flaked stone, and impressed clay approximately 50 to 200 centimeters below the modern ground surface. Two artifacts were also found on the ground surface, a serrated obsidian projectile point and a groundstone fragment as well as lithic debitage. No midden soil or features were observed.

South of the UWSP area, is a mound village known in modern times as Sandy Cove, CA-SAC-164, which was first recorded in 1951. Cultural deposits at this site are about 1.2 meters (4 feet) thick, overlain by about 1-2 meters (3-6 feet) of sterile river deposits. The site, however, is exposed in the eroding riverbank, and human burials have been exposed by flooding over the years. Subsequently site boundaries have been tentatively

established by auguring and examination of subsurface sediment profiles; the site seems to extend over about 1.8 acres. Seven burials were exposed in 1972, which dated to the Windmiller Period, 4,000 B.P. to 1400 B.P. Six more burials were exposed by erosion in 2000. These were salvaged and protected.

Also, south of the UWSP area is another a significant village site, CA-SAC-16H, which is likely the Nisenan village known as *Nawean.* The site is also known as Mound Ranch or the Bennett Mound. When first recorded, the site was a mound about 20 feet in height, covering as area of seven acres on the north bank of the river. Excavations took place in the 1920s, 1930s, and 1960s. As a rise in the landscape adjacent to the river, the mound was inhabited by American settlers early in the Gold Rush Era. The site was gradually destroyed by construction and disturbances, and was finally leveled in 1971 for land development, presumably destroying all archaeological integrity. Materials found at the site indicate Middle Period (2500-1050 B.P.) and Late Period (1050–150 B.P.) occupation. The artifacts observed included numerous obsidian tools, steatite implements, shell beads, and baked clay items, faunal remains, and fire-affected rock deposits. Human remains were recovered at depths of 1.5-15 feet below the surface.

Historic Overview

Post-contact history of California is divided into three major periods: the Spanish period (1769–1821), the Mexican period (1822–1848), and the American period (1848–present).

Spanish Period (1769–1821)

The Spanish period in California spans the years from 1769 to 1821 beginning with the founding of the first mission, the Mission San Diego de Alcala in 1769. Although the missions were located closer to the coast, five known Spanish expeditions entered the Sacramento-San Joaquin deltas before 1800, and the Sacramento River was given its name, commemorating the holy sacrament, sometime before 1808. Jose Antonio Sanchez explored the delta and river south of Sacramento in 1811, and Father Narciso Duran and his party probably traveled up the river as far as the present location of the city of Sacramento in 1817. No permanent Spanish settlements, however, were ever established in the vicinity of the proposed UWSP.

Mexican Period (1822–1848)

In 1821, Mexico gained its independence from Spain, and Alta California became one of the provinces of the Republic of Mexico. After the government secularized the missions in 1833, the Mexican governors of Alta California began making large (commonly 48,000 acres) cattle-ranching grants of former mission lands to Mexican citizens, particularly to soldiers and members of prominent families who had financed various government initiatives. During the Mexican period in 1827, American trapper Jedediah Smith traveled along the Sacramento River and into the San Joaquin Valley to meet other trappers of his company who were camped there, but no permanent settlements were established by these fur trappers. The first Mexican land grant in the Project vicinity was to John A. Sutter, a German immigrant of Swiss descent.

Sutter arrived in the Project vicinity in 1839 and formed the first non-indigenous settlement in the Sacramento Valley. He became Mexican citizen and gained permission from Governor Juan B. Alvarado for his settlement, which he called New Helvetia. Sutter built an adobe building surrounded by walls and outfitted with horses and armaments acquired from Fort Ross, a Russian fortification in Sonoma County. Travelers referred to the place as Sutter's Fort, and it became a refuge and stopping place for non-natives venturing into the area. In 1841, Sutter received a grant of nearly 50,000 acres on the Sacramento River called New Helvetia Rancho. Sutter attempted a variety of money-making ventures on his land, including trading furs, distilling alcohol, weaving woolen goods, and running a launch to San Francisco. He grew wheat, milled flour and grazed cattle and horses, which necessitated the diversion of water from the American River for irrigation. He also had a sawmill in Coloma, where his workers discovered gold January 24, 1848. This discovery ruined Sutter's plans for New Helvetia because many of his workers fled to the hills to seek gold. Another Mexican Rancho, 44,000-acre Rancho Del Paso, was granted to Scotsman John Sinclair to the east of the Project vicinity in 1841. The western boundary of Rancho Del Paso was about five miles east of the UWSP area along today's Northgate Boulevard. Sutter's New Helvetia Colony was located about five miles southeast of the UWSP area on the southeastern side of the confluence of the American and Sacramento rivers, while Sutter's Rancho Helvetia included land north of the area extending along the Sacramento River into present Sutter and Yuba counties.

AMERICAN PERIOD (1848–PRESENT)

California became a United States territory in 1848 through the Treaty of Guadalupe Hidalgo that ended the Mexican War of 1846-1847, but it was not formally admitted as a state until 1850. At the time, California's population was exploding with immigrants from all parts of the world rushing in to find gold in foothills east of the Project vicinity. California's 1848 population of fewer than 14,000 (exclusive of Indians) increased to 224,000 in just four years.

The town of Sacramento was planned in December of 1848 on Sutter's grant along the road leading to his fort. Named for the adjacent river, Sacramento grew exponentially because of its location near both the gold mines and a navigable waterway that allowed access to the Pacific Ocean. By 1849, the town had 2,000 residents, with another 5,000 persons using it as a temporary base between forays to the gold mining areas. Incorporated as a city in 1850, Sacramento became the state capital in 1854.

While Sacramento grew, ranchers and farmers in the region prospered by providing food for the growing population. Seasonal floods had deposited heavy sediment in natural levees along the river creating elevated areas of rich soil where farmers could grow a variety of crops including hops, corn, potatoes, and alfalfa. Boat landings built on the riverbanks allowed access to markets. Although the soil was productive and there was great demand for produce, the lack of drainage and devastating floods allowed only about one-tenth of the land surrounding the city to be used for agriculture.

From the first year of California's statehood, National legislation had a major impact on the sale of wide swaths of the land in the Sacramento Valley. In 1850, the U.S.

Congress passed the Arkansas Act which made all public swamp and overflow lands the property of the states in which they were located. California enacted legislation in 1855 and 1858 that delegated the survey of these swamp lands to the various counties where they were situated. After being surveyed, swamp lands could be sold in limited amounts to private citizens who could build levees or ditches to reclaim the land for farming. To create regional oversight of various piecemeal and ineffective flood control efforts undertaken by individual farmers, California enacted Assembly Bill 54 in 1861 which created the Board of Swampland Commissioners to establish districts in the natural basins and oversee flood control projects. The laws were amended in 1868 with the Green Act, which allowed private citizens to buy unlimited amounts of land with less government oversight. This act resulted in greater sales of land to investors and corporations rather than individual farmers, and between 1868 and 1911, approximately 48 reclamation districts were organized in the Sacramento Valley and the Delta.

HISTORY OF THE PROJECT VICINITY

The UWSP area is located in American Township, which was partitioned from Sacramento Township in 1851. Situated north of the confluence of the American and Sacramento Rivers, the land lies within the American Basin, the smallest of five floodplains of the Sacramento River. Prior to land reclamation activities in the early twentieth century, the land in the UWSP area was part of a natural basin that flooded during the winter. Some of the water would drain back into the surrounding rivers through natural sloughs and the remainder would gradually dry out in the summer leaving behind a marsh of tule plants, which could grow 8 to 12 feet tall. Early maps show a large wetland, called Bush Lake covering the central portion of the UWSP area.

The 1871 Surveyors Map of Township No. 9 North Range No. 4 East of Mount Diablo Meridian identified the land in the UWSP area as “swamp and overflowed land.” As such, the land was subject to the Arkansas Act, which made it property of the state. After the 1861 creation of the Board of Swampland Commissioners, the land including the UWSP area was designated Swamp Land District I. Between 1863 and 1865, 26 miles of levees and 20 miles of drainage canals were built in the district, but work was discontinued as a result of the American Civil War. After the 1868 Green Act, landowners built levees to protect their own property, with little regard for the neighboring tracts, and as a result, much of the area continued to be flooded. Consequently, the area was farmed with crops for several months in the summer, inundated for several months in the winter and intermittently grazed with cattle and sheep.

By 1907, all the land in the American Basin was in private hands, most of it in large parcels of 640 acres or more, held by speculators who expected it to rise in value after reclamation. The Natomas Company had acquired some of the land and joined with investors and dredging companies to consolidate its holdings in the UWSP area. When the California Legislature created Reclamation District 1000 (RD 1000) in 1911, two factors had emerged that would enable the massive reclamation endeavor encompassing the UWSP area: the emergence of modern corporations and the development of powerful equipment. The Natomas Development Company merged with other dredging companies to become the Natomas Consolidated Company and invested more than $1.3 million to purchase approximately 54,000 acres of the

American Basin, including land in the UWSP area. Two of the three trustees of the State district, Emery Oliver and Newton Cleaveland, were also employed by the Natomas Company, so the private corporation had decision-making control over a district established by the state. The company's undertaking to develop the land was to be one of the largest private enterprises of its kind at the time. For the effort, the company had the equipment, the management skills and the mutually supportive relationships in the business community and government to succeed.

The company's long-range plan for the area included a paved road to extend from the mouth of the American River to the Bear River, and electric railroad and landings along the river for shipping produce. The company proposed to divide the region into small farms between ten and forty acres for about 5,000 families and establish experimental farms to provide residents with information on crops and soils.

The company began constructing levees, cross canals, drainage and irrigation canals, and ditches in the UWSP area in 1912. Massive dredges developed by the company to extract gold from riverbeds were used to transform the seasonally inundated swampland into a landscape for agriculture. Clamshell dredges and draglines were used for the heavy work, and suction dredges filled the troughs between the earthen dykes with sand. Finishing work was completed with horse and mule teams dragging scrapers. Workers, who lived in camps or on sledges towed alongside the work areas, were employed in shifts so construction could proceed continuously, day and night.

United States Geological Survey (USGS) maps of Elkhorn Weir in 1915 (renamed Taylor Monument) and Lovdal in 1916 (renamed Sacramento West), do not show the transformed landscape in place. The land currently north of San Juan Road appears dry, but to the south, much of the UWSP area is submerged as part of Bush Lake. The zig-zag shape of that currently defines the northeast edge of the UWSP area is a natural water course identified as Fisherman's Lake. This channel was the deepest portion of the existing lake and would be incorporated into the West Drainage Canal by the Natomas Company. The half-mile wide strip of land along the east side of the Sacramento River appears dry and higher in elevation. A paved road is shown on the alignment of current Garden Highway, and an unpaved track is shown running roughly parallel to it about a third of a mile east of the river. At the extreme southern end of the UWSP area, the point at the bend in the Sacramento River is labeled "Silvas Grove." Only three buildings are shown in or near the UWSP area, situated along the banks of the Sacramento River.

Most of the features of RD 1000, which consisted of 125 miles of ditches and canals and two large pumping plants, were completed by 1918, when land became available for sale. Initially, the land was sold in 80-acre plots, manageable for farming by a single family with a team of horses. Some early settlers included Portuguese families who relocated to the newly created farmland from the Pocket/Riverside Boulevard area of Southern Sacramento.

In 1921, the Natomas Company of California produced a map of Reclamation Districts 1000 and 1400 that shows nine subdivisions divided into lots. Land in the UWSP area

lies within parts of Riverside Districts 2 and 3, and possibly a very small portion of Riverside District 1, the majority of which is south of current route Interstate 80 (I-80). The lots in the strip of land between present San Juan Road and Radio Road do not appear to be part of Riverside District 2, to the south, or Riverside District 3 to the north.

The portion of the UWSP area south of San Juan Road is shown as Natomas Riverside Subdivision Number 2. This subdivision contains 49 numbered lots ranging from about 15 to about 40 acres. The 11 lots along the river are generally smaller and rectangular in shape, probably to create more lots with river frontage. One lot along the river is not numbered but bears the name “McClatchy.” It has a much wider river frontage and breaks the pattern established by the other lots, possibly because its subdivision and sale predates the Natomas Company project. East of current Bryte Bend Road, the lots are larger, about 40 acres each, and more square in shape. Notations on the map indicate that the lot lines were drawn to correspond with the existing sections numbered on the original 1871 survey of the land. A number of lots within the RD 1000 contain surnames in addition to their lot number and acreage, probably indicating ownership.

The Natomas Company had invested massive amounts of money in the project, and land sales were slower than anticipated, so the company reorganized in 1914 and defaulted on interest payments on its bonds in 1928. The completion of other reclamation districts in the Sacramento Valley created a land glut, and the outbreak of World War I drew many workers to industrial work, instead of farming. The stock market crash of 1929 brought sales to a halt, and in 1933, the Reconstruction Finance Corporation saved farmers from bankruptcy with bail outs. Furthermore, the black clay soils present in much of RD 1000 were more suitable for grain crops, such as wheat, barley and rice, which were large scale crops, instead of those favored by family farms for whom the small plots were intended.

To provide income and demonstrate the productivity of the land, the Natomas Company leased some of the unsold tracts to large scale grain farmers, beginning a trend toward larger scale agriculture rather than the small-scale farming originally intended. The majority of the land in RD 1000 finally sold in the 1940s and 50s when rice became one of the predominant crops. By 1955, the last lots had been sold, and the Natomas Company turned control of the district to the landowners.

When the Shasta Dam was completed in 1957, it regulated the flow of the Sacramento River, allowing the construction of riverside homes, including many on the river lots in the Project vicinity west of Garden Highway. Many of these homes were built for people who commuted to Sacramento. Construction of I-80 was completed in 1970 on the southeast border of the UWSP area to allow travelers from the Bay area to bypass Sacramento on their way to Reno. Two other large construction projects were built within RD 1000 in the 1970s — the Sacramento Metropolitan Airport on about 3,000 acres north of the UWSP area, and the Arco Arena on more than 200 acres northwest of the UWSP area. Housing developments were built immediately adjacent to the UWSP area in the late 1990s and the first decade of the twenty-first century. These developments are the Gateway West subdivision on both sides of El Centro Road at San Juan Road, and the Sundance Lake subdivision north of Fisherman’s Lake.

Existing Conditions

Records Search

As recommended by the NAHC, a desktop cultural resource assessment, including a CHRIS records search, was conducted for the UWSP area and vicinity. This background research included obtaining information concerning previously conducted cultural resource surveys and previously recorded sites in the UWSP area, as well as examining historical maps and land patents in an effort to identify as-yet-unrecorded historic-era resources.

The NCIC search identified over 60 cultural resource studies have been conducted in the record search area, 34 of which included land in the UWSP area. This work has been associated with the following project types: 20 levee or drainage improvement projects, 16 residential developments, 14 highway-related projects, eight gas or electric utilities projects, and two academic archaeological excavations. Approximately 20 percent of the UWSP area has been surveyed as part of these projects.

Nine cultural resources have been previously recorded in the UWSP area. These resources are listed in **Table CUL-1** and include three indigenous Native American resources, two multicomponent resources that include both indigenous and historic-era components, and ten built environment resources. In addition, the entire UWSP area is within RD 1000.

RD 1000 (P-34-05251) is a 55,000-acre Rural Historic Landscape District originally documented in 1995. Most of the previously recorded resources in the UWSP area are associated with RD 1000. RD 1000 was listed on the National Register and the California Register. At that time, it was understood that the integrity of the District would be gradually impacted by residential development associated with population growth in the Sacramento region. In November 2021, the SHPO concurred that the RD 1000 Rural Historic Landscape is no longer eligible for the National Register due to a degradation of integrity.

Built Environment Desktop Review

A desktop review was conducted to compile a list of potential built environment resources observed within the UWSP area. These were preliminarily researched to assign approximate year-built dates. Each built environment improvement was categorized as more than 50 years of age (historic-era) or less than 50 years of age (contemporary-period) to identify potential resources that should be visited as part of field survey efforts. Sources used to obtain year-built dates include County Assessor data, historic USGS maps and aerial photography.

The desktop review identified 39 buildings or structures in the UWSP area that appear to be older than 50 years of age. These include farm complexes, buildings, two named roads, an electrical transmission line, a radio station complex and a well. These resources are listed in **Table CUL-2**.

Table CUL-1: Previously Recorded Resources Within a 1/4 Mile of the UWSP Area

Primary	Trinomial	Name	Cultural Affiliation	Description	National/California Register Eligibility	In Plan Area
P-34-00045	CA-SAC-00018	Beatty Site	Indigenous	Lithic scatter, mound	Unevaluated	Yes
P-34-00187	CA-SAC-00160H	Richards Site	Indigenous, Historic	Trash scatter, burials, mound	Unevaluated	Yes
P-34-00191	CA-SAC-00164	Sand Cove Site	Indigenous	Burials, midden, projectile points	Eligible Criterion D/4	No
P-34-00457	CA-SAC-00430H	West Drainage Canal	Historic	Earthen drainage canal RD 1000, East Drainage Canal	Contributing element of RD 1000	Yes
P-34-00490	CA-SAC-00463H	RD 1000 Levee	Historic	River Levee; RD 1000 East Levee Ueda Parkway Bike Trail	Contributing element of RD 1000	Yes
P-34-00521	CA-SAC-00494H	None	Indigenous, Historic	Trash scatter, habitation debris	Unevaluated	No
P-34-00883	None	El Centro Road	Historic	Road	Contributing element of RD 1000	Yes
P-34-00884	None	San Juan Road	Historic	Road	Contributing element of RD 1000	Yes
P-34-02197	None	Natomas East & West Drainage Canals	Historic	Same as P-34-00457	Contributing element of RD 1000	Yes
P-34-02393	None	Edwin Witter Ranch	Historic	Ranch	National Register Listed, Criteria A, B, C	No
P-34-04026	None	3800 Garden Highway	Historic	Ranch	Ineligible	Yes
P-34-04055	CA-SAC-1145	N. Johnson Borrow Area	Indigenous	Habitation debris	Unevaluated	Yes
P-34-04136	None	Riverside Pump Station	Historic	Building	Eligible, Criteria A/1 and C/3	No
P-34-05049	None	Natomas Central Mutual Water Company District (NCMWC) Canal	Historic	Irrigation ditch	Ineligible	No
P-34-05251	None	RD 1000	Historic	55,000-acre Rural Historic Landscape District	Eligible, Criteria A/1	Yes

Table CUL-2: Built Environment Resources in the UWSP Area Older than 50 Years

Parcel Number	Address	Resource Type	Reference
225-0110-024	3802 Garden Highway	Radio Station Complex	Tax Assessor (1948), 1967 Taylor Monument USGS Map
225-0110-026	Well (Radio Road)	Well	1967 Taylor Monument USGS Map
225-0110-032	3705 El Centro Road	Building	1967 Taylor Monument USGS Map (building straddles lot line with 3709 El Centro Road)
225-0110-054	3709 El Centro Road	Building	1967 Taylor Monument USGS Map (building straddles lot line with 3705 El Centro Road)
225-0121-002	3930 El Centro Road	Dwelling	Tax Assessor (1961); 1967 Taylor Monument USGS Map
225-0131-005	3280 Leona Circle	Dwelling	Tax Assessor (1958); 1967 Taylor Monument USGS Map
225-0131-008	3220 Leona Circle	Dwelling	Tax Assessor (1968)
225-0132-002	3337 Leona Circle	Dwelling	Tax Assessor (1971)
225-0132-005	3201 Leona Circle	Dwelling	1967 Taylor Monument USGS Map
225-0190-008	3540 Garden Highway	Farm Complex	1967 Taylor Monument USGS Map
225-0210-001	3291 El Centro Road	Building	1967 Taylor Monument USGS Map
225-0210-004	3201 El Centro Road	Building	1967 Taylor Monument USGS Map
225-0210-005	3830 El Centro Road	Dwelling	Tax Assessor (1961); 1967 Taylor Monument USGS Map
225-0210-007	2651 El Centro Road	Building	1967 Sacramento West USGS Map
225-0210-021	2596 Garden Highway	Building	1967 Sacramento West USGS Map
225-0210-022	2598 Garden Highway	Building	Tax Assessor (1947); 1967 Sacramento West USGS Map
225-0210-023	2604 Garden Highway	Dwelling	Tax Assessor (1955); 1967 Sacramento West USGS Map
225-0210-024	2620, 2636 and 2700 Garden Highway (Marsten Tract)	Farm Complex	Tax Assessor (1956); 1967 Sacramento West USGS Map
225-0210-025	2870 Garden Highway	Farm Complex	1967 Sacramento West USGS Map
225-0210-038	2600 Garden Highway	Farm Complex	1967 Sacramento West USGS Map

Parcel Number	Address	Resource Type	Reference
225-0210-008, 225-0210-009, 225-0210-010, 225-0210-039, 274-0010-055, 274-0010-049, 274-0010-069	Bryte Bend (Miller) Road	Unpaved road	1911 Natomas RD 1000 map
225-0220-051	2850 El Centro Road	Building	1967 Sacramento West USGS Map
225-0220-060	3100 El Centro Road	Building	Tax Assessor (1919)
225-0310-001	3360 Leona Circle	Dwelling	Tax Assessor (1962); 1967 Taylor Monument USGS Map
274-0010-057 and others	Pacific Gas and Electric (PG&E) transmission line	Electrical transmission line	1967 Sacramento West USGS Map
274-0220-054	2178 and 2180 Garden Highway	Buildings	Tax Assessor (1935); 1967 Sacramento West USGS Map
274-0250-002	2490 Garden Highway	Building	1967 Sacramento West USGS Map
274-0250-004	2482 and 2484 Garden Highway	Buildings	1967 Sacramento West USGS Map
274-0250-008	2434 Garden Highway	Building	1967 Sacramento West USGS Map
274-0250-009	2430 Garden Highway	Building	1967 Sacramento West USGS Map
274-0250-011	2426 Garden Highway	Building	1967 Sacramento West USGS Map
274-0250-013	2425 Garden Highway	Building	1967 Sacramento West USGS Map
274-0250-039	2590 Garden Highway	Farm Complex	Tax Assessor (1947); 1967 Sacramento West USGS Map
274-0260-008	2200 Garden Highway	Building	1967 Sacramento West USGS Map
274-0260-032	2196 Garden Highway	Building	1967 Sacramento West USGS Map
274-0260-042	2184 Garden Highway	Farm Complex	1967 Sacramento West USGS Map
274-0260-045	2320 Garden Highway	Building	Tax Assessor (1957); 1967 Sacramento West USGS Map
274-0269-001	2350 Garden Highway	Building	1967 Sacramento West USGS Map
None	Radio Road	Two-lane road	1911 Natomas RD 1000 map

Summary

The desk-top analysis of the UWSP area indicates that the entire area is sensitive for indigenous resources that may contain human remains. In addition, some of these extremely sensitive resources may be buried by as much as two meters of sediment and may not have any surface indications. Very little of the UWSP area has been subject to intensive archaeological survey, therefore the locations of these resources are mostly unknown.

Most of the recorded historic-era resources in the UWSP area are associated with historic rural agricultural development and reclamation.

Finally, the desktop, built environment review suggests that the UWSP area includes at least 39 resources in the area that are older than 50 years of age.

Impacts And Analysis

Significance Criteria

For purposes of this EIR and consistent with the criteria presented in Appendix G of the CEQA Guidelines, impacts on cultural resources may be considered significant if implementation of the proposed UWSP would:

- Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5;
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5; or
- Disturb any human remains, including those interred outside of formal cemeteries.

Issues Not Discussed in Impacts

All potential issues related to cultural resources identified in the significance criteria above are evaluated below.

Methodology and Assumptions

Architectural Resources

Potential impacts on architectural resources are assessed by identifying any activities that could affect resources identified as historical resources for the purposes of CEQA. Once a resource has been identified as a CEQA historical resource, it then must be determined whether the impacts of the project would "cause a substantial adverse change in the significance" of the resource (CEQA Guidelines Section 15064.5[b]). A substantial adverse change in the significance of a historical resource means "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the historic resource would be

materially impaired" (CEQA Guidelines Section 15064[b][1]). A historical resource is materially impaired through the demolition or alteration of the resource's physical characteristics that convey its historical significance and that justify its inclusion in the California Register (CEQA Guidelines Section 15064.5[b][2][A]).

Archaeological Resources

Archaeological resources can include historical resources according to CEQA Guidelines Section 15064.5 as well as unique archaeological resources as defined in PRC Section 21083.2(g). The significance of most indigenous and historic-era archaeological resources is usually assessed under California Register Criterion 4. This criterion stresses the importance of the information potential contained within the site, rather than its significance as a surviving example of a type or its association with an important person or event. Although it is less common, archaeological resources also may be assessed under California Register Criteria 1, 2, and/or 3. Archaeological resources also may be considered under CEQA as unique archaeological resources, defined as archaeological artifacts, objects, or sites that contain information needed to answer important scientific research questions.

Impacts on unique archaeological resources or archaeological resources that qualify as historical resources are assessed pursuant to PRC Section 21083.2 which states that the lead agency shall determine whether the project may have a significant effect on archaeological resources. As with architectural resources above, whether the impacts of the project would "cause a substantial adverse change in the significance" of the resource must be determined (CEQA Guidelines Section 15064.5[b]).

Human Remains

Human remains, including those buried outside of formal cemeteries, are protected under several state laws, including Public Resources Code Section 5097.98 and Health and Safety Code Section 7050.5. These laws are identified in the *Regulatory Setting* above. This analysis considers impacts on human remains including intentional disturbance, mutilation, or removal of interred human remains.

Impact CUL-1: Historical Resources

A significant impact would occur if development allowed under the proposed UWSP would cause a substantial adverse change to a historical resource, herein referring to historic-era architectural resources or the built environment, including buildings, structures, and objects. A substantial adverse change includes the physical demolition, destruction, relocation, or alteration of the resource.

Based on the results of the background research there are historical resources and potential historical resources within the UWSP area. Construction of development allowed under the proposed UWSP would involve ground disturbance, vibration, and removal of architectural resources (e.g., ranches, roads, levees, trails, outbuildings, etc.). In addition, construction of this development also has the potential to introduce new visual elements or modify existing visual elements. However, the exact details,

including precise locations, of any such construction activities have yet to be determined. Therefore, it is not known whether development allowed under the proposed UWSP would affect any significant historical resources.

Construction could result in significant impacts on historical resources in several ways:

- Construction could introduce new elements to the historic setting associated with a historical resource, or could physically alter a historical resource;
- Ground-disturbing construction activities could alter existing landscapes; or
- Vibration generated during construction work could physically damage or alter a nearby architectural resource that has the potential to qualify as a historical resource.

If construction activities for development allowed under the proposed UWSP were to result in either a direct impact (e.g., physical modification, damage, or destruction) or an indirect impact (e.g., alteration to setting, including visual) on any architectural resources that qualify as historical resources, as defined in CEQA Guidelines Section 15064.5, the impact would be **potentially significant**.

As also described in Chapter 2, *Project Description*, and depicted on Plate PD-20, the proposed UWSP would also include a variety of offsite improvements, including road improvements to El Centro and San Juan roads; new roadway connections to Garden Highway at Radio Road, San Juan Road, Street 9, and Bryte Bend Road; a potential bike trail bridge crossing of the West Drainage Canal (Witter Canal); stormwater discharge facilities at two potential locations of the West Drainage Canal (Witter Canal); a new sewer force main from the UWSP area east to the New Natomas Pump Station (NNPS); potential improvements to the I-80/El Camino Avenue interchange; and a new water supply connection to the existing City of Sacramento water distribution system along West River Drive. The proposed offsite improvements would occur within existing rights-of-way and would not include new structures that would directly impact historical resources. However, there could be indirect impacts, such as visual impacts or vibratory impacts, to historical resources if any such resources are in the vicinity of offsite improvements.

Development allowed under the proposed UWSP and offsite improvements would be required to comply with Mitigation Measure CUL-1, which requires that each individual project inventory and evaluate historical resources within the affected area, and if historical resources are discovered, develop an approach to avoid or minimize impacts. Implementation of this mitigation measure would be the responsibility of the project proponent(s). However, in some instances it may not be feasible to avoid a historical resource, and the resource may need to be altered or destroyed. Also, because the extent and location of such actions are not known at this time, it is not possible to conclude that the mitigation measure, or an equally effective mitigation measure, would reduce the significant impact to a less-than-significant level in all cases. Therefore, this impact would remain **significant and unavoidable**.

Mitigation Measures

CUL-1 **Conduct Inventory and Significance Evaluation of Architectural Resources.**

Before each individual development phase or off-site element subject to approval under CEQA, the project proponent shall retain the services of a Secretary of the Interior qualified architectural historian to conduct an inventory and significance evaluation of architectural resources in the affected area. The architectural historian will conduct an inventory that includes the following:

- Map(s) and verbal description of the project-specific area that delineates both the horizontal and vertical extents of where a project could result in impacts, including both direct and indirect, on cultural resources.
- A review of maps and aerial photos to see if existing buildings, roads, or other built features are in the project-specific area.
- If so, and the age of these features is either unknown or is known to be older than 45 years, an inventory and evaluation shall be completed that includes documentation of the resource on the appropriate California Department of Parks and Recreation 523 forms and an evaluation for California Register eligibility (i.e., whether they qualify as historical resources, as defined in CEQA Guidelines Section 15064.5)
- If California Register-eligible resources are present, an assessment of potential project impacts shall be conducted. Where possible, the project shall be configured or redesigned to avoid impacts on eligible or listed resources. Alternatively, resources may be preserved in place, if possible, as suggested under California Public Resources Code Section 21083.2. Where impacts cannot be avoided, an analysis shall be completed of whether the project's potential impacts on the historical resource would be consistent with the U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties and applicable guidelines.

If potentially significant impacts on historical resources are identified, an approach for avoiding or minimizing such impacts shall be developed before project implementation and in coordination with interested parties (e.g., historical societies, local communities). Typical measures for avoiding or minimizing impacts include:

- Modifying the project to avoid impacts on historical resources.
- Documentation of historical resources, to the standards of and to be included in the Historic American Buildings Survey, Historic American Engineering Record, or Historic American Landscapes Survey, as appropriate. As described in the above standards, the documentation shall be conducted by a qualified architectural historian, defined above, and shall include large-format photography, measured drawings, written

architectural descriptions, and historical narratives. The completed documentation shall be submitted to the U.S. Library of Congress.

- Relocation of historical resources in conformance with the U.S. Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings.
- Monitoring construction-related and operational vibrations at historical resources.
- For historical resources that are landscapes, preservation of the landscape's historic form, features, and details that have evolved over time, in conformance with the U.S. Secretary of the Interior's Guidance for the Treatment of Cultural Landscapes.
- Development and implementation of interpretive programs or displays, and community outreach.

IMPACT CUL-2: ARCHAEOLOGICAL RESOURCES

This impact discusses archaeological resources, both as historical resources according to CEQA Guidelines Section 15064.5, as well as unique archaeological resources as defined in Public Resources Code Section 21083.2(g). A significant impact would occur if development allowed under the proposed UWSP would cause a substantial adverse change to an archaeological resource through physical demolition, destruction, relocation, or alteration of the resource.

Based on the results of the background research there are indigenous and historic-era archaeological resources present within the UWSP area as well as the potential for previously unrecorded archaeological resources to be in the area. Construction of development allowed under the proposed UWSP would involve ground disturbance (e.g., excavation, grading, drilling). However, the exact details, including precise locations, of any such construction activities have yet to be determined. Therefore, it is not known whether development allowed under the proposed UWSP would affect any significant archaeological resources.

The proposed UWSP would also include a variety of offsite improvements as previously described. The proposed offsite improvements would occur within existing rights-of-way (e.g. within existing roadway corridors, facility footprints, and/or underground). It is not known whether the offsite improvements would affect any significant archaeological resources.

Construction of development or infrastructure associated with the proposed UWSP and offsite improvements could partially or completely destroy archaeological resources, resulting in a significant impact. If construction activities for development allowed under the proposed UWSP were to result in an impact on any archaeological resources, as defined in CEQA Guidelines Section 15064.5, the impact would be **potentially significant**. Development allowed under the proposed UWSP and offsite improvements would be required to comply with Mitigation Measure CUL-2a, which requires that each

individual project inventory and evaluate archaeological resources within the affected area, and if archaeological resources are discovered, develop an approach to avoid or minimize impacts, and Mitigation Measure CUL-2b, which discusses steps to take if unknown archaeological resources are discovered during construction or operation. Implementation of these mitigation measures would be the responsibility of the project proponent(s). However, in some instances it may not be feasible to avoid an archaeological resource, and the resource may be altered or destroyed. Also, because the extent and location of such actions are not known at this time, it is not possible to conclude that the mitigation measures, or equally effective mitigation measures, would reduce the significant impact to a less-than-significant level in all cases. As a result, this impact would remain **significant and unavoidable**.

Mitigation Measures

CUL-2a **Conduct Inventory and Significance Evaluation of Archaeological Resources.**

Before each individual development phase or off-site element subject to approval under CEQA, the project proponent shall retain the services of a Secretary of the Interior qualified archaeologist to conduct an inventory and significance evaluation of archaeological resources in the project-specific area. The archaeologist will conduct an inventory, including a review of the Cultural Resources Conservation Strategy (Helix 2022), that includes the following:

- Map(s) and verbal description of the project-specific area that delineates both the horizontal and vertical extents of where a project could result in impacts, including both direct and indirect, on cultural resources.
- Communication with consulting Native American tribes to determine whether any indigenous archaeological resource or tribal cultural resources could be affected by the project. Project proponents shall request a list of consulting tribes from the County and coordinate determination of tribal cultural resources according to Mitigation Measure TCR-1a. For projects requiring additional CEQA review, consultation shall be completed pursuant to PRC Section 21080.3.
- An updated records search of the project-specific area from the Northwest Information Center of the California Historical Resources Information System.
- An archaeological sensitivity analysis to assess the potential for buried archaeological resources using geologic and historic maps, soils data, and other sources.
- An archaeological field survey that includes, at a minimum, a pedestrian survey. If the archaeological sensitivity analysis suggests a high potential for buried archaeological resources, a subsurface survey may also be required. Any archaeological resources identified during the survey shall

be recorded on the appropriate California Department of Parks and Recreation 523 forms.

Based on the results of the inventory, when monitoring has been recommended for construction-related ground-disturbing activity, a Secretary of the Interior qualified archaeologist shall develop a monitoring plan to ensure that the procedures for unanticipated discoveries are addressed expeditiously and in accordance with the plan. The plan shall be reviewed by the consulting Native American tribe(s) and the County. The plan will include (but not be limited to) the following components:

- Training program for all construction and field workers involved in site disturbance; on-site personnel shall attend a mandatory pre-project training led by a Secretary of the Interior-qualified archaeologist and consulting Native American tribe(s). The training will outline the general cultural sensitivity of the area and the procedures to follow in the event cultural materials and/or human remains are inadvertently discovered.
- Where monitoring will be completed and under what circumstances based on soil types, geology, distance to known sites, and other factors.
- Person(s) responsible for conducting monitoring activities, including a request to consulting Native American tribe(s) for a tribal monitor. If tribal monitors do not respond within 24 hours of the notification for monitoring or are unavailable, the project proponent will notify the County that contact was made with no response received.
- How the monitoring shall be conducted and the required format and content of monitoring reports;
- Schedule for submittal of monitoring reports and person(s) responsible for review and approval of monitoring reports;
- Protocol for notifications in case of encountering cultural resources, as well as methods of dealing with the encountered resources (e.g., collection, identification, curation);
- Methods to ensure security of cultural resources sites;
- Protocol for notifying local authorities (i.e. Sheriff, Police) should site looting and other illegal activities occur during construction.

During the course of the monitoring, the archaeologist and tribal monitor may adjust the frequency—from continuous to intermittent—of the monitoring based on the conditions and professional judgment regarding the potential to impact resources.

If resources are identified, they shall be evaluated for California Register eligibility (i.e., whether they qualify as historical resources, as defined in CEQA Guidelines Section 15064.5 or unique archaeological resources, as

defined in PRC Section 21083.2). Such evaluation may require archaeological testing (excavation), potentially including laboratory analysis.

If California Register-eligible resources are present, an assessment of potential project impacts shall be conducted. Where possible, the project shall be configured or redesigned to avoid impacts on eligible or listed resources. Alternatively, resources may be preserved in place, if possible, as suggested under California Public Resources Code Section 21083.2. Where impacts cannot be avoided, an analysis shall be conducted of whether the project's potential impacts would materially alter the resource's physical characteristics that convey its historical significance and that justify its eligibility for inclusion in the California Register.

If potentially significant impacts on archaeological resources that qualify as historical resources (per CEQA Guidelines Section 15064.5) and/or unique archaeological resources (per PRC Section 21083.2) are identified, an approach for avoiding or minimizing such impacts shall be developed, in coordination with interested or consulting parties (e.g., Native American representatives, historical societies, or local communities as appropriate). Typical measures for avoiding or minimizing impacts include:

- Modify the project to avoid impacts on resources.
- Plan parks, green space, or other open space to incorporate the resources.
- Develop and implement a detailed archaeological resources management plan to recover the scientifically consequential information from archaeological resources before any excavation at the resource's location. Treatment for most archaeological resources consists of (but is not necessarily limited to) sample excavation, artifact collection, site documentation, and historical research, with the aim to target the recovery of important scientific data contained in the portion(s) of the resource to be affected by the project.
- Develop and implement interpretive programs or displays, and conduct community outreach.

CUL-2b **Implement Measures to Protect Archaeological Resources during Project Construction or Operation**.

Before the start of ground-disturbing activities, the project proponent shall retain Secretary of Interior-qualified cultural resources specialist to conduct training for construction workers, to educate them about the possibility of encountering buried cultural resources and inform them of the proper procedures should cultural resources be encountered. This training shall be provided to all new workers within their first week of employment at the project site, along the linear facilities routes, and at laydown areas, roads, and other ancillary areas. The training shall be prepared in consultation with

consulting Native Americans and shall incorporate the traditions and beliefs of local Native American groups into the presentation.

If cultural materials are encountered during construction or operation of any project implemented under the UWSP, all activity within 100 feet of the find shall cease and the find shall be flagged for avoidance. The County of Sacramento and a qualified archaeologist, defined as one meeting the U.S. Secretary of the Interior's Professional Qualifications Standards for Archeology, shall be immediately informed of the discovery. The qualified archaeologist shall inspect the discovery and notify the lead agency of their initial assessment. If the qualified archaeologist determines that the resource is or is potentially indigenous in origin, the lead agency shall consult with consulting Native American tribes to assess the find and determine whether it is potentially a tribal cultural resource.

If potentially significant impacts on archaeological resources that qualify as historical resources (per CEQA Guidelines Section 15064.5) and/or unique archaeological resources (per PRC Section 21083.2) are identified, an approach for avoiding or minimizing such impacts shall be developed, in coordination with interested or consulting parties (e.g., Native American representatives, historical societies, or local communities as appropriate). Typical measures for avoiding or minimizing impacts include:

- Modify the project to avoid impacts on resources.
- Plan parks, green space, or other open space to incorporate the resources.
- Develop and implement a detailed archaeological resources management plan to recover the scientifically consequential information from archaeological resources before any excavation at the resource's location. Treatment for most archaeological resources consists of (but is not necessarily limited to) sample excavation, artifact collection, site documentation, and historical research, with the aim to target the recovery of important scientific data contained in the portion(s) of the resource to be affected by the project.
- Develop and implement interpretive programs or displays, and conduct community outreach.

IMPACT CUL-3: HUMAN REMAINS

Indigenous Native American archaeological resources may contain human burials and maybe also be considered tribal cultural resources. Based on the background research, there is the potential that the UWSP area and locations of offsite improvements has been used for human burial purposes and the possibility of encountering human remains, including those interred outside of dedicated cemeteries, during project-related ground disturbing activities cannot be entirely discounted.

Construction of development allowed under the proposed UWSP and offsite improvements could partially or completely destroy human remains, resulting in a significant impact. If construction activities for development allowed under the proposed UWSP were to result in an impact on any human remains, the impact would be **potentially significant**.

Development allowed under the proposed UWSP and offsite improvements would be required to comply with Mitigation Measure CUL-3, which discusses steps to take if unknown human remains are discovered during construction or operation. Implementation of this mitigation measure would be the responsibility of the project proponent(s). However, in some instances it may not be feasible to avoid human remains and they may be altered or destroyed. Also, because the extent and location of such actions are not known at this time, it is not possible to conclude that the mitigation measure, or an equally effective mitigation measure, would reduce the significant impact to a less-than-significant level in all cases. For these reasons, this impact would remain **significant and unavoidable**.

Mitigation Measures

CUL-3 **Implement Measures to Protect Human Remains during Project Construction or Operation.**

If human remains are encountered during construction of any project implemented under the UWSP, all work shall immediately halt within 100 feet of the find, and the lead agency shall contact the Sacramento County Coroner to evaluate the remains and follow the procedures and protocols set forth in CEQA Guidelines Section 15064.5(e)(1). If the coroner determines that the remains are Native American in origin, the coroner shall contact the California Native American Heritage Commission, in accordance with California Health and Safety Code Section 7050.5(c) and PRC Section 5097.98. Per PRC Section 5097.98, the County shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located is not damaged or disturbed by further development activity until the County has discussed and conferred, as prescribed PRC Section 5097.98, with the most likely descendants and the property owner regarding their recommendations, if applicable, taking into account the possibility of multiple human remains.

10 ENERGY

INTRODUCTION

This chapter addresses the impacts of the UWSP on energy resources at both the state level and regionally. The analysis focuses on the California energy profile (i.e., mix of energy resources and consumption characteristics) and the energy production and transmission profile of Sacramento Municipal Utility District (SMUD) and Pacific Gas and Electric Company (PG&E), the regional purveyors of electricity and natural gas, respectively, to the UWSP area and vicinity.

This chapter also identifies the regulatory and policy frameworks that govern the production and consumption of energy resources and increase energy efficiency while reducing reliance on fossil fuels. The energy usage characteristics of development allowed under the proposed UWSP are also examined to determine whether such development could result in any energy-related environmental impacts during construction or operational activities. Demand for energy (electricity, natural gas, fuel) as a result of implementation of the proposed UWSP has been calculated for construction and operations. Impacts related to energy demand and conservation are analyzed and mitigation measures are described to avoid or reduce the magnitude of potential energy demand and conservation-related impacts as warranted.

The County received comments on the Notice of Preparation (NOP) related to energy demand and conservation; these comments are addressed in this chapter to the extent they pertain to the impacts of the proposed UWSP (see Appendix B). NOP comments relevant to this chapter include requests for the County to evaluate impacts related to energy efficiency.

The analysis included in this chapter was adapted from an Energy Estimates Summary Report prepared by Frontier Energy and Schweitzer & Associates in September 2021 and provided in Appendix EN-1 of this EIR. Additional data and information were obtained from the County, PG&E, SMUD, the California Energy Commission (CEC), and other published technical reports. The modeling for the air quality and greenhouse gas (GHG) emissions analyses conducted for this project also informs the analysis presented in this chapter.

ENVIRONMENTAL SETTING

STATE SETTING

In 2021 (the most recent year for which data are available), total energy usage in California was 7,359 trillion British thermal units (Btu), which equates to an average of 189 million Btu per capita. These figures place California second among the nation's 50 states in total energy use and 48th in per capita consumption. Of California's total

energy usage, the breakdown by sector is roughly 38 percent transportation, 23 percent industrial, 19 percent commercial, and 20 percent residential (USEIA 2023a). In California, electricity and natural gas are generally consumed by stationary users such as residences and commercial and industrial facilities, whereas petroleum-based fuel consumption is generally accounted for by transportation-related energy use. California relies on a regional power system composed of a diverse mix of natural gas, renewable, hydroelectric, and nuclear generation resources.

Electricity

In 2021, California's energy mix totaled 277,764 gigawatt-hours (GWh) of electricity, of which 70 percent was from in-state electricity generation and the remaining 30 percent was imported from adjacent states in the Northwest and Southwest. GWh is a measure of energy, which is used to measure output of electricity generators over time.

Total system electric generation for California for 2021 increased by 2 percent from 2020's total generation of 272,576 GWh (CEC 2023a). Electricity from non–carbon dioxide (CO_2) emitting electric generation categories (i.e., nuclear, large and small hydroelectric, and renewable generation) accounted for approximately 49 percent of total in-state generation for 2021, compared to 51 percent in 2020. As a result, California's in-state non-CO_2-emitting electric generation dropped by 2 percent in 2021. This change is attributable to the continued impacts from California's ongoing drought, which also has an influence on the significant reduction by 32 percent of in-state hydroelectric generation. Net imports of electricity increased by 2.4 percent, partially offsetting the decreased output from California's hydroelectric power plants.

The overall increase observed in California's total electric generation system for 2022 is consistent with the trends observed in energy demand. In recent years, electricity demand has been flat or declining slightly as energy efficiency programs have resulted in end-use energy reduction, and as customers install behind-the-meter solar photovoltaic (PV) systems that directly displace utility-supplied generation. In 2020, solar PV generation was estimated to be 27,179 GWh, a 56 percent increase since 2017. The strong growth in solar PV has had a measurable impact on utility-served load and, consequently, on the total system's electric generation.

California has approximately 82,776 megawatts (MW) of electric generation capacity installed across the state among more than 1,500 power plants that use a broad array of technologies. MW is a measure of power or the rate that energy can be generated. Total installed renewable generation capacity includes 15,221 MW from solar PV and 6,117 MW from wind. Large hydroelectric power plants, considered a zero-carbon resource, provide an additional 12,281 MW of capacity, while California's last remaining operational nuclear power plant, Diablo Canyon, provides approximately 2,393 MW. Natural gas–fired power plants make up 39,479 MW, or about half of the state's total generating capacity, but their energy is displaced by hydroelectric generation during wet years when spring runoff from snowpack is plentiful. The tremendous growth in utility-scale renewable generation has also helped reduce the state's reliance on natural gas, favoring those power plants that can provide fast-ramping capabilities to integrate wind

and solar generation while displacing the use of aging steam generators that are slow to respond to changing grid conditions.

Increasingly, electricity is used in multiple transportation modes, including light-duty vehicles, transit buses, and light and heavy rail. In California, its use is forecast to emerge in battery-electric medium-duty trucks, battery-electric buses, catenary-electric port drayage trucks, and high-speed rail. The CEC forecasts that the statewide electricity demand for electricity-powered transportation modes will increase from its current level of 2,000 GWh annually to between 12,000 and 18,000 GWh per year by 2030, depending on technology development and market penetration of the various vehicle types (CEC 2018a).

Natural Gas

One-third of the energy commodities consumed in California consist of natural gas. Although natural gas is the most common energy source for electricity generation in California, 90 percent of the state's natural gas is imported from the Rocky Mountain region, the Southwest, and Canadian basins (USEIA 2023b). Californians consumed more than 11,923 million therms of natural gas in 2021, equal to 1,192,270,564 million Btu (MMBtu) (CEC 2023b). The natural gas market continues to evolve and service options expand, but its use falls mainly into the following four sectors: residential, commercial, industrial, and electric power generation. In addition, natural gas is a viable alternative to petroleum fuels for use in cars, trucks, and buses.

Nearly 45 percent of the natural gas burned in California is used for electricity generation, and most of the remainder is consumed in the residential (21 percent), industrial (25 percent), and commercial (9 percent) sectors (CEC 2023c). Natural gas has become an increasingly important source of energy because most of the state's power plants rely on this fuel, providing the largest portion of the total in-state capacity and electricity generation in California.

Transportation Fuels

The energy consumed by the transportation sector accounts for roughly 41 percent of California's petroleum demand. Gasoline and diesel, both derived from petroleum (also known as crude oil), are the two most common fuels used for vehicular travel. According to the CEC, the state relies on petroleum-based fuels for 96 percent of its transportation needs. The transportation sector, including on-road and rail transportation (but excluding aviation), accounts for more than 96 percent of all motor gasoline use in the U.S., at roughly 3.4 million barrels in 2019. California is the third largest consumer of gasoline in the world, behind the U.S. (as a whole) and China (USEIA 2023a). In 2022, approximately 26 percent of California's crude oil was obtained from within the state, about 15 percent came from Alaska, and the remaining 60 percent came from outside the United States (CEC 2023d).

In 2022, taxable gasoline sales (including aviation gasoline) in California amounted to approximately 14 billion gallons (CDTFA 2022a), and taxable diesel fuel sales amounted to approximately 3 billion gallons (CDTFA 2022b). Statewide, there was an

overall decrease in gasoline and diesel consumption from 2007 to 2011 because of the economic recession, but consumption increased again until 2020. The year 2020 saw another drop as a result of the COVID-19 pandemic.

The CEC forecasts that demand for gasoline in California will range from 12.3 billion to 12.7 billion gallons in 2030, with most of the demand generated by light-duty vehicles. While the models show an increase in light-duty vehicles along with population and income growth over the forecast horizon, total gasoline consumption is expected to decline, primarily because of increasing fuel economy (stemming from federal and state regulations) and displacement of gasoline vehicles by the increasing market penetration of zero-emission vehicles (ZEVs).

For diesel, demand is forecast to increase modestly by 2030, following the growth of California's economy; however, the demand will be tempered by an increase in fleet fuel economy and market penetration of alternative fuels, most prominently by natural gas in the medium- and heavy-duty vehicle sectors (CEC 2018a).

California's oil fields make up the fourth largest petroleum-producing area in the United States, behind areas of federal offshore production, Texas, and North Dakota. Crude oil is moved from area to area within California through a network of pipelines that carry the oil from both onshore and offshore wells to refineries in the San Francisco Bay Area, the Los Angeles area, and the Central Valley. Currently, 16 petroleum refineries operate in California, processing approximately 2.0 million barrels of crude oil per day (CEC 2023e).

Electricity consumption in the transportation sector is projected to increase to between 12,000 and 18,000 GWh by 2030, a six-fold to nine-fold increase from 2017. The growth of light-duty plug-in electric vehicles is mostly responsible for the change in electricity demand, but increasing electrification in other transportation sectors also contributes to the projected increase in electricity consumption (CEC 2018a).

Other transportation fuel sources used in California include alternative fuels, such as methanol and denatured ethanol (alcohol mixtures that contain no less than 70 percent alcohol), natural gas (compressed or liquefied), liquefied petroleum gas, hydrogen, and fuels derived from biological materials (i.e., biomass).

Regional Setting

Electricity

SMUD is a publicly owned utility responsible for the generation, transmission, and distribution of electrical power to its 900-square-mile service area, which includes the UWSP area. SMUD's service area includes most of Sacramento County and a small portion of Placer County. In 2021, SMUD obtained its electricity from the following sources: large hydroelectric (18 percent); natural gas (51 percent); and eligible renewable resources (30 percent), including biomass and waste, geothermal, eligible hydroelectric, solar, and wind. The remaining 1 percent came from nuclear and other unspecified power sources (SMUD 2021). Sacramento County consumed 11,218 million GWh of electricity in 2021 (CEC 2023f).

Natural Gas

PG&E provides natural gas distribution, procurement, and storage in Sacramento County and is the only supplier of natural gas to the UWSP area. As a regulated utility, PG&E is required to update its systems to meet any additional demand. PG&E provides service to 48 counties in California, with a total service area of approximately 70,000 square miles in Northern and Central California. The utility provides service via 42,141 miles of natural gas distribution pipelines and 6,438 miles of transmission and distribution pipelines. PG&E serves approximately 4.5 million natural gas distribution customers (PG&E 2023). Natural gas distribution lines in new development are placed underground in accordance with California Public Utilities Commission (CPUC) regulations. Natural gas is supplied to the Sacramento area through a network of high- and low-pressure transmission and distribution systems. In 2021, natural gas consumption in Sacramento County was 30,070,670 MMBtu (CEC 2023b).

Petroleum

Gasoline and diesel fuel are, by far, the largest volume transportation fuels used in Sacramento County. Estimated totals of 557 million gallons of gasoline and 87 million gallons of diesel were sold in Sacramento County in 2021 (CEC 2023g).

Existing Conditions

The UWSP area has electrical and natural gas infrastructure from SMUD and PG&E, respectively. Existing energy consumption in the UWSP area is minimal. Most of the existing land uses within the UWSP area are agriculture, agricultural residential, commercial, and recreation.

Regulatory Setting

Federal

National Energy Conservation Policy Act

The National Energy Conservation Policy Act (NECPA) serves as the underlying authority for federal energy management goals and requirements. Signed into law in 1978, it has been regularly updated and amended by subsequent laws and regulations. This act is the foundation of most federal energy requirements. NECPA established energy efficiency standards for consumer projects and includes a residential program for low-income weatherization assistance, grants and loan guarantees for energy conservation in schools and hospitals, and energy efficiency standards for new construction. Initiatives in these areas continue today.

National Energy Policy Act of 2005

The National Energy Policy Act of 2005 sets equipment energy efficiency standards and seeks to reduce reliance on nonrenewable energy resources and provide incentives to reduce current demand on these resources. For example, consumers

and businesses can attain federal tax credits for purchasing fuel-efficient appliances and products, including hybrid vehicles; constructing energy-efficient buildings; and improving the energy efficiency of commercial buildings. Additionally, tax credits are available for installing qualified fuel cells, stationary microturbine power plants, and solar power equipment.

Executive Order 13423 (Strengthening Federal Environmental, Energy, and Transportation Management), signed in 2007, strengthens the key energy management goals for the federal government and sets more challenging goals than the Energy Policy Act of 2005. The energy reduction and environmental performance requirements of Executive Order 13423 were expanded upon in Executive Order 13514 (Federal Leadership in Environmental, Energy, and Economic Performance), signed in 2009.

Energy and Independence Security Act of 2007

The Energy and Independence Security Act of 2007 sets federal energy management requirements in several areas: energy reduction goals for federal buildings, facility management and benchmarking, performance and standards for new buildings and major renovations, high-performance buildings, energy savings performance contracts, metering, and energy-efficient product procurement. It also sets requirements for reductions in petroleum use, such as by setting automobile efficiency standards and encouraging increases in the use of alternative fuels. This act also amends portions of the National Energy Policy Conservation Act.

Corporate Average Fuel Economy Standards

Established by Congress in 1975, the Corporate Average Fuel Economy (CAFE) standards reduce energy consumption by increasing the fuel economy of cars and light trucks. The National Highway Traffic Safety Administration (NHTSA) and U.S. Environmental Protection Agency jointly administer the CAFE standards. Congress has specified that the CAFE standards must be set at the “maximum feasible level” with consideration given for technological feasibility, economic practicality, the effect of other standards on fuel economy, and the need for the nation to conserve energy.[1]

Federal Energy Regulatory Commission

The Federal Energy Regulatory Commission is an independent agency that regulates the transmission and sale of electricity, natural gas, and oil; licenses and inspects hydropower projects; reviews proposals to build liquefied natural gas terminals; and oversees related environmental matters (FERC 2024).

[1] For more information on the Corporate Average Fuel Economy standards, see https://www.nhtsa.gov/laws-regulations/corporate-average-fuel-economy.

STATE

CALIFORNIA PUBLIC UTILITIES COMMISSION

The CPUC regulates the design, installation, and management of California's public utilities, including electric, natural gas, water, transportation, and telecommunications. The CPUC also provides consumer programs and information, such as energy efficiency, low-income programs, demand response, and California solar initiative for California's energy consumers.

CALIFORNIA ENERGY COMMISSION

On May 9, 2018, the CEC adopted new building standards requiring all new homes to have solar photovoltaic systems starting in 2020. The new standards aim to reduce energy uses in new homes by more than 50 percent. Other key areas the new standards address include updated thermal envelope standards (prevention of heat transfer), residential and nonresidential ventilation requirements, and nonresidential lighting requirements.

WARREN-ALQUIST ACT

The 1975 Warren-Alquist Act established the California Energy Resources Conservation and Development Commission, now known as the California Energy Commission or CEC. The act established a state policy to reduce wasteful, uneconomical, and unnecessary uses of energy by employing a range of measures.

CALIFORNIA ENERGY ACTION PLAN

California's *2008 Energy Action Plan Update* revised the *2005 Energy Action Plan II,* the state's principal energy planning and policy document. The plan maintains the goals of the original *Energy Action Plan*, describes a coordinated implementation plan for state energy policies, and identifies action areas to ensure that California's energy is adequate, affordable, technologically advanced, and environmentally sound.

STATE OF CALIFORNIA INTEGRATED ENERGY POLICY

In 2002, the Legislature enacted Senate Bill (SB) 1389, which required the CEC to develop an integrated energy plan biannually for electricity, natural gas, and transportation fuels, for the California Energy Report. SB 1389 requires the CEC to prepare a biennial integrated energy policy report (IEPR) that assesses major energy trends and issues facing the state's electricity, natural gas, and transportation fuel sectors and provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the state's economy; and protect public health and safety (Public Resources Code Section 25301[a]). The IEPR has replaced the 2008 Energy Action Plan as the chief program intended to provide a comprehensive statewide energy strategy to guide energy investments, energy-related regulatory efforts, and GHG reduction measures.

The most recent update to the IEPR (2022) examines how California's energy system must be transformed to meet the state's 2030 GHG emissions reduction goal, including

implementation of SB 350 (De Leon, Chapter 547, Statutes of 2015) to double the energy efficiency of existing buildings and SB 100's target of achieving 60 percent renewables in the electricity supply by 2030. The report also covers policies and trends in integrated resource planning, distributed energy resources, transportation electrification, barriers faced by disadvantaged communities, demand response, transmission and landscape-scale planning, the California Energy Demand Preliminary Forecast, the preliminary transportation energy demand forecast, renewable gas (in response to SB 1383), the natural gas outlook, and solutions to increase resiliency in the electricity sector. The key strategies identified in the 2022 IEPR Update are summarized below (CEC 2023h).

DECARBONIZING THE ELECTRICITY SECTOR

Decarbonizing the electricity sector is part of an integrated approach to reducing emissions from energy use. In 2023, about 34 percent of the electricity used to serve California was produced from renewable resources.

The electricity sector is leading the state's efforts to reduce GHG emissions. Although the state's GHG reduction goals (i.e., Assembly Bill [AB] 32 and SB 32) are economy-wide, in 2016 the electricity sector surpassed AB 32's 2020 goal and nearly met SB 32's 2030 goal (see Chapter 8, *Climate Change*, for more information about AB 32 and SB 32). In 2016, GHG emissions from the electricity sector were 37.6 percent below 1990 levels. These gains are largely attributable to advancements in energy efficiency, increased use of renewable energy resources, and reduced use of coal-fired electricity. To further reduce GHG emissions, California is increasingly using renewable resources to produce electricity while planning for increased demand from transportation electrification and other opportunities for electrification.

In 2021, solar energy accounted for 49 percent of the state's renewable energy generation (CEC 2023a). The increase in solar and other renewables is a California success story in reducing GHG emissions, but also creates operational challenges. Grid operators must manage the ramp-up of solar generation as it peaks during midday and then ramps down at sunset while electricity demand remains high.

The 2022 IEPR emphasizes the current challenge the state faces in increasing its ability to integrate more renewable energy into the grid. There is an increasing need for energy storage that can balance supply and demand by absorbing excess energy and reinjecting it into the grid when demand increases. There is also a need for transmission investments to link the state's extensive renewable resources to load centers throughout the grid. The challenges are compounded by increasing numbers of Californians who are generating, and in some cases storing, their own electricity, or are purchasing electricity from local providers called *community choice aggregators.*

ENERGY EFFICIENCY AND BUILDING DECARBONIZATION

In 2017, as called for in SB 350, the CEC established ambitious annual targets to achieve a statewide doubling of cumulative energy efficiency savings in electricity and natural gas end uses by 2030. The CEC developed the doubling targets in collaboration with the CPUC, investor-owned utilities, publicly owned utilities, and other stakeholders

through a public process. However, the state will need additional efforts to decarbonize homes and businesses to meet California's goals for 2030 and 2050.

As spelled out in the California Energy Efficiency Strategic Plan, the CPUC has set a goal of achieving zero net energy performance for all new low-rise homes constructed in or after 2020, and for all new commercial buildings constructed in or after 2030. The latest adopted building energy standards (2022 Title 24 standard, described below), require, for the first time, PV installations on new homes.

TRANSPORTATION ELECTRIFICATION

California is working to transform the transportation sector away from petroleum to near-zero-emission vehicles operating with low-carbon fuels and ZEVs that run on electricity from batteries or hydrogen fuel cells. Because the transportation sector accounts for almost half of the state's GHG emissions (CARB 2022), the state is advancing goals, policies, and plans to support the proliferation of zero-emission and near-zero-emission vehicles. As described in more detail below, the Governor's Executive Orders have set goals of reaching 1.5 million ZEVs on California's roadways by 2025 and 5 million by 2030. As usage grows, ZEVs will have an increasing role in grid management and the integration of renewables in particular.

Title 24 – California Energy Efficiency Standards

Energy consumption for new residential and nonresidential buildings is regulated by California Code of Regulations (CCR) Title 24, Part 6, California Building Energy Efficiency Standards (California Energy Code), which was established in 1978 in response to a legislative mandate to reduce California's energy consumption in the state. The standards are updated periodically (typically every three years) to allow for consideration and possible incorporation of new energy-efficiency technologies and methods. The current standards became effective on January 1, 2023. These standards require solar PV systems for new homes, encourage demand-responsive technologies including battery storage and heat pump water heaters, and improve the thermal envelopes of buildings through high-performance attics, walls, and windows. In nonresidential buildings, the standards update indoor and outdoor lighting, making maximum use of light-emitting diode (LED) technology (CEC 2023i).

Title 24 – California Green Building Standards Code

Part 11 of CCR Title 24 California Building Standards Code is referred to as the California Green Building Standards Code, or CALGreen. CALGreen is intended to encourage more sustainable and environmentally friendly building practices, require low-pollution–emitting substances that cause less harm to the environment, conserve natural resources, and promote the use of energy-efficient materials and equipment. Since 2011, CALGreen has been mandatory for all new residential and nonresidential buildings constructed in the state. Such mandatory measures include energy efficiency, water conservation, material conservation, planning and design, and overall environmental quality.

The 2022 CALGreen updates, which took effect on January 1, 2023, incorporate amendments to electric vehicle (EV) charging spaces, outdoor water use provisions, and clarifications (CBSC 2023).

Renewables Portfolio Standard

The State of California has adopted a Renewables Portfolio Standard (RPS) to increase the percentage that retail sellers of electricity, including investor-owned utilities and community choice aggregators, must provide from renewable resources. Qualifying renewables under the RPS include bioenergy such as biogas and biomass, small hydroelectric facilities (30 MW or less), wind, solar, and geothermal energy. The CPUC and CEC jointly implement the RPS program. The CPUC's responsibilities include the following:

- Determine annual procurement targets and enforce compliance.
- Review and approve each investor-owned utility's renewable energy procurement plan.
- Review contracts for RPS-eligible energy.
- Establish the standard terms and conditions used in contracts for eligible renewable energy.

Executive Orders S-14-08 and S-21-09

In November 2008, Governor Arnold Schwarzenegger signed Executive Order S-14-08, which expanded the state's RPS to 33 percent renewable power by 2020. In September 2009, Governor Schwarzenegger continued California's commitment to the RPS by signing Executive Order S-21-09, which directed the California Air Resources Board (CARB) under AB 32 authority to enact regulations to help the state meet its RPS goal of 33 percent renewable energy by 2020.

Senate Bill 350—Clean Energy and Pollution Reduction Act of 2015

SB 350, known as the Clean Energy and Pollution Reduction Act of 2015, was enacted on October 7, 2015, and provides a new set of objectives in clean energy, clean air, and pollution reduction by 2030. The objectives include the following:

- To increase from 33 percent to 50 percent the procurement of our electricity from renewable sources.
- To double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation.

Senate Bill 100

On September 10, 2018, Governor Edmund G. Brown Jr. signed SB 100, establishing that all electricity in California must be obtained from renewable and zero-carbon energy resources by December 31, 2045. SB 100 goes beyond the RPS goals established by SB 350 in 2015. Specifically, the law increases the percentage of energy that must come from renewable sources for both investor-owned utilities and publicly owned utilities from 50 percent to 60 percent by 2030. Incrementally, the law required these

energy providers to have a renewable energy supply of 33 percent by 2020, 44 percent by 2024, and 52 percent by 2027. The updated RPS goals are considered achievable because many California energy providers are already meeting or exceeding the RPS goals established by SB 350.

California Appliance Efficiency Regulations

California's Appliance Efficiency Regulations (20 CCR 1601–1608) contain standards for both federally regulated appliances and non-federally regulated appliances. The regulations are updated regularly to allow consideration of new energy efficiency technologies and methods. The current regulations were adopted by the CEC on November 18, 2009. The standards outlined in the regulations apply to appliances that are sold or offered for sale in California. More than 23 different categories of appliances are regulated, including refrigerators, freezers, water heaters, washing machines, dryers, air conditioners, pool equipment, and plumbing fittings.

Transportation Energy

Assembly Bill 1007 (Pavley)—Alternative Fuel Standards

AB 1007 (Pavley, Chapter 371, Statutes of 2005) required the CEC to prepare a state plan to increase the use of alternative fuels in California. The CEC prepared the State Alternative Fuels Plan in partnership with CARB and in consultation with other federal, state, and local agencies. The final State Alternative Fuels Plan, published in December 2007, attempts to achieve an 80 percent reduction in GHG emissions associated with personal modes of transportation, even as California's population increases.

Assembly Bill 1493 (Pavley)

Because the transportation sector accounts for more than half of California's CO_2 emissions, AB 1493 (commonly referred to as CARB's Pavley regulations), enacted on July 22, 2002, requires CARB to set GHG emissions standards for new passenger vehicles, light-duty trucks, and other vehicles manufactured in and after 2009 whose primary use is noncommercial personal transportation. Phase I of the legislation established standards for model years 2009 through 2016 and Phase II established standards for model years 2017 through 2025. See Chapter 8, *Climate Change*, for additional details regarding this regulation.

Low Carbon Fuel Standard

The Low Carbon Fuel Standard (LCFS), established in 2007 through Executive Order S-1-07 and administered by CARB, requires producers of petroleum-based fuels to reduce the carbon intensity of their products that started with a 0.25 percent reduction in 2011, and culminated in a 10 percent total reduction in 2020. In September 2018, CARB extended the LCFS program to 2030, making significant changes to the design and implementation of the program, including a doubling of the carbon intensity reduction to 20 percent by 2030.

Petroleum importers, refiners, and wholesalers can either develop their own low-carbon fuel products or buy LCFS credits from other companies that develop and sell low-carbon alternative fuels, such as biofuels, electricity, natural gas, and hydrogen.

EXECUTIVE ORDER B-16-12—2025 GOAL FOR ZERO-EMISSION VEHICLES

In March 2012, Governor Brown issued an executive order establishing a goal of 1.5 million ZEVs on California roads by 2025. In addition to the ZEV goal, Executive Order B-16-12 stipulated that by 2015, all major cities in California would have adequate infrastructure and be "zero-emission vehicle ready"; that by 2020, the state would have established adequate infrastructure to support 1 million ZEVs; and that by 2050, virtually all personal transportation in the state would be based on ZEVs, and GHG emissions from the transportation sector would be reduced by 80 percent below 1990 levels.

CALIFORNIA AIR RESOURCES BOARD ADVANCED CLEAN CAR PROGRAM

The Advanced Clean Cars emissions control program was approved by CARB in 2012 and is closely associated with the Pavley regulations. The program requires a greater number of ZEV models for the years 2015 through 2025 to control smog, soot, and GHG emissions. This program includes the Low-Emissions Vehicle (LEV) regulations to reduce emissions of criteria pollutants and GHGs from light- and medium-duty vehicles; and the ZEV regulations to require manufacturers to produce an increasing number of pure ZEVs (meaning battery and fuel cell EVs) with the provision to produce plug-in hybrid EVs between 2018 and 2025.

CALIFORNIA AIR RESOURCES BOARD MOBILE SOURCE STRATEGY

The Mobile Source Strategy (2016) includes an expansion of the Advanced Clean Cars program (which further increases the stringency of GHG emissions for all light-duty vehicles, and 4.2 million zero-emission and plug-in hybrid light-duty vehicles by 2030). It also calls for more stringent GHG requirements for light-duty vehicles beyond 2025, as well as reduction of GHG emissions from medium-duty and heavy-duty vehicles and increased deployment of zero-emission trucks primarily for Class 3–7 "last-mile" delivery trucks in California. Statewide, the Mobile Source Strategy would result in a 45 percent reduction in GHG emissions and a 50 percent reduction in the consumption of petroleum-based fuels. CARB's Mobile Source Strategy includes measures to reduce total light-duty vehicle miles traveled (VMT) by 15 percent compared to business as usual in 2050.

CALIFORNIA AIR RESOURCES BOARD ADVANCED CLEAN TRUCKS RULE

The Advanced Clean Trucks regulation was approved on June 25, 2020, and has two main components: a manufacturers' ZEV sales requirement and a one-time reporting requirement for large entities and fleets. Manufacturers that certify Class 2b–8 chassis or complete vehicles with combustion engines are required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales need to be 55 percent of Class 2b–3 truck sales, 75 percent of Class 4–8 straight truck sales, and 40 percent of truck tractor sales.

EXECUTIVE ORDER B-48-18

On January 26, 2018, Governor Brown issued an executive order establishing a goal of 5 million ZEVs on California roads by 2030 and spurring the installation and construction of 250,000 plug-in EV chargers, including 10,000 direct current fast chargers, and 200 hydrogen refueling stations by 2025.

LOCAL

SACRAMENTO COUNTY GENERAL PLAN

The following goals and policies from the Energy, Land Use, and Public Facilities elements of the Sacramento County 2030 General Plan (County of Sacramento 2011) are applicable to the proposed UWSP.

ENERGY

EN-16 Promote the use of passive and active solar systems in new and existing residential, commercial, and institutional buildings as well as the installation of solar swimming pool heaters and solar water and space heating systems.

LAND USE

LU-28 Encourage the development of energy-efficient buildings and communities.

LU-29 Promote voluntary participation in incentive programs to increase the use of solar photovoltaic systems in new and existing residential, commercial, institutional, and public buildings.

LU-30 Whenever feasible, incorporate energy-efficient site design, such as proper orientation to benefit from passive solar heating and cooling, into master planning efforts.

LU-70 Enact cost effective energy conservation performance standards consistent with USEPA [U.S. Environmental Protection Agency] Energy Star standards for new construction.

LU-71 Reduce the energy impacts from new residential and commercial projects through investigation and implementation of energy efficiency measures during all phases of design and development.

PUBLIC FACILITIES

PF-76 The County supports the generation and use of energy produced from renewable resources.

PF-77 The County supports a variety of solar and other renewable energy sources, including:

- A dispersed system that feeds into the electric delivery system
- On-site facilities that primarily supply energy for on-site uses, and
- Properly sited large, centralized facilities consistent with Policy PF-78.

Sacramento County Climate Action Plan

On November 9, 2011, the County of Sacramento adopted the *Climate Action Plan – Strategy and Framework Document*, which presented a framework for reducing GHG emissions and developing a second phase of the Climate Action Plan (CAP). On September 11, 2012, the Board of Supervisors adopted the *Climate Action Plan – County Government Operations*, which identifies GHG emissions associated with government operations and develops sector-level measures to reduce these GHG emissions. The County is currently working to develop the Communitywide CAP to address communitywide emissions. While the County of Sacramento CAP focuses specifically on reducing greenhouse gases, many of the plan's measures have the potential to both reduce countrywide energy use and improve energy efficiency. The County is currently in the process of updating the CAP after a hearing at the Board of Supervisors in September 2022. Sacramento County is preparing a subsequent EIR (SEIR) to analyze the potential impacts associated with the revisions to the September 2022 CAP.

Impacts And Analysis

Significance Criteria

For purposes of this EIR and consistent with the criteria presented in Appendix G of the CEQA Guidelines, impacts related to energy may be considered significant if implementation of the proposed UWSP would:

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

Issues Not Discussed in Impacts

Development allowed under the proposed UWSP would require indirect energy use (i.e., the use of electricity imported through the SMUD electrical grid) to generate electricity, refine fuels, and make the materials and components used in construction, including the energy used for extraction of raw materials, manufacturing, and transportation.

This analysis does not address the energy intensiveness of electricity generation, fuel refining, and materials, also referred to as the energy life cycle, because the California Natural Resources Agency (CNRA) has indicated that life-cycle analyses are not required under CEQA. The CNRA has explained that, in the context of GHG emissions:

(1) There exists no standard regulatory definition for "life cycle."

(2) Even if a standard definition for life cycle existed, the term might be interpreted to refer to emissions beyond those that could be considered "indirect effects" as

defined by the CEQA Guidelines, and therefore, beyond what an EIR is required to estimate and mitigate.

In 2018, this reasoning was reaffirmed in Section 15126.2(b) of the CEQA Guidelines, which cautions that the analysis of energy impacts is subject to the rule of reason and must focus on energy demand caused by the project, signaling that a full “life-cycle” analysis that would account for energy used in building materials and consumer projects will generally not be required (CNRA 2018).

Methodology and Assumptions

This analysis considers the CEQA Guidelines Appendix G criteria and Appendix F guidance, as described in this chapter, in determining whether development allowed under the proposed UWSP would directly result in the inefficient, wasteful, or unnecessary use of energy. The evaluation involved reviewing regulations and determining their application to the proposed UWSP. As discussed previously, there are several state and local plans and policies that are intended to increase energy conservation and the use of renewable energy. Consistency of development allowed under the proposed UWSP with these regulations would result in energy and fuel savings and would also contribute to avoiding the inefficient, wasteful, or unnecessary use of energy.

Construction

The construction activities associated with development allowed under the proposed UWSP would consume energy primarily in the form of transportation fuels (e.g., diesel and gasoline) used by haul trucks, heavy-duty equipment, and worker vehicles traveling to and from construction areas. Electricity consumed by any electric-powered equipment would be minimal relative to the amount of diesel and gasoline consumed. Natural gas is generally not used during construction.

Construction activities and associated energy use could vary substantially from day to day, depending on the phase and type of construction activity and the number of workers and vendors traveling to the construction areas. The assumptions used for this analysis regarding the construction schedule, and regarding the types, number, and level of usage of construction equipment and vehicles for each activity, are consistent with the assumptions used for the air quality and GHG emissions analyses. This chapter provides the best possible estimates of energy consumption for informational purposes; overall, however, the analysis applies a qualitative assessment relative to the two Appendix G CEQA checklist criteria.

Diesel fuel consumption by on-site construction equipment has been estimated based on the GHG emissions estimates for off-road equipment from the California Emissions Estimator Model (CalEEMod) (version 2020.4.0), in combination with The Climate Registry default factors for calculating CO_2 emissions from diesel fuel (The Climate Registry 2023). All off-road construction equipment is assumed to be diesel-fueled.

With regard to on-road construction vehicles, this analysis assumes that light-duty automobiles and trucks used by commuting workers would be fueled by gasoline and

that on-road construction vehicles (e.g., vendor and haul trucks for demolition debris, soil, and other material hauling) would use diesel fuel. The analysis further assumes that no electric on-road vehicles would be used during construction. The fuel quantities required by on-road vehicles during construction have been calculated based on the GHG emissions associated with commuting workers and vendor and haul trips. Such GHG emissions were estimated using CalEEMod defaults for estimated trip counts and trip lengths and The Climate Registry default factors for calculating CO_2 emissions from gasoline and diesel fuels.

Operations

A technical report with operational energy usage estimates was provided by Frontier Energy and Schweitzer & Associates (2021) for buildings, site lighting, EV charging, water supply, wastewater, stormwater, and groundwater pumping.

For building energy usage, annual consumption was estimated for all buildings by considering energy intensity for each building type, current and expected code requirements, and project-specific information. The buildings would be all-electric except for natural gas use that would be associated with cooking equipment and lab services to serve commercial uses, and the high school and community college sites within the Development Area. Natural gas would not be extended to proposed residential uses. Energy usage was estimated using software tools that use Title 24, Part 6 prototype building energy models.

For site lighting, all LED technology would meet Title 24 requirements, and each subcategory of site lighting was given its own lighting density to calculate energy usage.

For EV charging, it was assumed that there would be Level 2 EV chargers at the single-family homes and parking lots for commercial and multifamily land uses. It was estimated that each charger be used for 3 hours each day, drawing approximately 10,950 kilowatt-hours (kWh) per charger. However, it was acknowledged that EV charging use is changing rapidly and the estimates are based on the best information available at the time of the analysis.

For wastewater, estimates on energy consumption were made using the *Upper Westside Level 1/2 Sewer Study updated February 2021* and the *Upper Westside Specific Plan February 2021 Administrative Draft (UWSP)*. Annual wastewater flow for the project was calculated using flow rates and pump information from the *Upper Westside Level 1/2 Sewer Study updated February 2021* and the wastewater infrastructure energy use intensities came from a study by Stanford University's Water in the West Program, *Water and Energy Nexus: A Literature Review* (Water in the West 2013). The energy use intensity is then multiplied by the annual flows to get the annual energy use associated with wastewater.

For stormwater, energy usage was calculated for the detention basins and regional stormwater pumping stations for the project. Water would be pumped first into the West Natomas Drainage Canal and then pumped into the Sacramento River. Pumping energy

is based on infrastructure and runoff information from the 2024 site-specific drainage study prepared by Wood Rodgers (2024) provided in Appendix HWQ-1 of this EIR.

Groundwater energy usage was calculated for both aeration and pumping efforts necessary for the project. Pumping efforts to account for leaking from the detention basins were calculated for an average groundwater levels and small leaks, although there could be years with higher or lower groundwater levels and smaller or larger leaks. Aeration energy use accounts for the aerating of the central canal that maintains water quality for the proposed UWSP.

Mobile-source fuel usage associated with operation of the proposed UWSP was estimated based on the calculated GHG emissions associated with vehicle trips. Such GHG emissions were estimated using CalEEMod defaults for estimated trip counts and trip lengths and the associated fuel use volumes were estimated using The Climate Registry default factors for calculating CO_2 emissions from gasoline and diesel fuels. The CalEEMod output presented in Appendix A of the air quality and GHG emissions technical report conducted by Raney Planning and Management for the project suggests that approximately 95 percent of the project-related vehicle fleet that would consume fuel would use gasoline and approximately 5 percent would use diesel fuel. Therefore, these percentages were used with The Climate Registry default CO_2 emission factors to estimate the corresponding fuel use volumes associated with project vehicle use during operation.

Impact EN-1: Wasteful, Inefficient, or Unnecessary Consumption of Energy During Project Construction

Construction activities under the proposed UWSP would require the use of fuels (primarily gasoline and diesel) by construction equipment and vehicles that would perform a variety of activities, including excavation, hauling, paving, and general vehicle travel. In addition, minimal amounts of energy in the form of electricity may be consumed by some pieces of construction equipment, such as welding machines, power tools, lighting, and other tools and equipment. However, this analysis assumes that diesel and gasoline would be the two primary fuels used for construction.

Tables EN-1 and **EN-2** present the estimated total and annual-average construction energy consumption, by energy source, for the proposed UWSP. It should be noted that the total energy consumption would occur incrementally during the project's construction phases over the development period of 23 years, rather than all at once. Energy usage would fluctuate depending on the type of development proposed and the construction activities underway during any particular period. Energy use would be higher during Phase 1 of construction for a development involving demolition of existing structures and initial site clearance and earthmoving/grading. The largest and most powerful equipment would be required to demolish existing structures and to excavate, lift, and transport large volumes of soil and demolition debris (such as concrete slabs and asphalt) from the site. Gasoline and diesel fuel would be the primary energy sources for vehicles driven by construction crews and to power the large haul trucks used to deliver and retrieve construction equipment, materials, and debris.

Table EN-1: Construction Energy Use Associated with the UWSP Phase 1 Construction

Energy Use Type	Unit of Measure	Construction Usage
DIESEL		
On-road vehicles	total gallons	1,174,350
Off-road equipment	total gallons	602,432
Total Diesel Use	total gallons	1,776,783
Annual Average Diesel Use[1]	average gallons/year	222,098
GASOLINE		
On-road vehicles	total gallons	1,837,660
Annual Average Gasoline Use[1]	average gallons/year	229,707

NOTE:

1 Annual averages are estimated by dividing the total energy use by the expected 8-year duration of construction during Phase 1.

SOURCE: ESA calculations based on Raney Planning and Management, Inc. 2024, and CalEEMod outputs

Table EN-2: Construction Energy Use Associated with the UWSP Phases 2–4 Construction

Energy Use Type	Unit of Measure	Construction Usage
DIESEL		
On-road vehicles	total gallons	2,766,998
Off-road equipment	total gallons	1,285,988
Total Diesel Use	total gallons	4,052,986
Annual Average Diesel Use[1]	average gallons/year	270,199
GASOLINE		
On-road vehicles	total gallons	4,756,317
Annual Average Gasoline Use[1]	total gallons/year	317,088

NOTES:

1 Annual averages are estimated by dividing the total energy use by the expected 15-year duration of construction during Phases 2–4.

SOURCE: ESA calculations based on Raney Planning and Management, Inc. 2024, and CalEEMod outputs

Over the entire construction period for the proposed UWSP, construction-related off-road equipment and on-road vehicles would consume approximately 5,829,769 gallons of diesel fuel and on-road worker vehicles would consume approximately 6,593,977 gallons of gasoline (Tables EN-1 and EN-2). These total-use amounts are equivalent to averages of approximately 492,297 gallons of diesel fuel per year and 546,795 gallons of gasoline fuel per year over the 23-year construction period. These annual-average diesel and gasoline use amounts are equivalent to approximately 0.5 percent of the diesel and less than 0.01 percent of the gasoline sold in Sacramento County in 2022.

Impact Conclusion Summary

Transportation fuels (gasoline and diesel) are produced from crude oil, which can be produced domestically or imported from various regions around the world. Based on current proven reserves, crude oil production would be sufficient to meet more than 50 years of worldwide consumption (BP Global 2023). All project construction equipment and vehicles would be subject to vehicle and equipment fuel efficiency standards that are set at the federal and state levels. Vehicles used for construction would comply with CAFE fuel economy standards, which would result in more efficient use of transportation fuels (lower consumption). Vehicles used for project-related trips would also comply with AB 1493 and the LCFS, which are designed to reduce vehicular GHG emissions, but would also result in additional fuel savings.

Construction of the development provided for under the proposed UWSP would use fuel-efficient equipment consistent with federal and state regulations, such as fuel efficiency regulations in CARB's Pavley Phase II standards; the anti-idling regulation in 13 CCR Section 2485; and fuel requirements for stationary equipment in 17 CCR Section 93115 (concerning the Airborne Toxic Control Measures). In accordance with 13 CCR Sections 2485 and 2449, idling by commercial vehicles over 10,000 pounds and off-road equipment over 25 horsepower would be limited to a maximum of five minutes. The intent of these regulations is to reduce construction emissions; however, compliance with the anti-idling and emission reduction regulations discussed above would also result in fuel savings from the more efficient use of equipment.

Construction equipment and vehicles would be industry-standard, designed to comply with all applicable fuel efficiency standards. In addition, construction activities and the corresponding fuel energy consumption would be localized and necessary, and would not constitute a wasteful, inefficient, or unnecessary energy use compared with other heavy-duty equipment and vehicles used in the region. For the reasons described above, construction activities associated with the proposed UWSP would not result in wasteful, inefficient, or unnecessary consumption of fuel or energy. The impact would be **less than significant**.

Mitigation Measures

None required.

It should also be noted that although not required for this construction energy impact, climate change Mitigation Measure CC-1 has been identified to reduce the GHG

emissions impact to a less-than-significant level. This measure could also reduce diesel fuel use through implementation of numerous options, including increasing the use of renewable diesel; use of alternative fuels for generators at construction sites such as propane or solar, or use electrical power, use a CARB-approved low carbon fuel for construction equipment, etc. In addition, if the emission reductions associated with the mitigation options do not reduce construction-related GHG emissions to a less-than-significant level, off-site carbon credits that could promote the use of renewable resources may be purchased and retired to make up the difference.

IMPACT EN-2: WASTEFUL, INEFFICIENT, OR UNNECESSARY CONSUMPTION OF ENERGY DURING PROJECT OPERATION

Operation of development allowed under the proposed UWSP would require long-term consumption of energy primarily in the form of electricity, diesel, and gasoline. Electricity would be used as the primary power source for the proposed buildings, including to operate heating, ventilation, and air conditioning (HVAC) systems, lights, and other equipment. In addition, water used in buildings in the UWSP area would require the consumption of electricity to supply, treat, and distribute potable water to the buildings and to convey and treat wastewater generated at the buildings.

The fuel volumes (diesel and gasoline) used by vehicles during operation of the proposed UWSP has been estimated based on the calculated vehicle CO_2 emissions (see the *Operations* discussion in the *Methods and Assumptions* section, above). Electricity demand for EV charging is based on one EV charger installed for each single-family garage space and EV chargers at 20 percent of multifamily and commercial parking spaces. EV charging estimates for single-family homes are based on data from the U.S. Environmental Protection Agency and Federal Highway Administration, resulting in an annual estimate of energy use per EV charger of 3,387 kWh (see Appendix EN-1, Table 6). The energy estimates for the public chargers at the commercial and multifamily parking lots assume three full hours of daily charging with a Level 2 charger that draws 10 kilowatts during charging. This results in an annual estimate of 10,950 kWh per charger (see Appendix EN-1, page 13).

Table EN-3 summarizes the annual energy use requirements estimated for full-buildout operations under the proposed UWSP by energy use type. As specific developments proposed under the proposed UWSP are constructed, they would become operational. However, Table EN-3 provides estimates of total operational energy use for the year 2045, when all development proposed under the proposed UWSP would be complete in its entirety.

The UWSP area is currently supplied with electricity and natural gas by SMUD and PG&E, respectively. Both utility companies have established contracts and commitments to ensure that there is adequate electricity generation and natural gas capacity to meet current and future energy loads. Furthermore, development of land uses allowed under the proposed UWSP would generate demand for natural gas and electricity services consistent with the use assumptions identified in the Sacramento County 2030 General Plan.

Table EN-3: Operational (Annual) Energy Use at Project Buildout

Energy Use Type	Units	Operational Energy Use at Buildout
ELECTRICITY		
Buildings	MWh/year	52,842
Site Lighting	MWh/year	3,741
EV Charging[1]	MWh/year	58,691
Water Supply	MWh/year	2,721
Wastewater	MWh/year	2,481
Stormwater	MWh/year	115
Canal Aeration	MWh/year	12
Groundwater Pumping	MWh/year	1
Total Electricity Use	MWh/year	120,603
NATURAL GAS		
Buildings	therms/year	588,173
DIESEL		
Vehicle Use	gallons/year	246,373
GASOLINE		
Vehicle Use	gallons/year	4,886,410

NOTES: EV = electric vehicle; MWh = megawatt-hours

1 The fuel economy is consistent with the current range of fuel efficiencies of electric cars from U.S. Department of Energy. Available: https://www.fueleconomy.gov/feg/PowerSearch.do?action=noform&path=1&year1=1984&year2=2019&vtype=Electric. Use of this fuel economy for full buildout is considered conservative since overall efficiency is anticipated to increase over time.

SOURCE: ESA calculations based on Raney Planning and Management, Inc. 2024, CalEEMod outputs, and Frontier Energy and Schweitzer & Associates 2021.

Electricity

To put the project's operational electricity requirements in context, in 2021 a total of 277,764 GWh of electricity was generated for California, of which consumers in Sacramento County used 11,218 GWh (CEC 2023f). The CEC estimates that statewide energy demand will increase to 320,375 GWh in 2025, based on a moderate average annual energy demand growth rate of 1.32 percent (CEC 2018b). As shown in Table EN-3, the anticipated long-term, operational electricity usage requirements of the

proposed UWSP would be 120,603 MWh per year by the buildout year, 2045. This represents approximately less than 0.05 percent of the total 2021 statewide electricity usage and 1.1 percent of Sacramento County's 2021 electricity usage.

Based on a comparison to statewide and Sacramento County annual energy demand and the projected demand growth rate, the project-related increase in electricity consumption is not expected to adversely affect local and regional energy supplies, or to require additional generation capacity beyond the statewide planned increase to accommodate projected energy demand growth.

In addition, estimates of the project's operational electricity demand conservatively exclude the benefits of additional sustainability features that future development would be required to include to pursue the UWSP's goal of achieving a Net Zero Energy (NZE) design, such as installation of PV panels on homes and businesses (see Chapter 2, *Project Description*, p. 2-52). The estimates also conservatively exclude efficiencies that would be required from future revisions to Title 24 CALGreen energy standards, which would further reduce electricity demand.

All development proposed would be subject to the most current California Energy Code, Title 24, Part 6, but there would be an increase in electricity use with the elimination of natural gas in some buildings. However, the UWSP includes a commitment to achieve the goal of being an NZE community. This commitment is expected to partially offset the increased electricity that would be associated with the proposed reduced natural gas consumption and increase EV charging through the increased use of rooftop PV installations and other increased energy efficiencies required by the Title 24 CALGreen energy code.

Transportation Fuels

During project operation, consumption of diesel fuel in motor vehicle trips would be approximately 246,373 gallons per year and gasoline consumption would be approximately 4,886,410 gallons per year (Table EN-3). The total amounts of annual diesel and gasoline use are equivalent to less than 0.3 percent and 0.9 percent, respectively, of the diesel fuel and gasoline sold in Sacramento County. Overall, the use of gasoline and diesel fuels during operation of the proposed UWSP would not be substantial relative to the total sales of fuels in Sacramento County.

It is also important to consider the types and mix of land uses developed in terms of the balance between jobs, housing, and amenities. Developing the proposed UWSP with a mix of uses would help accommodate future residents and employees at a higher energy efficiency (i.e., less transportation energy usage per capita) than a project less central to amenities and dense populations.

In other words, given the proximity of the UWSP area to existing urban areas and amenities (e.g., jobs, shopping, entertainment), regional modeling by the Sacramento Area Council of Governments demonstrates that the UWSP would reduce transportation fuel use compared to a project on the urban fringe with limited access to transit, fewer bicycle/pedestrian access corridors, reduced access to jobs and amenities, and lower

development densities. The mix of uses under the proposed UWSP would allow residents to access amenities such as retail, health care, restaurants, cultural events, and jobs using alternative modes such as walking and biking, which would reduce overall transportation-related energy consumption. Development under the proposed UWSP also would result in shorter trip distances to amenities and places of employment, reducing transportation-related energy consumption. An increase in transportation fuel consumption would also be offset to a certain extent by continued improvements to vehicle fuel efficiency.

Based on VMT and fleet-average data from the Emission Factor (EMFAC) 2021 model for the project buildout year of 2045, only 11 percent of total VMT in Sacramento County will be by EVs. Therefore, by providing proposed EV charging stations, gasoline and diesel use would continue to decrease under the UWSP. In addition, although not required to reduce energy impacts, climate change Mitigation Measure CC-2 requires the installation of an additional 5 percent EV charging stations beyond the most recently adopted version of CALGreen and Mitigation Measure CC-3 requires that all EV charging stations be EV ready (i.e., installed versus capable). These climate change mitigation measures would have the added effect of further reducing gasoline and diesel fuel consumption associated with the UWSP.

Impact Conclusion Summary

For the reasons described above, operation of the proposed UWSP is not expected to result in a significant environmental impact due to wasteful, inefficient, or unnecessary consumption of fuel or energy. The impact would be **less than significant**.

Mitigation Measures

None required.

It should also be noted that although not required for this operational energy impact, climate change Mitigation Measure CC-2 has been identified to reduce the GHG emissions impact to a less-than-significant level. This measure would also reduce electricity use and promote renewable energy generation through implementation of numerous requirements, including development of on-site renewable energy generation, procurement of renewable energy from off-site sources within California, and use of electricity reduction design measures. The measure would also reduce the use of transportation fuels by reducing VMT by UWSP residents and employees through implementation of design measures. In addition, if the emission reductions associated with the mitigation do not reduce operational GHG emissions to a less-than-significant level, off-site carbon credits that could promote the use of renewable resources may be purchased and retired to make up the difference.

IMPACT EN-3: OBSTRUCT A STATE OR LOCAL PLAN FOR RENEWABLE ENERGY OR ENERGY EFFICIENCY

Development under the proposed UWSP would comply with existing energy standards and plans, including state and local standards designed to minimize the use of fuel in construction vehicles, maximize energy efficiency in buildings, and encourage the use of renewable energy, as described further below.

CONSTRUCTION VEHICLES AND EQUIPMENT

As discussed previously, project construction would require the use of on-road trucks for deliveries of construction materials and hauling of soil and demolition debris, and the use of off-road equipment such as excavators, cranes, forklifts, and pavers. Construction activities would comply with state and local requirements designed to minimize idling and associated emissions, which would also minimize the use of fuel. Specifically, pursuant to 13 CCR Sections 2485 and 2449, idling of commercial vehicles over 10,000 pounds and off-road equipment over 25 horsepower would be limited to a maximum of five minutes.

BUILDING EFFICIENCY

The anticipated use of electricity and natural gas in buildings constructed under the proposed UWSP is discussed above. Construction of new buildings are subject to California's Title 24 standards, including the Building Energy Efficiency Code and CALGreen as discussed in *Regulatory Setting* above. California's Title 24 reduces energy use in residential and commercial buildings through progressive updates to both the Green Building Standards Code (Title 24, Part 11) and the Energy Efficiency Standards (Title 24, Part 6). Provisions added to Title 24 over the years include consideration and incorporation of new energy efficiency technologies and methods for building features such as space conditioning, water heating, and lighting, as well as construction waste diversion goals. Additionally, some standards focus on larger energy-saving concepts such as reducing loads at peak periods and seasons, improving the quality of energy-saving installations, and performing energy system inspections.

Past updates to the Title 24 standards have proven very effective in reducing building energy use; the 2013 update to the energy efficiency standards was estimated to reduce energy consumption in residential buildings by 25 percent and in commercial buildings by 30 percent, relative to the 2008 standards (CEC 2012). The 2019 Title 24 standards further reduced energy use compared to the 2016 standards, with single-family residential savings of 79 percent for electricity and 9 percent for natural gas. For low-rise multi-family buildings, savings were estimated to be 79 percent for electricity and 5 percent for natural gas. The first-year savings associated with the 2019 standards for newly constructed nonresidential buildings were estimated to be 10.7 percent for electricity and 1 percent for natural gas (CEC 2018b).

Project construction is proposed to occur in multiple phases, with a target completion date by 2045 for the proposed UWSP as a whole. Thus, further energy use reductions beyond the current 2022 standards can be anticipated from future Title 24 code revision

cycles, as building permits are issued at future dates corresponding to those code updates.

In addition, as spelled out in the California Energy Efficiency Strategic Plan, the state has developed a goal of zero net energy use in all new homes beyond 2020 and in commercial buildings by 2030 (CPUC 2011). Implementation of 2022 Title 24 would make all development allowed under the proposed UWSP highly efficient in terms of energy use in residential and commercial structures.

Although the County's CAP does not identify countywide GHG reduction targets beyond the year 2030, development allowed under the proposed UWSP would be consistent with policies that emphasize energy efficiency and increased use of renewable energy consistent with Title 24 standards.

Transportation

Fuel use is correlated with VMT. Many regulatory requirements reduce VMT, which results in reductions in mobile-source fuel use. For example, SB 743 requires projects to evaluate VMT relative to existing regional averages rather than evaluating traffic level of service for CEQA significance and allows streamlining for projects in areas well served by transit. Development under the proposed UWSP would comply with or exceed all requirements for reducing VMT.

SB 375, the Sustainable Communities and Climate Protection Program, requires metropolitan planning organizations to develop sustainable community strategies to reduce per capita VMT. The proposed UWSP would incorporate interconnected land uses, promote pedestrian and bicycle circulation, and provide transit options that would reduce per capita VMT, which is a part of the sustainable community strategies (CARB 2023). The proposed UWSP would also help accomplish the Governor's Zero Emission Vehicle Action Plan (Executive Order B-48-18) by promoting the use of EVs through the installation of EV charging infrastructure, as required by the 2022 Title 24 standards. The vehicles that travel to and from individual project sites within the project area would be registered at the California Department of Motor Vehicles consistent with the overall regional fleet. The California Department of Motor Vehicles requires vehicle owners to comply with vehicle efficiency standards to obtain registration.

Impact Conclusion Summary

For the reasons described above, development under the proposed UWSP would not conflict with applicable energy standards and plans, including the County's CAP, and this impact would be **less than significant**.

It should also be noted that although not required for this construction energy impact, climate change Mitigation Measure CC-1 has been identified to reduce the GHG emissions impact to a less-than-significant level. This measure could also reduce diesel fuel use through implementation of numerous options, including increasing the use of renewable diesel; use of alternative fuels for generators at construction sites such as propane or solar, or use electrical power, use a CARB-approved low carbon fuel for

construction equipment, etc. In addition, if the emission reductions associated with the mitigation options do not reduce construction-related GHG emissions to a less-than-significant level, off-site carbon credits that could promote the use of renewable resources may be purchased and retired to make up the difference.

Mitigation Measures

None required.

11 GEOLOGY, SOILS, AND PALEONTOLOGY

INTRODUCTION

This chapter identifies and evaluates issues related to geology, soils, and paleontology in the context of the proposed UWSP. It includes the environmental and regulatory setting, the criteria used to evaluate the significance of potential impacts, the methods used in evaluating these impacts, and the results of the impact assessment.

The Notice of Preparation (NOP) for the EIR was circulated on October 5, 2020. No comments were received related to geology, soils, or paleontology.

The geology and geologic hazard analysis in this chapter is based in part on geologic maps provided by the California Geological Survey (CGS) and the United States Geological Survey (USGS) National Geologic Map Database, as well as the California Earthquake Hazards Zone Application (EQ Zapp) for additional, hazard-specific geologic mapping. The soils analysis in this chapter is based in part on information from the Natural Resources Conservation Service (NRCS) Web Soil Survey online database. The paleontological resources analysis in this chapter is based in part on records from the University of California Museum of Paleontology (UCMP) online fossil locality database, as well as geologic mapping and peer-reviewed scientific literature.

ENVIRONMENTAL SETTING

EXISTING CONDITIONS

REGIONAL AND LOCAL GEOLOGY

The UWSP area is located in the Sacramento Valley between the Sierra Nevada Mountains to the east and Coast Range Mountains to the west, within the central portion of the Great Valley geomorphic province.[1] The Great Valley is an elongate lowland valley, approximately 50 miles wide and 400 miles long. The Great Valley rises from about sea level to approximately 400 feet in elevation at its northern and southern ends. The northern portion of the valley, referred to as the Sacramento Valley, is drained by the Sacramento River, while the southern portion of the valley, referred to as the San Joaquin Valley, is drained by the San Joaquin River. The Great Valley is filled with large volumes of sediments that have been eroded from the Sierra Nevada and Coast Range provinces. These sediments are nearly six miles deep at the southern end of the Great Valley (CGS 2002; Leech 2006).

[1] A geomorphic province is an area that possesses similar bedrock, structure, history, and age. California has 11 geomorphic provinces.

The UWSP area is relatively flat ranging in elevation from approximately 12 feet above mean sea level (msl) to 20 feet above msl.

Surficial geology within the UWSP area is comprised of Holocene-age alluvium (Qha), Holocene-age basin deposits (Qhb), and Pleistocene-age Riverbank Formation (Qr) (Gutierrez 2011). While not mapped at the surface, mapping indicates that Pleistocene-age "older" alluvium (Qoa) occurs in the surrounding area and may be present in the subsurface (Gutierrez 2011).

Seismic Hazards

There are no known Holocene-active[2] faults or pre-Holocene[3] faults within the UWSP area (CGS 2022a; ENGEO 2021). The closest known Holocene-active fault is the Huntington-Berryessa fault system, approximately 37.5 miles west of the UWSP area (CGS 2022b). The Dunnigan Hills fault is a pre-Holocene fault and is approximately 17 miles to the northwest of the UWSP area (CGS 2022a).

Fault Rupture

EQ Zapp is an interactive map available on the CGS website (CGS 2022b). The EQ Zapp allows users to view all available earthquake hazard zone data, including earthquake fault, liquefaction, and earthquake-induced landslide zones. Holocene-active faults are designated as Earthquake Fault Zones (EFZ) because they display evidence of surface rupture within the last 11,700 years. The UWSP area is not within an established EFZ as delineated on an EFZ Map, required by the Alquist-Priolo Earthquake Fault Zoning Act. The nearest EFZ is the Huntington-Berryessa fault system, approximately 37.5 miles west of the UWSP area (ENGEO 2021; CGS 2022b).

Ground Shaking

Ground shaking due to fault rupture can cause damage to life and property. The extent of the damage varies by event and is determined by several factors, including (but not limited to): magnitude and depth of the earthquake, distance from epicenter, duration and intensity of the shaking, underlying soil and rock types, and integrity of structures.

There is a potential for strong seismic ground shaking due to the presence of the nearby Huntington-Berryessa fault system. The 2014 Working Group on California Earthquake Probabilities[4] (WGCEP) concluded that there is between a 1.2 and 16.3 percent probability that a magnitude (M_W) 6.7 earthquake or higher could occur within the Huntington-Berryessa fault system within the next 30 years (Field et al. 2015).

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[2] Holocene-active faults show evidence of displacement within the Holocene Epoch, or the last 11,700 years are considered active (CGS 2008).

[3] Pre-Holocene faults have not shown evidence of displacement in the last 11,700 years (CGS 2008).

[4] Also referred to as WGCEP 2014, this is a working group comprised of seismologists from the U.S. Geological Survey (USGS), California Geological Survey (CGS), Southern California Earthquake Center (SCEC), and California Earthquake Authority (CEA).

Additionally, the WGCEP estimates the 30-year probability for a M_W 6.7 earthquake, or greater, in Northern California at 95 percent (Field et al. 2015; ENGEO 2021).

LIQUEFACTION AND LATERAL SPREADING

Liquefaction is a phenomenon in which unconsolidated, water saturated sediments become unstable due to the effects of strong seismic shaking. During an earthquake, these sediments can behave like a liquid, potentially causing damage to overlying structures. Lateral spreading is a variety of minor landslide that occurs when unconsolidated liquefiable material breaks and spreads due to the effects of gravity, usually down gentle slopes. Liquefaction-induced lateral spreading is defined as the finite, lateral displacement of gently sloping ground as a result of pore-pressure buildup or liquefaction in a shallow underlying deposit during an earthquake. The occurrence of this phenomenon is dependent on many complex factors, including the intensity and duration of ground shaking, particle-size distribution, and density of the soil.

The potential damaging effects of liquefaction include differential settlement, loss of ground support for foundations, ground cracking, heaving and cracking of structure slabs due to sand boiling, and buckling of deep foundations due to ground settlement. Dynamic settlement (i.e., pronounced consolidation and settlement from seismic shaking) may also occur in loose, dry sands above the water table, resulting in settlement of and possible damage to overlying structures. In general, a relatively high potential for liquefaction exists in loose, sandy soils that are within 50 feet of the ground surface and are saturated (below the groundwater table). Lateral spreading can move blocks of soil, placing strain on buried pipelines that can lead to leaks or pipe failure.

According to the EQ Zapp, the UWSP area is not mapped within or near any known liquefaction zone (ENGEO 2021; CGS 2022b); however, this is likely because the CGS has not yet conducted mapping for the area to determine liquefaction potential. However, according to the Safety Element of the Sacramento County 2030 General Plan, the UWSP area is susceptible to liquefaction due to the presence of loose sediments below the water table (County of Sacramento 2017). Additionally, the subsurface investigation indicates that loose, sandy soils present below the groundwater table is common in the area—suggesting that the area is susceptible to liquefaction in the event of an earthquake (ENGEO 2021).

SUBSIDENCE AND GROUND SETTLEMENT

Land subsidence is the gradual settling or sudden sinking of the earth's surface due to subsurface movement of earth materials. Subsidence in alluvial valley areas is typically associated with groundwater or petroleum withdrawal, and regional ground subsidence or settlement is typically caused by compaction of alluvial deposits, or other saturated deposits in the subsurface (USGS 1999).

Sacramento County is affected by five types of subsidence: liquefaction caused by earthquake shaking, compaction by heavy structures, the erosion of peat soils, peat oxidation, and fluid withdrawal. Groundwater extraction for residential, commercial and agricultural uses causes the greatest amount of subsidence in Sacramento County. The

UWSP area is mapped in an area of medium to high subsidence potential (County of Sacramento 2017). However, data gathered by the Department of Water Resources (DWR) indicate that the subsidence rate in the area is relatively minor. Further, the Sustainable Groundwater Management Act (SGMA) requires medium- and high-priority groundwater basins to halt aquifer overdraft by balancing pumping and recharge levels (ENGEO 2021); balancing aquifer pumping and recharge would significantly reduce regional ground subsidence within a groundwater basin (ENGEO 2021).

Expansive Soils

Expansive soils are soils that possess a "shrink-swell" characteristic, also referred to as linear extensibility. Shrink-swell is the cyclic change in volume (expansion and contraction) that occurs in fine-grained clay sediments from the process of wetting and drying; the volume change is reported as a percent change for the whole soil. This property is measured using the coefficient of linear extensibility (COLE) (NRCS 2017). The NRCS relies on linear extensibility measurements to determine the shrink-swell potential of soils. If the linear extensibility percent is more than 3 percent (COLE=0.03), shrinking and swelling may cause damage to buildings, roads, and other structures (NRCS 2017). Changes in soil moisture can result from rainfall, landscape irrigation, utility leakage, roof drainage, and/or perched groundwater.[5] Expansive soils are typically very fine-grained and have a high to very high percentage of clay. Structural damage may occur incrementally over a long period of time, usually as a result of inadequate soil and foundation engineering or the placement of structures directly on expansive soils.

The NRCS Web Soil Survey data indicate that the soils underlying the UWSP area have a 2.3 to 7.5 percent linear extensibility rating, indicating a low to high expansion potential (NRCS 2021). In particular, the Web Soil Survey data indicate that a majority of the central UWSP area has a moderate expansion potential, and the northern portion of the area has a high expansion potential (NRCS 2021). Web Soil Survey data further indicate that the near-surface soils are predominantly clay, which is likely to be expansive (ENGEO 2021).

Landslides

Landslide is a general term used for a falling mass of soil and rock. As the topography of the UWSP area is relatively flat, and there are no major slopes, the potential for landslide risk is very low (ENGEO 2021).

Soil Erosion

Erosion is a natural geological process by which water and/or wind removes soil or rock from one location and moves it to another location to be deposited. According to the Safety Element of the Sacramento County 2030 General Plan, erosion occurs in Sacramento County, but it does not pose a significant hazard to property. The central

[5] Perched groundwater is a local saturated zone above the water table that typically exists above an impervious layer (such as clay) of limited extent.

and western portions of the county are fairly level and very little erosion takes place in these areas unless poor farming practices leave large areas of soil exposed and dry and subject to wind erosion. There is a greater potential for erosion in the eastern foothills of the county, but extensive grass cover protects most of the vulnerable soils. Although construction activity does present a potential for erosion – specifically in instances where soils are continuously exposed – Sacramento County provides measures to limit or restrict such practices through Grading and Drainage Ordinances and any permit issued under such ordinances would not be granted for a project which might generate potentially significant erosion hazards (County of Sacramento 2017). Based on the nearly flat topography and nature of the soils, significant soil erosion is unlikely (ENGEO 2021).

Paleontological Resources

Paleontological resources are the fossilized remains or impressions of plants and animals, including vertebrates (animals with backbones; mammals, birds, fish, etc.), invertebrates (animals without backbones; starfish, clams, coral, etc.), and microscopic plants and animals (microfossils). They are valuable, non-renewable, scientific resources used to document the existence of extinct life forms and to reconstruct the environments in which they lived. Fossils can be used to determine the relative ages of the depositional layers in which they occur and of the geologic events that created those deposits. The age, abundance, and distribution of fossils depend on the geologic formation in which they occur and the topography of the area in which they are exposed. The geologic environments within which the plants or animals became fossilized usually were quite different from the present environments in which the geologic formations now exist.

The Society of Vertebrate Paleontology (SVP) established guidelines for the identification, assessment, and mitigation of adverse impacts on nonrenewable paleontological resources (SVP 2010). Most practicing paleontologists in the United States adhere closely to the SVP's assessment, mitigation, and monitoring requirements as outlined in these guidelines, which were approved through a consensus of professional paleontologists. Many federal, state, county, and city agencies have either formally or informally adopted the SVP's standard guidelines for the mitigation of adverse construction-related impacts on paleontological resources. The SVP has helped define the value of paleontological resources and, in particular, indicates that geologic units of high paleontological potential are those from which vertebrate or significant invertebrate or plant fossils have been recovered in the past (i.e., are represented in institutional collections). Geologic units of low paleontological potential are those that are not known to have produced a substantial body of significant paleontological material. As such, the sensitivity of an area with respect to paleontological resources hinges on its geologic setting and whether significant fossils have been discovered in the area or in similar geologic units.

Paleontological sensitivity is defined as the potential for a geologic formation to produce scientifically important fossils. This is determined by the rock type, the past history of the geologic unit in producing significant fossils, and the fossil localities recorded from

that unit. Paleontological sensitivity is derived from the known fossil data collected from the entire geologic unit, not just from a specific survey. In its *Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources*, the SVP defines four categories of paleontological sensitivity for rock units, reflecting their potential for containing additional significant paleontological resources:

- **High Potential**: Rock units from which vertebrate or significant invertebrate, plant, or trace fossils have been recovered.
- **Low Potential**: Rock units that are poorly represented by fossil specimens in institutional collections, or that based on general scientific consensus only preserve fossils in rare circumstances, with the presence of fossils being the exception, not the rule.
- **Undetermined Potential:** Rock units for which little information is available concerning their paleontological content, geologic age, and depositional environment.
- **No Potential**: Rock units such as high-grade metamorphic rocks (e.g., gneisses and schists) and plutonic igneous rocks (e.g., granites and diorites) that will not preserve fossil resources.

Based on geologic mapping, the surficial geology within the UWSP area consists of Holocene-age alluvium, Holocene-age basin deposits, and Pleistocene-age Riverbank Formation. While not mapped at the surface, there are older Pleistocene-age alluvial deposits that are expected to be present in the subsurface at an unknown depth (Gutierrez 2011).

A search of the UCMP fossil locality online database suggests that there are no fossil localities within the UWSP area (ENGEO 2021; UCMP 2022a). While no localities have been reported from within the UWSP area, other localities are present in the area. Although exact locations of fossil localities are not available through the online database, some localities can be inferred by the localities names provided (i.e., Teichert Gravel Quarry, Consumnes River College, Lost Lake, Sacramento Wastewater Treatment Plant, and the former ARCO Area [Sleep Train Arena]). The recovered fossils include remains of mammoth, horse, camel, ground sloth, bison, wolf, coyote, rabbits, frogs, birds, fish, and several rodents (Hilton et al. 2000, 2008; ENGEO 2021; UCMP 2022a).

Due to the relatively young age of the Holocene-age alluvium, these deposits are unlikely to preserve significant paleontological resources at the surface and have low paleontological sensitivity (ENGEO 2021); however, these sediments increase in age (and paleontological potential) with depth, such that the deeper layers of this unit are of an age conducive to preserving fossil resources (i.e., over 5,000 years old, as per the SVP [2010]). Pleistocene-age sedimentary deposits are generally considered to have a moderate to high potential to contain significant paleontological resources due to their age and because there have been similar finds in Sacramento County and throughout California (Sub Terra Consulting 2017; UCMP 2022a, 2022b).

While no records of paleontological resources were identified within the UWSP area, the presence of high potential formations and nearby fossil discoveries indicates that there is potential to encounter paleontological resources (ENGEO 2021).

REGULATORY SETTING

FEDERAL

CLEAN WATER ACT

The federal Clean Water Act (CWA) and subsequent amendments, under the enforcement authority of the U.S. Environmental Protection Agency (USEPA), was enacted "to restore and maintain the chemical, physical, and biological integrity of the Nation's waters." The purpose of the CWA is to protect and maintain the quality and integrity of the nation's waters by requiring states to develop and implement state water plans and policies. The CWA gave the USEPA the authority to implement pollution control programs such as setting wastewater standards for industry. In California, implementation and enforcement of the National Pollutant Discharge Elimination System (NPDES) program is conducted through the California State Water Resources Control Board (SWRCB) and the nine Regional Water Quality Control Boards (RWQCBs). The CWA also sets water quality standards for surface waters and established the NPDES program to protect water quality through various sections of the CWA. Section 402 of the CWA would apply to the proposed UWSP because the proposed UWSP would be required to control discharges of pollutants from point sources, as discussed below. This would also require the proposed UWSP to prevent erosion.

SECTION 402

The 1972 amendments to the Federal Water Pollution Control Act established the NPDES permit program to control discharges of pollutants from point sources (Section 402). The 1987 amendments to the CWA created a new section of the CWA devoted to stormwater permitting (Section 402[p]). The USEPA has granted the SWRCB primacy in administering and enforcing the provisions of CWA and NPDES through the local RWQCBs. NPDES is the primary federal program that regulates point-source and non-point-source discharges to waters of the United States.

The SWRCB issues both general and individual permits for discharges to surface waters, including for both point-source and non-point-source discharges. In response to the 1987 amendments, the USEPA developed the Phase I NPDES Storm Water Program for cities with populations larger than 100,000, and Phase II for smaller cities. In California, the SWRCB has drafted the General Permit for Discharges of Storm Water from Municipal Separate Storm Sewer Systems (MS4 General Permit). The proposed UWSP would be subject to the Phase I MS4 permit, discussed in Chapter 13, *Hydrology and Water Quality*. Surface water runoff during construction activities are also regulated under an NPDES permit, as discussed below.

NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM PERMIT

The NPDES permit system was established in the CWA to regulate municipal and industrial point discharges to surface waters of the U.S. Each NPDES permit for point discharges contains limits on allowable concentrations of pollutants contained in discharges. Section 402 of the CWA contains general requirements regarding NPDES permits.

The CWA was amended in 1987 to require NPDES permits for non-point source (i.e., stormwater) pollutants in discharges. Stormwater sources are diffuse and originate over a wide area rather than from a definable point. The goal of NPDES stormwater regulations is to improve the quality of stormwater discharged to receiving waters to the "maximum extent practicable" through the use of structural and non-structural Best Management Practices (BMPs). BMPs can include the development and implementation of various practices including educational measures (workshops informing public of what impacts results when household chemicals are dumped into storm drains), regulatory measures (local authority of drainage facility design), public policy measures, and structural measures (filter strips, grass swales and detention ponds). The NPDES Construction General Permit is discussed further below.

STATE

ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING ACT

The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. In accordance with this act, the State Geologist established regulatory zones, called "earthquake fault zones," around the surface traces of active faults and published maps showing these zones. Within these zones, buildings for human occupancy cannot be constructed across the surface trace of active faults. Each earthquake fault zone extends approximately 200 to 500 feet on either side of the mapped fault trace, because many active faults are complex and consist of more than one branch. There is the potential for ground surface rupture along any of the branches.

CALIFORNIA BUILDING CODE

The California Building Code (CBC), which is codified in Title 24 of the California Code of Regulations, Part 2, was promulgated to safeguard the public health, safety, and general welfare by establishing minimum standards related to structural strength, means of egress to facilities (entering and exiting), and general stability of buildings. The purpose of the CBC is to regulate and control the design, construction, quality of materials, use/occupancy, location, and maintenance of all buildings and structures within its jurisdiction. The California Building Standards Commission administers Title 24, which, by law, is responsible for coordinating all building standards. Under State law, all building standards must be centralized in Title 24 or they are not enforceable. The provisions of the CBC apply to the construction, alteration, movement, replacement, location, and demolition of every building or structure or any appurtenances connected or attached to such buildings or structures throughout California, and would apply to structures proposed within the UWSP area.

Relevant to development allowed under the proposed urban water management plan (UWMP), Chapter 18 of the CBC covers the requirements of geotechnical investigations, including expansive soils Section 1803); excavation, grading, and fills (Section 1804); load-bearing of soils (Section 1806); as well as foundations (Section 1808), shallow foundations (Section 1809), and deep foundations (Section 1810). Chapter 18 requires analysis of slope instability, liquefaction, and surface rupture attributable to faulting or lateral spreading, plus an evaluation of lateral pressures on basement and retaining walls, liquefaction and soil strength loss, and lateral movement or reduction in foundation soil-bearing capacity. It also addresses mitigation measures to be considered in structural design, which may include ground stabilization, selecting appropriate foundation type and depths, selecting appropriate structural systems to accommodate anticipated displacements, or any combination of these measures. The potential for liquefaction and soil strength loss must be evaluated for site-specific peak ground acceleration magnitudes and source characteristics consistent with the design earthquake ground motions.

Construction General Permit

Construction of development allowed under the proposed UWSP would disturb 1.0 acre or more of land surface and could affect the quality of stormwater discharges into waters of the U.S.; therefore, it would be subject to the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order 2009-0009-DWQ, NPDES No. CAS000002; as amended by Orders 2010-0014-DWQ and 2012-006-DWQ). The Construction General Permit regulates construction-related discharges of pollutants in stormwater to waters of the U.S. from sites that disturb 1.0 or more acres of land surface, or that are part of a common plan of development or sale that disturbs more than 1.0 acre of land surface. The permit regulates stormwater discharges associated with construction or demolition activities, such as clearing and excavation; construction of buildings; and linear underground projects, including installation of water pipelines and other utility lines. See Chapter 13, *Hydrology and Water Quality*, for additional details.

The Construction General Permit requires the development and implementation of a storm water pollution prevention plan (SWPPP) that includes specific best management practices (BMPs) designed to prevent sediment and pollutants from contacting stormwater from moving off site into receiving waters. The BMPs fall into several categories, including erosion control, sediment control, waste management and good housekeeping, and are intended to protect surface water quality by preventing the off-site migration of eroded soil and construction-related pollutants from the construction area. Routine inspection of all BMPs is required under the provisions of the Construction General Permit. In addition, the SWPPP is required to contain a visual monitoring program, a chemical monitoring program for non-visible pollutants, and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment.

Seismic Hazards Act

The Seismic Hazards Mapping Act was passed in 1990 following the Loma Prieta earthquake to reduce threats to public health and safety and to minimize property damage caused by earthquakes. This act requires the State Geologist to delineate various seismic hazard zones, and cities, counties, and other local permitting agencies to regulate certain development projects within these zones. For projects that would locate structures for human occupancy within designated Zones of Required Investigation, the Seismic Hazards Mapping Act requires project applicants to perform a site-specific geotechnical investigation to identify the potential site-specific seismic hazards and corrective measures, as appropriate, prior to receiving building permits. The *CGS Guidelines for Evaluating and Mitigating Seismic Hazards* (Special Publication 117A) provides guidance for evaluating and mitigating seismic hazards (CGS 2008). The CGS is in the process of producing official maps based on USGS topographic quadrangles, as required by the Act.

Local

Sacramento County 2030 General Plan

The following policies from the Conservation and Safety elements of the Sacramento County 2030 General Plan are applicable to the proposed UWSP.

Conservation

CO-161 As a condition of approval for discretionary projects, require appropriate mitigation to reduce potential impacts where development could adversely affect paleontological resources.

CO-162 Projects located within areas known to be sensitive for paleontological resources, should be monitored to ensure proper treatment of resources and to ensure crews follow proper reporting, safeguards and procedures.

CO-163 Require that a certified geologist or paleontological sources consultant determine appropriate protection measures when resources are discovered during the course of development and land altering activities. I've also attached that letter.

Safety

SA-1 The County shall require geotechnical reports and impose the appropriate mitigation measures for new development located in seismic and geologically sensitive areas.

SA-2 The County shall protect citizens from the hazards of old architecture affected by seismic activity.

Land Grading And Erosion Control

The Sacramento County Land Grading and Erosion Control Ordinance (Sacramento County Code Ch. 16.44) was established to minimize damage to surrounding properties and public rights-of-way; limit degradation to the water quality of watercourses; and curb the disruption of drainage system flow caused by the activities of clearing, grubbing, grading, filling, and excavating land. The ordinance establishes administrative procedures, minimum standards of review, and implementation and enforcement procedures for the control of erosion and sedimentation that are directly related to land grading activities.

Impacts And Analysis

Significance Criteria

For purposes of this EIR and consistent with the criteria presented in Appendix G of the CEQA Guidelines, impacts related to geology, soils, and paleontology may be considered significant if implementation of the proposed UWSP would:

- Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
  - Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; Refer to Division of Mines and Geology Special Publication 42;
  - Strong seismic ground shaking;
  - Seismic-related ground failure, including liquefaction; or
  - Landslides.
- Result in substantial soil erosion or loss of topsoil;
- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse;
- Be located on expansive soil[6] creating substantial direct or indirect risks to life or property;
- Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater; or

[6] The CBC, based on the International Building Code and the now defunct Uniform Building Code, no longer includes a Table 18-1-B. Instead, Section 1803.5.3 of the CBC describes the criteria for analyzing expansive soils.

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

Issues Not Discussed in Impacts

Substantial adverse effects related to fault rupture – The UWSP area is not within an established EFZ as delineated on an EFZ Map, required by the Alquist-Priolo Earthquake Fault Zoning Act. The nearest EFZ is the Huntington Creek-Berryessa fault system, approximately 37.5 miles to the west of the UWSP area. Therefore, no impact would occur, and this issue is not evaluated further in the EIR.

Substantial adverse effects related to landslides – The UWSP area has nearly flat topography. There are no mapped landslides within or around the UWSP area (Gutierrez 2011). For these reasons, the potential for landslide hazards at the site is very low. As a result, no impact would occur, and this issue is not evaluated further in the EIR.

Soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems – Development allowed under the proposed UWSP would be served by the Sacramento Area Sewer District (SacSewer), which currently serves developed portions of the UWSP area. An existing 24-inch sewer conveyance line currently flows from outside the plan area south along El Centro Road into a 33-inch sewer line located at the intersection of El Centro Road and San Juan Road that flows approximately 1.5 miles east along San Juan Road to a pump station located outside the UWSP area operated by SacSewer. Wastewater infrastructure would be expanded to serve the entire 1,532±-acre Development Area. Therefore, development allowed under the proposed UWSP would not introduce an environmental or public health hazard by building septic tanks or other wastewater disposal systems in soils that are incapable of adequately supporting such systems. Therefore, no impact would occur, and this issue is not evaluated further in the EIR.

Methodology and Assumptions

This environmental analysis of the potential impacts related to geology, soils, and paleontological resources is based on a review of the results of the site-specific reports, and a review of literature and database research (geologic, seismic, soils, and paleontological resources reports and maps). This analysis assumes that construction and design of proposed UWSP components would utilize standard site preparation practices, engineering designs, and seismic safety techniques that are required under the CBC and other state and local geologic hazard regulations. Development allowed under the proposed UWSP would be regulated by the various laws, regulations, and policies summarized in the *Regulatory Setting* above. Compliance with applicable federal, state, and local laws and regulations is assumed in this analysis and local and state agencies would be expected to continue to enforce applicable requirements to the extent that they do so now. Note that compliance with many of the regulations is a condition of permit approval.

The following impact analysis considers the potential impacts related to geology, soils, and paleontological resources associated with the construction, operation, and maintenance of development allowed under the proposed UWSP. Impacts related to geologic, seismic, and soil-related hazards would be considered significant if they resulted in injury, structural collapse, unrepairable facility or utility damage, or severe service disruption. Impacts to paleontological resources would be considered significant if construction of the development allowed under the proposed UWSP would disturb or destroy significant paleontological resources.

IMPACT GEO-1: STRONG SEISMIC GROUND SHAKING

Strong seismic ground shaking could occur within the UWSP area due to the presence of the Huntington-Berryessa fault system, as well as other active faults located farther away. The intensity of such an event would depend on the causative fault and the distance to the epicenter, the magnitude, the duration of shaking, and the nature of the geologic materials on which UWSP components and the offsite improvements described in Chapter 2, *Project Description, Offsite Improvements,* would be constructed. Strong groundshaking and high ground accelerations could affect the entire UWSP area, including the structures, foundations, and associated utilities.

As discussed in the *Regulatory Setting* above, the CBC and County building codes would require that the structural elements of development allowed under the proposed UWSP and the offsite improvements undergo appropriate design-level geotechnical evaluations prior to final design and construction. The geotechnical investigations would include any necessary recommendations for soils remediation and/or foundation systems necessary to reduce seismic-related hazards to less than significant.

Implementing the regulatory requirements in the CBC and County codes and ensuring that buildings and structures are constructed in compliance with the law is the responsibility of the Project engineers and building officials. The CBC includes the required standards for the construction, alteration, movement, replacement, location, and demolition of every building or structure or any appurtenances connected or attached to such buildings or structures throughout California. The standards include earthquake design requirements that determine the seismic design category and then describe the structural design requirements. The geotechnical engineer for each new development, as a registered professional with the State of California, is required to comply with the CBC and County codes while applying standard engineering practice and the appropriate standard of care for the particular region in California. The California Professional Engineers Act (Building and Professions Code Sections 6700–6799), and the Codes of Professional Conduct, as administered by the California Board of Professional Engineers and Land Surveyors, provides the basis for regulating and enforcing engineering practice in California. The local building officials are typically with the local jurisdiction and are responsible for inspections and ensuring CBC and County code compliance prior to approval of the building permit.

As previously discussed, the geotechnical investigations for development allowed under the proposed UWSP and the offsite improvements would include recommendations to

address geotechnical issues, including seismic shaking. With compliance with the regulatory requirements and the implementation of geotechnical design recommendations, the impact relative to seismic shaking would be **less than significant**.

Mitigation Measures

None required.

Impact GEO-2: Seismic Related Ground Failure, including Liquefaction

Based on the available data (i.e., geologic mapping and the Safety Element of the General Plan), new development within the UWSP area, including the offsite improvements, could be subject to soil liquefaction, depending on the soil conditions of a particular site. Thus, development allowed under the proposed UWSP could be subjected to the damaging effects of liquefaction in the event of an earthquake in the region.

As required by California law, any new development would be subject to the seismic design criteria of the CBC and County building codes, which require that all improvements be constructed to withstand any anticipated seismic-related ground failures, including liquefaction and lateral spreading, due to ground shaking from an earthquake. Each new development would be required to obtain a site-specific geotechnical report prior to the issuance of individual grading permits; each new development would be required to retain a licensed geotechnical engineer to investigate and evaluate each new development site and design new structures to withstand probable seismic-related ground failures, such as liquefaction and lateral spreading. The CBC standards and County codes require all new development to be designed consistent with a site-specific, design-level geotechnical report, which would be fully compliant with the seismic recommendations of a California-registered professional geotechnical engineer. Liquefaction hazards can generally be addressed through site preparation measures or foundation design measures such as removal and replacement of liquefiable soils, densification of these soils, or specific foundation design recommendations. Implementation of these measures in accordance with building code requirements can effectively reduce the hazard to minimize any potential for substantive damage.

Compliance with all applicable CBC and County code requirements would ensure that development allowed under the proposed UWSP and the offsite improvements would not directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction. Therefore, this impact would be **less than significant**.

Mitigation Measures

None required.

IMPACT GEO-3: SOIL EROSION

Construction of development allowed under the proposed UWSP and the offsite improvements would include ground-disturbing activities that could increase the risk of erosion or sediment transport, if not managed appropriately. Such activities could result in soil erosion during excavation, grading, trenching, and soil stockpiling. Because such activities would exceed 1 acre during construction, development allowed under the proposed UWSP and the offsite improvements would be required to comply with the NPDES Construction General Permit described in *Regulatory Setting* above, and discussed further in Chapter 13, *Hydrology and Water Quality*. This requirement was developed to ensure that stormwater is managed to protect water quality and includes erosion control measures for construction sites as well as post-construction requirements. The Construction General Permit requires preparation and implementation of a SWPPP that identifies BMPs to control stormwater from construction work sites. The BMPs may include, but are not limited to, physical barriers to prevent erosion and sedimentation; construction of sedimentation basins; limitations on work periods during storm events; use of infiltration swales; protection of stockpiled materials; and other measures identified by a qualified SWPPP preparer that would substantially reduce or prevent erosion from occurring during construction.

In summary, with thorough compliance with existing requirements (including implementation of the SWPPP and adherence to the included BMPs during the construction), development allowed under the proposed UWSP and the offsite improvements would not result in substantial soil erosion or the loss of topsoil, and the impact relative to soil erosion would be **less than significant**.

MITIGATION MEASURES

None required.

IMPACT GEO-4: UNSTABLE SOIL

As previously discussed, there would be a less-than-significant impact related to liquefaction and other seismic-related ground failure. The UWSP area displays no evidence of previous landslides, and the consolidated sediments underlying the UWSP area would be unlikely to destabilize during project construction. The UWSP area is in an area that has experienced moderate to high land subsidence in the past.

While the potential for landslides is low, the potential for the UWSP area to be affected by the damaging effects of liquefaction and subsidence is present. However, as discussed above, the final design-level geotechnical investigations for individual projects would analyze the site-specific conditions within each project area where foundations, footings, and other infrastructure would be located, and would identify any potential for individual projects to exacerbate any geologic hazards. Should any potential hazards be identified, the geotechnical reports for individual projects would provide specific measures to address relevant site preparation, design, or other requirements consistent with the current version of the CBC.

Compliance with CBC requirements, including recommendations provided by the final design-level geotechnical reports, would reduce the impact related to unstable soils to a **less-than-significant** level.

Mitigation Measures

None required.

Impact GEO-5: Expansive Soils

As discussed in the *Environmental Setting* above*,* the NRCS Web Soil Survey data indicate that most of the soils underlying the UWSP area have a low to high expansion potential. As previously discussed, project design and construction activities for individual onsite and offsite projects would be required to comply with CBC and County building code regulations and requirements and would employ standard engineering and building practices common to construction projects throughout California (e.g., soil removal and replacement with engineered soil) that are also consistent with building code requirements.

The required design-level geotechnical investigations described above would identify any expansive soils within a particular project area and include specific responsive requirements to ensure that all foundations and other below-ground infrastructure would not be adversely affected by expansive soils. Adherence to design requirements consistent with the current version of the CBC and site-specific geotechnical reports would ensure that this impact would be **less than significant**.

Mitigation Measures

None required.

Impact GEO-6: Paleontological Resources

The surficial geology within the UWSP area is composed of Holocene-age alluvium, Holocene-age basin deposits, and Pleistocene-age Riverbank Formation. While not mapped at the surface, there are older Pleistocene-age alluvial deposits that are expected to be present in the subsurface at an unknown depth. The Holocene-age deposits (Qha and Qhb) are considered to have a low potential to contain significant paleontological resources at the surface, but the potential increases with increased depth into the subsurface. The Pleistocene-age Riverbank Formation (Qr) is considered to have a high potential to contain significant paleontological resources at any depth; this conclusion is made due to the numerous fossil discoveries from the Riverbank Formation from within Sacramento County, as well as throughout California (ENGEO 2021). Additionally, Pleistocene-age age alluvium (Qoa) is considered to have a moderate to high potential to contain significant paleontological resources and, while not mapped at the surface within the UWSP area, these deposits are expected to be present at an unknown depth below the Holocene-age deposits.

The proposed UWSP is envisioned as a mixed-use community, which would include new housing and commercial developments. As these developments have yet to be

designed, the details regarding the location and extent of ground disturbance associated with future development with the UWSP area is not known at the time of this analysis. However, it can be assumed that new housing and commercial developments would include some degree of ground disturbance when installing building foundations and other infrastructure, and construction-associated grading and excavation could destroy paleontological resources. The offsite improvements would only disturb relatively shallow soils that have already been disturbed; paleontological resources are not anticipated in the offsite improvement locations. Therefore, the impact related to paleontological resources would be **potentially significant**.

With the implementation of Mitigation Measures GEO-6a through GEO-6d, below, this impact would be reduced to **less than significant** as qualified technical specialists would provide oversight and worker training, and clear parameters for resource monitoring and steps to be executed if a paleontological resource is discovered would be provided.

Mitigation Measures

GEO-6a **Project Paleontologist**: The project applicant for each individual project shall retain a qualified professional paleontologist (qualified paleontologist) meeting the SVP standards as set forth in the "Definitions" section of *Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources* prior to the approval of grading permits. The qualified paleontologist shall attend the project kick-off meeting and project progress meetings on a regular basis, shall report to the site in the event potential paleontological resources are encountered, and shall implement the duties outlined below.

GEO-6b **Worker Training**: Prior to the start of any ground-disturbing activity, the qualified paleontologist shall prepare paleontological resources sensitivity training materials for use during Project-wide Worker Environmental Awareness Training (or equivalent). The paleontological resources sensitivity training shall be conducted by a qualified environmental trainer working under the supervision of the qualified paleontologist. In the event construction crews are phased, additional trainings shall be conducted for new construction personnel. The training session shall focus on the recognition of the types of paleontological resources that could be encountered within the UWSP site and the procedures to be followed if they are found, as outlined in an approved Paleontological Resources Monitoring and Mitigation Plan (discussed below). The Project Applicant shall retain documentation demonstrating that all construction personnel attended the training prior to the start of work on the site and shall provide the documentation upon request.

GEO-6c **Paleontological Monitoring**: The qualified paleontologist shall prepare, and the project applicant shall implement, a paleontological resources monitoring and mitigation plan (PRMMP). The project applicant shall submit the plan to the County for review and approval at least 30 days prior to the start of

construction. This plan shall address specifics of monitoring and mitigation and comply with the recommendations of the SVP, as follows:

- The qualified paleontologist shall identify, and the project applicant or its contractor(s) shall retain, qualified paleontological resource monitors (qualified monitors) meeting the SVP standards.
- The qualified paleontologist and/or the qualified monitors under the direction of the qualified paleontologist shall conduct full-time paleontological resources monitoring for all ground-disturbing activities in previously undisturbed sediments in the UWSP area that have high paleontological sensitivity. This includes any disturbance below 6 feet in Holocene-age deposits, and any depth of excavation into the Riverbank Formation. The PRMMP shall clearly map these portions of the project based on final design.
- If multiple pieces of heavy equipment are in use simultaneously but at diverse locations, each location will need to be individually monitored.
- Monitors shall have the authority to temporarily halt or divert work away from exposed fossils in order to evaluate and recover the fossil specimens, establishing a 50-foot buffer.
- If construction or other project personnel discover any potential fossils during construction, regardless of the depth of work or location and regardless of whether the site is being monitored, work at the discovery location shall cease in a 50-foot radius of the discovery until the qualified paleontologist has assessed the discovery and made recommendations as to the appropriate treatment.
- The qualified paleontologist shall determine the significance of any fossils discovered and shall determine the appropriate treatment for significant fossils in accordance with the SVP standards.
- Monitors shall prepare daily logs detailing the types of activities and soils observed, and any discoveries. The qualified paleontologist shall prepare a final monitoring and mitigation report to document the results of the monitoring effort and any curation of fossils.

GEO-6d **Significant Fossil Treatment.** If any find is deemed significant, as defined in the SVP standards, the qualified paleontologist shall salvage and prepare the fossil for permanent curation with a certified repository with retrievable storage following the SVP standards.

12 HAZARDS AND HAZARDOUS MATERIALS

INTRODUCTION

This chapter identifies and evaluates issues related to hazards and hazardous materials in the context of the proposed UWSP. It includes the environmental and regulatory setting, the criteria used to evaluate the significance of potential impacts, the methods used in evaluating these impacts, and the results of the impact assessment.

The Notice of Preparation (NOP) for the EIR was circulated on October 5, 2020. The County received comments from the California Department of Toxic Substances Control (DTSC) with respect to the following issues: site contamination from past uses, including from the use of pesticides during agricultural operations; site contamination adjacent to roadways within and adjacent to the UWSP area due to aerially deposited lead from the past use of leaded gasoline; and the potential for buildings and structures within the UWSP area to contain hazardous materials, the demolition of which could result in the accidental release of these materials into the environment.

The analysis of historic and current hazardous materials sites within or near the UWSP area in this chapter is based on the Phase I Environmental Site Assessment (Phase I assessment) provided by ENGEO Incorporated (ENGEO) (see Appendix HAZ-1), as well as the DTSC EnviroStor and State Water Resources Control Board (SWRCB) GeoTracker online databases. The analysis of safety hazards or excessive noise posed by the proximity of the UWSP area to the Sacramento International Airport (SMF) and the relation of the proposed UWSP to the SMF Airport Land Use Compatibility Plan (ALUCP) in this chapter is based on an analysis by Wood Rodgers, Inc (2021). The analysis of emergency evacuation in this chapter is based in part on the Sacramento County Emergency Operations Plan (EOP) Evacuation Functional Annex (2021).

ENVIRONMENTAL SETTING

EXISTING CONDITIONS

HAZARDOUS MATERIALS DATABASE SEARCH

A Phase I assessment was prepared for the UWSP area, in conformance with ASTM Practice E1527-13, Standard Practice for Environmental Site Assessments. The objective of the Phase I assessment was to determine the presence or absence of recognized environmental conditions (RECs), controlled recognized environmental conditions (CRECs), and historical recognized environmental conditions (HRECs), as defined in ASTM 1527-13. Several search methods were utilized in the process of the Phase I assessment, including regulatory file searches, historic use research, interviews, and on-site observations.

The Phase I assessment included a review of local, state, tribal, and federal environmental record sources, historical aerial photographs, fire insurance maps, and physical setting sources. Site reconnaissance was completed to review site use and current conditions to check for the storage, use, production, or disposal of hazardous or potentially hazardous materials. Written and/or oral interviews were conducted with persons knowledgeable about current and past uses within the UWSP area. The assessment identified four HRECs identified within the UWSP area, and that there are no current RECs and no CRECs (ENGEO 2021).

The following four HRECs were identified:

- **Former Johnson Ranch** (Case Number T10000012933) at 3800 Garden Highway (Assessor's Parcel Number [APN] 225-0110-058) is listed as a leaking underground storage tank (LUST) cleanup site. The site is associated with elevated levels of pesticides, lead, and arsenic in the soil as a result of legacy agrichemicals. Also, contamination of the soil and groundwater with total petroleum hydrocarbon (TPH) and motor oil contamination associated with a 550-gallon underground storage tank (UST). Approximately 260 tons of contaminated soil was removed, and the case was closed on July 31, 2020, by the Sacramento County Environmental Management Department (SCEMD) (ENGEO 2021). Case closure means that the regulatory agency concluded that this site no longer poses a risk to people or the environment.
- **Private Residence** (Case Number T0606748466) at 3650 El Centro Road (APN 225-01900-019) is also listed as a closed LUST cleanup site. The site is associated with elevated concentrations of TPH-gasoline (TPHg), TPH-diesel (TPHd), TPH-motor oil (TPHmo), and benzene. Removal of the contaminated soils and treatment of in-situ soils was performed in July 2008 through September 2009. Additional sampling was conducted in 2014 and 2015, and the case was closed on February 19, 2016, by the SCEMD (ENGEO 2021). Case closure means that the regulatory agency concluded that this site no longer poses a risk to people or the environment.
- **49er Truck Plaza Case #1** (Case Number T0606700843) at 2828 El Centro Road (APN 225-0220-055) is the location of a gasoline and diesel spill that resulted in elevated levels of TPHg and TPHd in the soil and groundwater. The impacted soil and groundwater were removed and the site was monitored quarterly from 2005 to 2010, and the case was closed by the SCEMD on March 26, 2014 (ENGEO 2021). Case closure means that the regulatory agency concluded that this site no longer poses a risk to people or the environment.
- **The #23 Satellite Dispenser Pump at the 49er Truck Plaza Case #2** (Case Number T0606700843). The #23 Satellite Dispenser pump was damaged in an accident, causing the release of diesel fuel, in February 2019. The impacted soils were removed, and a soil investigation was performed in July 2019. The case was closed by the SCEMD on April 16, 2020 (ENGEO 2021). Case closure means that the regulatory agency concluded that this site no longer poses a risk to people or the environment.

Through site reconnaissance and a regulatory database review, other potential environmental issues were identified, including the potential presence for sumps/tanks and septic systems to be encountered. In addition, asbestos-containing materials (ACM) and lead-based paint (LBP) materials may exist in existing structures within the UWSP area and could be encountered if these structures were to be demolished during buildout of the UWSP; the soil in the area of these structures may also contain ACM and/or LBP (ENGEO 2021). In addition, an abandoned and plugged gas/oil well is located within the UWSP area in the vicinity of the intersection of Radio Road and El Centro Road (CalGEM 2022). Due to the past use of agrichemicals in the area, it is possible that pesticides, lead, and arsenic may be present. Pole-mounted transformer units were observed; while there did not appear to be evidence of leakage or soil impacts, it is possible that some units could contain polychlorinated biphenyls (PCBs).

Due to certain data gaps, while the Phase I assessment has revealed no evidence of RECs within the UWSP area, it cannot be conclusively stated that there is not a REC within the UWSP area (ENGEO 2021).

An independent review of the DTSC EnviroStor and SWRCB GeoTracker hazardous materials databases confirms the findings of the database search included in the Phase I assessment (SWRCB/DTSC 2021).

Schools and Day Care Centers

There are three schools within 0.25 mile of the UWSP area. The nearby schools are as follows:

- Witter Ranch Elementary School, 3790 Poppy Hill Way, Sacramento, CA (approximately 0.1 mile east of the UWSP area).
- Merryhill Preschool, 2855 Karitsa Avenue, Sacramento, CA (approximately 0.2 mile northeast of the UWSP area).
- Two Rivers Elementary School, 3201 W. River Drive, Sacramento, CA (approximately 0.25 mile east of the UWSP area).

Airports

There are no airports within 2 miles of the UWSP area. The nearest airport is the SMF, which is approximately 3 miles northwest of the UWSP area.

An analysis of the UWSP area in relation to the SMF ALUCP indicates that the UWSP area is within the SMF's Airport Planning Policy Area (Wood Rodgers 2021). According to the analysis, the UWSP area is within the SMF Airport Influence Area and is entirely within a boundary referred to as Referral Area 2, which is an area with specific Federal Aviation Administration (FAA) restrictions (i.e., FAA height requirements, restrictions on electrical or visual hazards to aircraft, and restrictions on thermal plumes that could affect aircraft) (Wood Rodgers 2021).

The analysis indicates that the UWSP area would be outside of any delineated noise contours or safety hazard zones.

Emergency Response

The County's Office of Emergency Services has prepared an EOP that describes the planned response to extraordinary emergency situations associated with large-scale disasters affecting Sacramento County. The EOP is based on the functions and principles of the California Standardized Emergency Management System, the National Incident Management System, and the California Incident Command System. It identifies how the Sacramento County emergency operational system fits into the overall California and national risk-based, all-hazard emergency response and recovery operations plan. The EOP does not identify specific emergency response or evacuation routes; the routes would depend on the nature and location of the emergency.

The EOP includes an Evacuation Functional Annex, which identifies the major interstates, highway, and prime arterials as primary evacuation routes in Sacramento County (County of Sacramento 2021). While these are the primary routes, evacuation routes would be determined by emergency personnel at the time of the incident and would be based on the location and extent of the incident.

Wildfire Hazards

The California Department of Forestry and Fire Protection (CAL FIRE) Forest Resource Assessment Program published maps that delineate Very High Fire Hazard Severity Zones (VHFHSZs) in State Responsibility Areas and Local Responsibility Areas. Based on mapping by CAL FIRE, the UWSP area is not within a VHFHSZ (CAL FIRE 2008).

Regulatory Setting

Federal

Hazardous Materials Management

The primary federal agencies with responsibility for hazardous materials management include the U.S. Environmental Protection Agency (USEPA), U.S. Department of Labor Occupational Safety and Health Administration (OSHA), and the U.S. Department of Transportation (USDOT). With respect to hazardous materials, state and local agencies often have either parallel or more stringent regulations than federal agencies. In most cases, state law mirrors or overlaps federal law and enforcement of these laws is the responsibility of the state or of a local agency to which enforcement powers are delegated. For these reasons, the requirements of the law and its enforcement are discussed under either the state or local agency section.

Resource Conservation and Recovery Act

Under the Resource Conservation and Recovery Act of 1976 (RCRA), individual states may implement their own hazardous waste programs in lieu of RCRA as long as the state program is at least as stringent as federal RCRA requirements and is approved by the USEPA. The USEPA approved California's RCRA program, referred to as the Hazardous Waste Control Law, in 1992. In addition, RCRA regulates USTs under Code

of Federal Regulations (CFR) Title 40, Part 2801, as expanded by the Hazardous and Solid Waste Amendments of 1984.

Toxic Substance Control Act

The Toxic Substances Control Act of 1976 was enacted by Congress to give the USEPA the ability to track the 75,000 industrial chemicals currently produced or imported into the United States. The USEPA repeatedly screens these chemicals and can require reporting or testing of those that may pose an environmental or human-health hazard. The USEPA can ban the manufacture and import of those chemicals that pose an unreasonable risk.

Hazardous Materials Transportation

The USDOT regulates hazardous materials transportation on all interstate roads. Within California, the state agencies with primary responsibility for enforcing federal and state regulations and for responding to transportation emergencies are the California Highway Patrol (CHP) and California Department of Transportation (Caltrans). Together, federal and state agencies determine driver-training requirements, load labeling procedures, and container specifications. Although special requirements apply to transporting hazardous materials, requirements for transporting hazardous waste are more stringent, and hazardous waste haulers must be licensed to transport hazardous waste on public roads.

Occupational Safety

OSHA is the agency responsible for assuring worker safety in the handling and use of chemicals in the workplace. The federal regulations pertaining to worker safety are contained in CFR Title 29, as authorized in the Occupational Safety and Health Act of 1970. They provide standards for safe workplaces and work practices, including standards relating to hazardous materials handling. At sites known or suspected to have soil or groundwater contamination, construction workers must receive training in hazardous materials operations and a site health and safety plan must be prepared. The health and safety plan establishes policies and procedures to protect workers and the public from exposure to potential hazards at the contaminated site.

Oil Pollution Prevention

Part 112 of Subchapter D of Chapter I of Title 40 of the CFR (40 CFR 112) establishes procedures, methods, equipment, and other requirements to prevent discharges from non-transportation-related onshore and offshore facilities into or upon the navigable waters of the United States or that may affect natural resources belonging to, appertaining to, or under the exclusive management authority of the United States. These regulations require facilities with a single tank or cumulative aboveground storage capacities of 1,320 gallons or greater of petroleum to prepare and implement a Spill Prevention, Control, and Countermeasure (SPCC) plan (40 CFR 112.1). The purpose of an SPCC plan is to form a comprehensive federal/state spill prevention program that minimizes the potential for discharges. The SPCC plan must address all relevant spill prevention, control, and countermeasures necessary at the specific facility for which the SPCC plan is written.

Federal Regulation 49 CFR Part 77

Federal Regulation 49 CFR Part 77 establishes standards and notification requirements for objects affecting navigable airspace. This notification serves as the basis for evaluating the effect of the proposed construction or alteration on operating procedures; determining the potential hazardous effect of the proposed construction on air navigation; identifying mitigating measures to enhance safe air navigation; and charting of new objects. FAA Federal Aviation Regulation Part 77 includes the establishment of imaginary surfaces (airspace that provides clearance of obstacles for runway operation) that allows the FAA to identify potential aeronautical hazards in advance, thus preventing or minimizing adverse impacts to the safe and efficient use of navigable airspace. The regulations identify three-dimensional imaginary surfaces through which no object should penetrate.

Emergency Planning and Community Right-to-Know Act

The Emergency Planning and Community Right-to-Know Act (EPCRA) from Superfund Amendments and Reauthorization Act Title III improved community access to information regarding chemical hazards and facilitated the development of business chemical inventories and emergency response plans. EPCRA also established reporting obligations for facilities that store or manage specified chemicals. EPCRA applies to development allowed under the proposed UWSP because the contractors that conduct cleanup, remove hazardous materials from the UWSP area, and construct remediation systems would be required to prepare and implement written emergency response plans to properly manage hazardous materials and respond to accidental spills.

State

California Code of Regulations

The California Code of Regulations (CCR), Title 22, Sections 66261.20 through 66261.24, contains technical descriptions of characteristics that would classify wasted material, including soil, as hazardous waste. When excavated, soils with concentrations of contaminants higher than certain acceptable levels must be handled and disposed as a hazardous waste.

California Department of Toxic Substances Control

The DTSC is responsible for regulating the use, storage, transport, and disposal of hazardous substances in the state. DTSC maintains a Hazardous Waste and Substances Site List for site cleanup. This list is commonly referred to as the Cortese List. Government Code Section 65962.5 requires the California Environmental Protection Agency (CalEPA) to update the Cortese List at least annually. DTSC is responsible for a portion of the information contained in the Cortese List. Other state and local government agencies are required to provide additional hazardous material release information for the Cortese List.

Universal Waste Rule

Universal waste comes primarily from consumer products containing mercury, lead, cadmium, and other substances that are hazardous to human health and the environment. These items cannot be discarded in household trash or disposed of in landfills. Examples of universal waste are batteries, fluorescent tubes, and many electronic devices.

California's Universal Waste Rule allows individuals and businesses to transport, handle, and recycle certain common hazardous wastes, termed universal wastes, in a manner that differs from the requirements for most hazardous wastes. The more relaxed requirements for managing universal waste were adopted to ensure that they are managed safely and are not disposed of in the trash.

State Water Resources Control Board Construction General Permit

The SWRCB and the Regional Water Quality Control Boards (RWQCBs) administer the requirements of the Clean Water Act that regulate pollutant discharges into waterways of the U.S.

The National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order 2009-0009-DWQ, NPDES No. CAS000002; as amended by Orders 2010-0014-DWQ and 2012-006-DWQ), known as the Construction General Permit or CGP, regulates discharges of pollutants in stormwater associated with construction activity to waters of the U.S. from construction sites that disturb 1 or more acres of land surface, or that are part of a common plan of development or sale that disturbs more than 1 acre of land surface. As construction of development allowed under the proposed UWSP would disturb more than 1 acre of land surface with the potential to affect the quality of stormwater discharges into waters of the U.S., it would be subject to the CGP. The permit regulates stormwater discharges associated with construction or demolition activities, such as clearing and excavation; construction of buildings; and linear underground projects, including installation of water pipelines and other utility lines. The CGP requires the development and implementation of a storm water pollution prevention plan (SWPPP) that includes specific best management practices (BMPs) designed to prevent sediment and pollutants from contacting stormwater from moving offsite into receiving waters. The BMPs fall into several categories, including erosion control, sediment control, waste management, and good housekeeping, and are intended to protect surface water quality by preventing the off-site migration of eroded soil and construction-related pollutants from the construction area.

Unified Hazardous Waste and Hazardous Materials Management Regulatory Program

In January 1996, CalEPA adopted regulations implementing a Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (Unified Program). The program has six elements: hazardous waste generators and hazardous waste on-site treatment; underground storage tanks; aboveground storage tanks; hazardous materials

release response plans and inventories; risk management and prevention programs; and Unified Fire Code hazardous materials management plans and inventories. The plan is implemented at the local level. The Certified Unified Program Agency (CUPA) is the local agency that is responsible for the implementation of the Unified Program. The SCEMD is the certified local CUPA for Sacramento County.

Hazardous Materials Release Response Plans and Inventory Law

The California Hazardous Materials Release Response Plan and Inventory Law of 1985 (Business Plan Act) requires businesses that store hazardous materials on-site to prepare a hazardous materials business plan (HMBP) and submit it to local health and fire departments. The business plan must include details of the facility and business conducted at the site, an inventory of hazardous materials that are handled and stored on-site, an emergency response plan, and a safety and emergency response training program for new employees with an annual refresher course.

Hazardous Waste Handling

The DTSC regulates the generation, transportation, treatment, storage, and disposal of hazardous waste. State and federal laws require detailed planning to ensure that hazardous materials are properly handled, used, stored, and disposed of, and, in the event that such materials are accidentally released, to prevent or to mitigate injury to health or the environment. Laws and regulations require hazardous materials users to store these materials appropriately and to train employees to manage them safely.

Under the federal RCRA, individual states may implement their own hazardous waste programs in lieu of RCRA, as long as the state program is at least as stringent as federal RCRA requirements. In California, the DTSC regulates the generation, transportation, treatment, storage, and disposal of hazardous waste. The hazardous waste regulations establish criteria for identifying, packaging, and labeling hazardous wastes; prescribe management of hazardous waste; establish permit requirements for hazardous waste treatment, storage, disposal, and transportation; and identify hazardous waste that cannot be disposed of in landfills.

Aboveground Storage of Petroleum Products

The Aboveground Petroleum Storage Act of 1990 requires owners or operators of facilities that store petroleum products with a capacity of 1,320 gallons or more to file a storage statement with the SWRCB and prepare a SPCC plan. The plan must identify appropriate spill containment or equipment for diverting spills from sensitive areas, as well as discuss facility-specific requirements for the storage system, inspections, recordkeeping, security, and personnel training.

The SWRCB requires registration of an aboveground storage tank at a construction site only if the tank is 20,000 gallons or larger, or if the aggregate volume of aboveground petroleum storage is over 100,000 gallons, which would not be applicable to the proposed UWSP because individual projects under the UWSP would not require tanks of this size. For smaller temporary tanks used during construction, methods for controlling a release and measures to clean up an accidental release and prevent

degradation of water quality are addressed in the SWPPPs that would be prepared for individual projects allowed under the proposed UWSP.

Underground Storage Tanks

State laws governing USTs specify requirements for permitting, monitoring, closure, and cleanup associated with these facilities. Regulations set forth construction and monitoring standards for existing tanks, release reporting requirements, and closure requirements. In the UWSP area, SCEMD has regulatory authority for permitting, inspection, and removal of USTs. Any entity proposing to remove a UST must submit a closure plan to the regulating agency prior to tank removal. Upon approval of the UST closure plan, the regulating agency would issue a permit, oversee removal of the UST, require additional subsurface sampling if necessary, and issue a site closure letter when the appropriate removal and/or remediation has been completed.

Hazardous Materials Transportation

The State of California has adopted USDOT regulations for the intrastate movement of hazardous materials; state regulations are contained in 26 CCR. In addition, the State of California regulates the transportation of hazardous waste originating in the state and passing through the state (26 CCR). Both regulatory programs apply in California.

The two state agencies with primary responsibility for enforcing federal and state regulations and responding to hazardous materials transportation emergencies are the CHP and Caltrans. The CHP enforces hazardous materials and hazardous waste labeling and packing regulations to prevent leakage and spills of material in transit and to provide detailed information to cleanup crews in the event of an accident. Vehicle and equipment inspection, shipment preparation, container identification, and shipping documentation are the responsibility of the CHP, which conducts regular inspections of licensed transporters to assure regulatory compliance. Caltrans has emergency chemical spill identification teams at as many as 72 locations throughout the state that can respond quickly in the event of a spill.

Common carriers are licensed by the CHP, pursuant to California Vehicle Code section 32000. This section requires the licensing of every motor (common) carrier who transports, for a fee, in excess of 500 pounds of hazardous materials at one time, and every carrier, if not for hire, who carries more than 1,000 pounds of hazardous material of the type requiring placards.

Every hazardous waste package type used by a hazardous materials shipper must undergo tests that imitate some of the possible rigors of travel. Every package is not put through every test. However, most packages must be able to be kept under running water for a time without leaking, dropped fully loaded onto a concrete floor, compressed from both sides for a period of time, subjected to low and high pressure, and frozen and heated alternately.

Occupational Safety

The California Department of Industrial Relations Division of Occupational Safety and Health (Cal/OSHA) assumes primary responsibility for developing and enforcing workplace safety regulations in California. Because California has a federally approved OSHA program, it is required to adopt regulations that are at least as stringent as those found in Title 29 of the CFR.

Cal/OSHA regulations concerning the use of hazardous materials in the workplace require employee safety training, safety equipment, accident and illness prevention programs, hazardous substance exposure warnings, and emergency action and fire prevention plan preparation. Cal/OSHA enforces hazard communication program regulations, which contain training and information requirements, including procedures for identifying and labeling hazardous substances, and communicating hazard information relating to hazardous substances and their handling. The hazard communication program also requires that Material Safety Data Sheets (MSDSs) be available to employees, and that employee information and training programs be documented. These regulations also require preparation of emergency action plans (escape and evacuation procedures, rescue and medical duties, alarm systems, and training in emergency evacuation).

Emergency Response

Pursuant to the Emergency Services Act, California has developed an Emergency Plan to coordinate emergency services provided by federal, state, and local governmental agencies and private persons. Response to hazardous materials incidents is one part of this plan. The plan is administered by the State Office of Emergency Services, which coordinates the responses of other agencies, including the USEPA, CHP, California Department of Fish and Wildlife, the RWQCBs (in this case the Central Valley RWQCB), the local air districts (in this case, Sacramento Metropolitan Air Quality Management District [SMAQMD]) and local agencies. The State Emergency Plan defines the “policies, concepts, and general protocols” for the proper implementation of the California Standardized Emergency Management System (SEMS). The SEMS is an emergency management protocol that agencies within the State of California must follow during multi-agency response efforts whenever state agencies are involved.

Fire Protection

The California Fire Code is contained within Title 24, Chapter 9 of the CCR. Based on the International Fire Code, the California Fire Code is created by the California Buildings Standards Commission and regulates the use, handling, and storage requirements for hazardous materials at fixed facilities. Similar to the International Fire Code, the California Fire Code and the California Building Code use a hazards classification system to determine the appropriate measures to incorporate to protect life and property.

The California Public resources Code includes fire safety regulations that apply to state responsibility areas during the time of year designated as having hazardous fire conditions. During the fire hazard season, these regulations restrict the use of equipment

that may produce a spark, flame, or fire; require the use of spark arrestors on equipment that has an internal combustion engine; specify requirements for the safe use of gasoline-powered tools in fire hazard areas; and specify fire-suppression equipment that must be provided on-site for various types of work in fire-prone areas. Additional codes require that any person who owns, controls, operates, or maintains any electrical transmission or distribution line must maintain a firebreak clearing around and adjacent to any pole, tower, and conductors that carry electric current as specified in Sections 4292 and 4293. The state's Fire Prevention Standards for Electric Utilities (14 CCR §§1250-1258) provides specific exemptions from electric pole and tower firebreak and electric conductor clearance standards and specifies when and where standards apply.

Local

Sacramento County 2030 General Plan

The following policies from the Hazardous Materials Element of the Sacramento County 2030 General Plan (County of Sacramento 2017) are applicable to the proposed UWSP.

HM-4 The handling, storage, and transport of hazardous materials shall be conducted in a manner so as not to compromise public health and safety standards.

HM-7 Encourage the implementation of workplace safety programs and to the best extent possible ensure that residents who live adjacent to industrial or commercials facilities are protected from accidents and the mishandling of hazardous materials.

HM-8 Continue the effort to prevent ground water and soil contamination.

HM-9 Continue the effort to prevent surface water contamination.

HM-10 Reduce the occurrences of hazardous material accidents and the subsequent need for incident response by developing and implementing effective prevention strategies.

HM-11 Protect residents and sensitive facilities from incidents which may occur during the transport of hazardous materials in the County.

HM-13 Develop and implement a comprehensive hazardous materials management program and permit process for all applicable County agencies. The program and permitting process should be devoid of overlap and shall be consistent with the Goals and Policies of this Hazardous Materials Element to the best extent possible under existing laws and regulations.

HM-14 Support local enforcement of hazardous materials regulations.

Sacramento County Environmental Management Department, Hazardous Materials Division

The Hazardous Materials Division of the SCEMD is the designated CUPA for the City of Sacramento and Sacramento County and is responsible for implementing six statewide environmental programs for Sacramento County, including:

- Underground storage of hazardous substances (USTs);
- HMBP requirements;
- Hazardous Waste Generator requirements;
- California Accidental Release Prevention program;
- Uniform Fire Code hazardous materials management plan; and
- Above Ground Storage Tanks (Spill Prevention Control and Countermeasures Plan).

Sacramento County Well Ordinance

Chapter 6.28 of the Sacramento County Code is intended to protect the health safety and general welfare of the people by ensuring that the groundwater of the County is not polluted or contaminated by improper well construction, modification, repair, or abandonment. The ordinance prohibits digging, boring, drilling, deepening, modifying, repairing or destroying a well without receiving a permit to do so from the SCEMD.

Materials-Specific Regulations

From the above-listed regulations, the use and removal of hazardous building materials is subject to the following regulations specific to the demolition and renovation of structures.

Asbestos-Containing Materials Regulations

State-level agencies, in conjunction with the USEPA and OSHA, regulate removal, abatement, and transport procedures for ACM. Releases of asbestos from industrial, demolition, or construction activities are prohibited by these regulations and medical evaluation and monitoring is required for employees performing activities that could expose them to asbestos. Additionally, the regulations include warnings that must be heeded and practices that must be followed to reduce the risk for asbestos emissions and exposure. Finally, SMAQMD must be notified prior to the onset of demolition or construction activities with the potential to release asbestos. The following regulations apply to the removal and disposal of ACM: CFR Title 40, Part 61, Subpart M (Asbestos National Emission Standards for Hazardous Air Pollutants [NESHAP]); CCR Title 8, Sections 1529 and 5208; and SMAQMD Rule 902, which provides detailed requirements for the definition of materials that qualify as ACM, qualifications for ACM contractors, and procedures for testing, containment, removal, and disposal.

Lead-Based Paint

Cal/OSHA's *Lead in Construction Standard* is contained in CCR Title 8, Section 1532.1. This regulation addresses all of the following areas: permissible exposure limits (PELs); exposure assessment; compliance methods; respiratory protection; protective clothing and equipment; housekeeping; medical surveillance; medical removal protection; employee information, training, and certification; signage; record keeping; monitoring; and agency notification. The following regulations apply to the removal and disposal of LBP: Title IV, Toxic Substances Control Act, Sections 402, 403, and 404; and CCR Title 8, Section 1532.1. In addition, the California Department of Public Health (CDPH) requires that LBP removal actions prepare and submit CDPH Form 8551: Abatement of Lead Hazards Notification and CDPH Form 8552: Lead Hazard Evaluation Report to the CDPH.

Polychlorinated Biphenyls

PCBs are mixtures of 200-plus individual chlorinated compounds (known as congeners). PCBs were used in many applications like coolants and lubricants in transformers, capacitors, and other electrical equipment because they do not burn easily and are good insulators. The manufacture of PCBs ended in the U.S. in the late 1970s because they can cause harmful effects to human health and the environment. PCBs can be found in sources such as electrical transformers, fluorescent light ballasts and electrical devices with PCB capacitors, hydraulic oils, and building materials. PCBs are toxic, highly persistent in the environment, and bioaccumulate. There are no known natural sources of PCBs.

The US EPA prohibited the use of PCBs in most new electrical equipment and fluorescent light ballasts starting in 1979 and initiated a phase-out for much of the existing PCB-containing equipment. The inclusion of PCBs in electrical equipment and the handling of those PCBs are regulated by the provisions of the Toxic Substances Control Act, 15 U.S.C. section 2601 et seq. Relevant regulations include labeling and periodic inspection requirements for certain types of PCB-containing equipment and outline highly specific safety procedures for their disposal. The State of California likewise regulates PCB-laden electrical equipment and materials contaminated above a certain threshold as hazardous waste; these regulations require that such materials be treated, transported, and disposed of accordingly. At lower concentrations for non-liquids, the RWQCB may exercise discretion over the classification of such wastes. The following regulations apply to the removal and disposal of PCBs: Resource Conservation and Recovery Act: 4 CFR 761; Toxic Substances Control Act: U.S. Code Title 15, Section 2695; and 22 CCR Section 66261.24.

IMPACTS AND ANALYSIS

SIGNIFICANCE CRITERIA

For purposes of this EIR and consistent with the criteria presented in Appendix G of the CEQA Guidelines, impacts related to hazards and hazardous materials may be considered significant if implementation of the proposed UWSP would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment;
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area;
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or
- Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

ISSUES NOT DISCUSSED IN IMPACTS

Expose people within an airport land use area to a safety hazard or excessive noise – Although within Referral Area 2, development allowed under the proposed UWSP would be consistent with the requirements of Referral Area 2 because it would not violate FAA height requirements, would not create an electrical or visual hazard to aircraft, and would not create a thermal plume that could affect aircraft (Wood Rodgers 2021). Therefore, although the project is located within an airport land use area, implementation of the proposed UWSP would not result in a safety hazard or excessive noise for people residing or working in the UWSP area and this issue is not evaluated further in the EIR.

Expose people or structures a significant risk of loss, injury, or death involving wildland fires – Based on mapping by CAL FIRE, the UWSP area is not within a VHFHSZ in a State Responsibility Area or a Local Responsibility Area. As a result, development allowed under the proposed UWSP would not expose people or

structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires and this issue is not evaluated further in the EIR.

Methodology and Assumptions

Information for this assessment of impacts relative to hazards and hazardous materials is based on the Phase I ESA prepared for the UWSP area, a review of literature research (e.g., fire severity zone maps provided by CAL FIRE), and review of the DTSC EnviroStor database and Cortese List, and SWRCB's GeoTracker database, all of which are discussed in *Environmental Setting* above. In addition, the Sacramento County Planning and Environmental Review Department contracted an inundation study in the event of a levee failure on the Sacramento River (MacKay & Somps 2024). This information was used to identify potential impacts to workers, the public, or the environment.

Development allowed under the proposed UWSP would be regulated by the various laws, regulations, and policies summarized in the *Regulatory Setting* above. Compliance with applicable federal, state, and local laws and regulations is assumed in this analysis, and local and state agencies would be expected to continue to enforce applicable requirements to the extent that they do so now. Note that compliance with many of the regulations is a condition of permit approval.

A significant impact would occur if, after considering the features described in Chapter 2, *Project Description* and the required compliance with regulatory requirements, a significant impact would still occur. For those impacts considered to be significant, mitigation measures are proposed to reduce the identified impacts.

Impact Haz-1: Routine Transport, Use, or Disposal of Hazardous Materials

Construction

During the construction phases of individual projects allowed under the proposed UWSP, along with the offsite improvements described in Chapter 2, *Project Description*, and depicted on Plate PD-20, construction equipment and materials would include fuels, oils and lubricants, solvents and cleaners, cements and adhesives, paints and thinners, degreasers, cement and concrete, and asphalt mixtures, which are all commonly used in construction. Routine uses of any of these substances could pose a hazard to people or the environment and would be considered a potentially significant impact.

Construction activities would be required to comply with the numerous hazardous materials regulations listed in the *Regulatory Setting* above designed to ensure that hazardous materials are transported, used, stored, and disposed of in a safe manner to protect worker safety, and to reduce the potential for a release of construction-related fuels or other hazardous materials into the environment, including stormwater and downstream receiving water bodies. Contractors would be required to prepare and implement HMBPs that would require that hazardous materials used for construction be

used properly and stored in appropriate containers with secondary containment to contain a potential release. In Sacramento County, HMBPs are submitted to the local CUPA, SCEMD, for their review for compliance with hazardous materials regulations. The California Fire Code would also require measures for the safe storage and handling of hazardous materials, which are included in the CUPA review of HMBPs.

Construction contractors for individual projects allowed under the proposed UWSP, along with the previously noted offsite improvements, would be required to prepare SWPPPs for construction activities in compliance with the National Pollutant Discharge Elimination System (NPDES) General Construction Permit requirements. The SWPPPs would list the hazardous materials (including petroleum products) proposed for use during construction; describe spill prevention measures, equipment inspections, equipment and fuel storage; protocols for responding immediately to spills; and describe BMPs for controlling site runoff. The SWPPPs would be submitted to the RWQCB, which would review both the SWPPPs and the required inspection reports for compliance with the CGP.

In addition, the transportation of hazardous materials would be regulated by the USDOT, Caltrans, and the CHP. Together, federal and state agencies determine driver-training requirements, load labeling procedures, and container specifications designed to minimize the risk of accidental release. In the event of a spill that releases hazardous materials at an individual project site within the UWSP area, a coordinated response would occur at the federal, state, and local levels. The SCEMD is the local hazardous materials response team. In the event of a hazardous materials spill, the police and fire departments would be simultaneously notified and sent to the scene to respond and assess the situation.

Compliance with the numerous laws and regulations discussed above that govern the transportation, use, handling, and disposal of hazardous building materials during construction would limit the potential for creation of hazardous conditions due to the routine use of hazardous building materials, and this impact would be **less than significant**.

Mitigation Measures

None required.

Operation

Development allowed under the proposed UWSP would be primarily residential and commercial in nature; no industrial operations would occur within the UWSP area. Once constructed, residences and commercial operations would use and store small quantities of chemicals typical in residences and commercial uses, such as household cleaning solutions, paints and thinners, and fuel and motor fuel (e.g., vehicles and lawn mowers). Few of the chemicals would be considered hazardous materials (e.g., bleach) and the anticipated volumes would be small (i.e., less than 5 gallons). Proposed projects may include the construction of service stations with fuel USTs. The construction and operation of USTs are regulated under RCRA through the SWRCB,

the local RWQCB, and the fire department. The regulations require USTs to have secondary containment and leak detection systems. The offsite improvements would not use hazardous materials.

Compliance with the numerous laws and regulations discussed above that govern the transportation, use, handling, and disposal of hazardous materials during operation would limit the potential for creation of hazardous conditions due to the routine use of hazardous materials, and this impact would be **less than significant**.

Mitigation Measures

None required.

Impact Haz-2: Accidental Release of Hazardous Materials

Construction

Implementation of individual projects allowed under the proposed UWSP may include the demolition and removal of existing buildings and structures. Some buildings and structures may include hazardous building materials, such as ACM, LBP, and PCBs. If improperly managed, the demolition activities could result in exposures to construction workers, the public, and the environment. The offsite improvements would not encounter structures with hazardous materials.

Numerous existing regulations require that demolition and renovation activities that may disturb or require the removal of materials that consist of, contain, or are coated with ACM, LBP, and PCBs, and other hazardous materials must be inspected and/or tested for the presence of hazardous materials. If present, the hazardous materials must be managed and disposed of in accordance with applicable laws and regulations. Compliance with existing regulations is a condition of demolition and construction permits.

In the case of ACM and LBP, all work must be conducted by a State-certified professional, which would ensure compliance with all applicable regulations. If ACM and/or LBP are determined to exist onsite, a site-specific hazard control plan must be prepared detailing removal methods and specific instructions for providing protective clothing and equipment for abatement personnel. A state-certified LBP and/or ACM removal contractor would be retained to conduct the appropriate abatement measures as required by the plan. Wastes from abatement and demolition activities would be disposed of at a landfill permitted to accept such waste. Once all abatement measures have been implemented, the contractor would conduct a clearance examination and provide written documentation to the appropriate regulatory agency documenting that testing and abatement have been completed in accordance with all federal, state, and local laws and regulations.

Equipment and materials with PCBs are managed through the Universal Waste Rule. In the case of PCBs, electrical transformers and older fluorescent light ballasts not previously tested and verified to not contain PCBs must be tested. If PCBs are detected

above action levels, the materials must be disposed of at a licensed facility permitted to accept the materials.

Compliance with the numerous laws and regulations discussed above that govern the abatement and disposal of ACM, LBP, and PCBs would limit the potential for the accidental release of these materials, and this impact would be **less than significant**.

Mitigation Measures

None required.

Operation

Development allowed under the proposed UWSP would be primarily residential and commercial in nature; no industrial operations would occur within the UWSP area. Once constructed, the residences and retail operations would use and store small quantities of chemicals typical in residences and retail stores, such as household cleaning solutions, paints and thinners, and fuel and motor fuel (e.g., vehicles and lawn mowers). Few of the chemicals would be considered hazardous materials (e.g., bleach) and the anticipated volumes would be small (i.e., less than 5 gallons). Proposed projects may include the construction of service stations with fuel USTs. The construction and operation of USTs are regulated under RCRA through the SWRCB, the local RWQCB, and fire department. The regulations require USTs to have secondary containment and leak detection systems. The offsite improvements would not use hazardous materials.

Compliance with the numerous laws and regulations that govern the transportation, use, handling, and disposal of hazardous materials during operation would limit the potential for creation of hazardous conditions due to the routine use or accidental release of hazardous materials, and this impact would be **less than significant**.

Mitigation Measures

None required.

Impact Haz-3: Hazardous Emissions or Use of Hazardous Materials Near Schools

As discussed in the *Environmental Setting* above, there are three existing schools within 0.25 mile of the UWSP area (Witter Ranch Elementary School, Merryhill Preschool, and Two Rivers Elementary School). In addition, new schools would be constructed within the UWSP area.

Construction activities associated with development allowed under the proposed UWSP, along with the offsite improvements, would include the handling of hazardous materials, as discussed above. The routes to the specific construction sites would depend on the location of new development associated with the proposed UWSP but could pass near schools. The accidental release or spill of hazardous materials transported through the vicinity near a school could expose school children, school staff,

and workers to hazardous materials. Further, the prolonged use of construction equipment could produce hazardous emissions, if in proximity to a school.

Although the UWSP area is within 0.25 miles of a school, as discussed above, there are numerous regulations addressing the transportation, use, storage, and disposal of hazardous materials during construction activities. The required compliance with these regulations would ensure that nearby schools would not be exposed to hazardous materials, and this impact would be **less than significant**.

Mitigation Measures

None required.

Impact Haz-4: Known Contaminated Sites

A review of the SWRCB GeoTracker online database and the DTSC EnviroStor online database revealed that parcels within the UWSP area are not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (SWRCB/DTSC 2021).

As discussed in *Environmental Setting* above, the Phase I assessment identified four HRECs within the UWSP area; however, there are no identified RECs or CRECs. The HRECs (discussed in *Environmental Setting* above) are associated with closed LUST cleanup sites where the soil and/or groundwater was contaminated by various TPH and benzene. The closed status of the four HREC cases means that the regulatory agency has concluded that the sites do not pose a risk to people or the environment. While not considered RECs, the Phase I assessment identified potential environmental concerns that were either contained in a database or observed during site reconnaissance; residual pesticides from agricultural land use, lead, arsenic, sumps/tanks, septic systems, ACM, LBP, and PCBs are all potentially present within the UWSP area, although not under any of the offsite improvement locations.

Construction activities associated with individual projects allowed under the proposed UWSP would include the excavation of soil and could include the removal of groundwater to dewater excavations and facilitate construction. If the construction of this development involved the excavation of soils or extraction of groundwater from an area with existing contamination, and the contaminated materials are improperly handled, it could expose construction workers, the public, and the environment to hazardous materials. This would be a **potentially significant** impact.

As discussed above, there are numerous regulations covering the transportation, use, storage, and disposal of hazardous materials during construction activities. The required compliance with these regulations would reduce the exposure to hazardous materials. However, to ensure that future excavations would properly manage existing contamination, if encountered, to prevent exposure to construction personnel, the public, or the environment, Mitigation Measures HAZ-4a, HAZ-4b, and HAZ-4c developed based on the recommendations given in the Phase I assessment would be required and are described below. Implementation of these measures would ensure that

hazardous materials encountered during construction would be effectively managed, and any potential impact associated with being a site located on a listed hazardous materials site and/or a site that was previously used for commercial or industrial uses would be **less than significant**.

Mitigation Measures

HAZ-4a) **Site Investigation**

Future entitlement applications on land previously used for industrial and commercial uses, past or current agricultural land uses, as well as listed active[1] and closed hazardous materials cleanup sites, shall complete a Phase I environmental site assessment for that property in accordance with American Society for Testing and Materials Standard E1527 for those active hazardous materials sites to ascertain their current status prior to the application being deemed complete.

If the Phase I assessment identifies any hazardous conditions that may present risks to human health or the environment, prior to start of ground-disturbing activities, including grading, trenching, or excavation, or structure demolition, a subsurface site investigation shall be performed to evaluate for the presence of residual pesticides from agricultural land use, ACM, LBP, PCBs, or any other hazardous building materials. Additionally, near surface soil samples shall be collected to determine if lead, arsenic, or organochlorine pesticides are present.

Finally, the former gas/oil well present within the UWSP area in the vicinity of the intersection of Radio Road and El Centro Road shall be located, and the well seal confirmed prior to development to ensure that development does not break the well seal. In addition, the Well Abandonment Report and attached well location information provided by California Geologic Energy Management Division shall be provided in any Phase I assessment that may encounter the abandoned well.

HAZ-4b) **Health and Safety Plan**

For those properties for which the Phase I assessment identified hazardous materials issues, prior to the start of ground-disturbing activities, including grading, trenching, or excavation, or structure demolition, the project applicant shall require that the construction contractor(s) retain a qualified professional to prepare a site-specific health and safety plan (HASP) in accordance with federal Occupational Safety and Health Administration regulations (29 CFR 1910.120) and California Occupational Safety and Health Administration regulations (8 CCR Section 5192).

[1] As noted in the *Environmental Setting*, there are currently no active hazardous materials sites within the UWSP area.

The HASP shall be implemented by the construction contractor to protect construction workers, the public, and the environment during all ground-disturbing and structure demolition activities. The HASP shall include designation of a site health and safety officer, a summary of the anticipated risks, a description of personal protective equipment and decontamination procedures, and procedures to follow if evidence of potential soil or groundwater contamination is encountered.

HAZ-4c) **Soil and Groundwater Management Plan**

In support of the HASP described in Mitigation Measure HAZ-1b, for any property within the UWSP area that is identified in a Phase I assessment, and for which a HASP has been prepared, the project applicant shall require that its contractor(s) develop and implement a Soil and Groundwater Management Plan (SGMP) for the management of soil and groundwater before any ground-disturbing activity. The SGMP shall describe the hazardous materials that may be encountered, the roles and responsibilities of on-site workers and supervisors, training for site workers focused on the recognition of and response to encountering hazardous materials, and protocols for the materials (soil and/or dewatering effluent) testing, handling, removing, transporting, and disposing of all excavated materials and dewatering effluent in a safe, appropriate, and lawful manner.

Impact Haz-5: Impair Implementation Of or Physically Interfere with an Emergency Operations Plan

As discussed in Chapter 2, *Project Description*, there are several roads that make up the existing infrastructure in and around the UWSP area. The Sacramento County EOP Evacuation Functional Annex identifies the major interstate, highway, and prime arterials as primary evacuation routes in Sacramento County.

Construction

The construction of individual projects allowed under the proposed UWSP could cause traffic congestion and/or interrupt the flow of traffic through road closures or restrictions. In addition, the offsite roadway improvements would require lane restrictions during construction. However, encroachment permits are required by Sacramento County when proposed construction encroaches into the public right-of-way, which would include a Traffic Control Plan (TCP). The Sacramento County Department of Transportation Right of Way Management (ROWM) Section is responsible for managing various activities within unincorporated area roadways including the review of construction traffic control plans.

TCPs and/or Detour Plans are reviewed and managed by the ROWM Section and are required for all construction work within the road right of way which modifies vehicular, bicycle and/or pedestrian traffic patterns and are necessary to ensure the safe and efficient movement of traffic through construction work zones.

Compliance with the Sacramento County encroachment permit and TCP would ensure that roadwork and/or construction activities associated development allowed under the proposed UWSP and offsite improvements would not result in the interference or impairment of an emergency response or evacuation plan during construction, and this impact would be **less than significant**.

Mitigation Measures

None required.

Operation

Once constructed, no lane closures or restrictions would be required for operations. No operation-related activities would occur within surrounding rights-of-way or along evacuation routes. The proposed UWSP and offsite improvements would provide additional roadway infrastructure to and through the project area, enhancing the level of emergency access to the area.

The Sacramento County Planning and Environmental Review Department contracted an inundation study in the event of a levee failure on the Sacramento River (MacKay & Somps 2024)(see Appendix HWQ-2). The study area was the Natomas Basin; the UWSP area is within the southwest portion of the basin. The purpose of the study was to determine if the *2015 City/County of Sacramento Flood Evacuation Plan* or the *County of Sacramento, Sacramento County Multi-Jurisdictional Local Hazard Mitigation Plan*, both based on a 2015 modeling effort, would need to be updated. The MacKay & Somps study updated the 2015 modeling using current modeling software, corrected minor modeling errors, and used current topographic mapping information. The modeling output compared the evacuation times between existing conditions and proposed conditions with the development allowed under the proposed UWSP.

The inundation study noted that the Sacramento Area Flood Control Agency has been improving levees around and within the Natomas Basin to the 200-year flood level. As previously discussed, the improvements are scheduled to be completed by 2025, which would be before development allowed under the UWSP. The inundation study identified 18 critical locations along 10 regional evacuation routes where flooding of these evacuation routes should be considered to pose an evacuation limitation for the driving public if flooding were more than 1 foot in depth. The inundation study modeled potential breaches at seven locations based on topographic elevation differences between river levels and land levels on the land side of the levee. The model mapped out the areas, depths, and timing of inundation in the event of a levee breach.

The model identified two breach locations that would inundate a portion of the UWSP area. Breach 5 was modeled to occur on the Sacramento River levee about one mile northwest of I-80. Breach 6 was modeled to occur where the American River joins the Sacramento River. Breaches at either location were modeled to inundate two low point elevations on I-80 (I-80 West and I-80 Central). The changes in the amount of time to inundate each of the critical evacuation locations between existing and UWSP developed

conditions for Breaches 5 and 6 are summarized below in **Tables HAZ-1** and **HAZ-2**, respectively.

Table HAZ-1: Breach 5 Effects at Critical Evacuation Route Locations

Evacuation Route Critical Location	Time to 1-Foot Depth Inundation for Existing Conditions in Hours	Time to 1-Foot Depth Inundation with Development Allowed under UWSP in Hours	Improvement or Increased/Decreased Delay in Hours
Del Paso Road	19	18	-1
W. El Camino Avenue	18	16	-2
Elkhorn	36	30	-6
Elkhorn West	25	26	+1
Elverta	46	60	+14
Elverta West	110	113	+3
I-5 Central	96	90	-6
I-5 Junction	30	34	+4
I-5 West	23	25	+2
I-80 Central	8	6	-2
I-80 East	19	18	-1
I-80 West	6	3	-3
Natomas Road	29	27	-2
Power Line	51	55	+4
San Juan Road	18	16	-2
SR 99	83	83	0
SR 99 North	98	102	+4
SR 99 South	99	97	-2
Averages	45	46	+1

NOTES: Negative number means decrease in available evacuation time before reaching a 1-foot inundation; positive number means an increase in available evacuation time before reaching a 1-foot inundation.

SOURCE: MacKay & Somps 2024

Table HAZ-2: Breach 6 Effects at Critical Evacuation Route Locations

Evacuation Route Critical Location	Time to 1-Foot Depth Inundation for Existing Conditions in Hours	Time to 1-Foot Depth Inundation with Development Allowed under UWSP in Hours	Improvement or Increased Delay in Hours
Del Paso Road	76	118	+42
W. El Camino Avenue	32	32	+1
Elkhorn	No Flooding	No Flooding	No Flooding
Elkhorn West	No Flooding	No Flooding	No Flooding
Elverta	No Flooding	No Flooding	No Flooding
Elverta West	No Flooding	No Flooding	No Flooding
I-5 Central	143	156	+13
I-5 Junction	40	42	+2
I-5 West	148	162	+14
I-80 Central	No Flooding	No Flooding	No Flooding
I-80 East	No Flooding	No Flooding	No Flooding
I-80 West	No Flooding	No Flooding	No Flooding
Natomas Road	No Flooding	No Flooding	No Flooding
Power Line	No Flooding	No Flooding	No Flooding
San Juan Road	30	31	+1
SR 99	No Flooding	No Flooding	No Flooding
SR 99 North	No Flooding	No Flooding	No Flooding
SR 99 South	No Flooding	No Flooding	No Flooding
Averages	78	90	+12

NOTES: Negative number means decrease in evacuation time; positive number means increase in evacuation time.

SOURCE: MacKay & Somps 2024

The inundation study concluded that, with a few very minor exceptions, the development allowed under the proposed UWSP would not have a material effect on either:

1. The time to inundation of a 1-foot depth of flooding over critical roadway locations along the regional evacuation routes within the Natomas Basin during a catastrophic levee breach, or
2. The maximum depth of flooding within the basin during a catastrophic flooding event.

The inundation study concluded that development allowed under the proposed UWSP would not substantially impair emergency response or evacuation for the following reasons:

- As summarized in Table HAZ-1, the modeled changes in inundation times range from a decrease of 6 hours to an increase of 14 hours for Breach 5. However, the range of inundation times varies from 6 to 113 hours, meaning that the change in hours is not substantial when compared to the total amount of hours available to evacuate.
- As summarized on Table HAZ-2, the modeled changes in inundation times range from no flooding at all to an increase of 14 hours to reach 1 foot of inundation for Breach 6. In other words, the development allowed under the UWSP would result in either no change or an increase in the number of hours available to evacuate.
- The model identified multiple evacuation routes. Even if I-80 were to be closed, there would be numerous other evacuation routes available by which UWSP occupants could leave the area. The inundation study stated that it is reasonable that a minimum of six alternative local evacuation routes would be sufficient to facilitate a safe and orderly evacuation from areas subject to rapid evacuation.

Based upon these considerations, development allowed under the proposed UWSP and the offsite improvements would not interfere or impair an emergency response or evacuation plan during operation, and this impact would be **less than significant**.

Mitigation Measures

None required.

13 HYDROLOGY AND WATER QUALITY

INTRODUCTION

This chapter evaluates the potential for the proposed UWSP to result in impacts associated with hydrology and water quality. The *Environmental Setting* portion of this chapter includes descriptions of existing conditions relevant to surface and groundwater resources and quality, groundwater recharge, localized drainage, and flood hazards. The *Regulatory Setting* portion of this chapter summarizes plans, policies, and regulations relevant to the implementation of the proposed UWSP. The *Impact Discussion* portion of this chapter evaluates the potential impacts on hydrology and water quality that could result from implementation of the proposed UWSP in the context of the existing setting.

The Notice of Preparation (NOP) for the EIR was circulated on October 5, 2020. The County received multiple comments pertaining to hydrology and water quality, site drainage, flood risk, stormwater quality and capacity. Caltrans submitted comments concerning site hydraulics with the addition of impervious surfaces likely to generate and increase runoff potentially affecting the state right of way and associated drainage facilities. Accordingly, Caltrans recommended that discharge be minimized through project drainage and mitigation to address cumulative impacts. The Central Valley Regional Water Quality Control Board (RWQCB) provided specific input on the regulatory context applicable to the UWSP analysis. Sacramento Local Agency Formation Commission suggested that the analysis include an evaluation of the County's and the project's compliance with the Central Valley Flood Protection Plan.

The information and analysis included in this chapter was informed by the 2024 site-specific drainage study prepared by Wood Rodgers (2024) provided in Appendix HYD-1 of this EIR and an inundation study prepared by MacKay & Somps (2024) provided in Appendix HYD-2 of this EIR. Additional resources used in the preparation of this chapter include the Water Quality Control Plan for the Sacramento and San Joaquin River Basins (Basin Plan; Central Valley RWQCB 2019), the North American Subbasin Groundwater Sustainability Plan (GEI Consultants 2021), and the Central Valley Flood Protection Plan (DWR 2022), among others.

ENVIRONMENTAL SETTING

The proposed UWSP would allow proposed development located in the Sacramento River Basin between the City of Sacramento's North and South Natomas communities (to the North and East) and the Sacramento River (West and South). The Sacramento River Basin is under the water quality jurisdiction of the Central Valley RWQCB.

The Sacramento River Basin encompasses approximately 27,000 square miles bounded by the Cascade Range and Trinity Mountains to the north, the Sacramento-

San Joaquin Delta to the southeast, the Sierra Nevada to the east, and the Coast Ranges to the west. This basin captures approximately 22 million acre-feet (AF) of average annual precipitation. Average precipitation in Sacramento County is 18.65 inches annually.

Surface Waters

Principal surface waters in the vicinity of the UWSP area include the Sacramento River along the west side of the area and the Natomas West Canal along the east side of the area (see Figure 1.2 in Appendix HYD-1). The Sacramento River is the largest river in California extending from Mount Shasta through Sacramento to the San Joaquin Delta and ultimately into San Francisco Bay. Beneficial uses for the section of the Sacramento River between Colusa Basin and the I Street Bridge include Municipal, Irrigation, Recreation, Warm and Cold Water Habitat, Spawning, Wildlife, and Navigation (Central Valley RWQCB 2019). The City of Sacramento has water rights to 81,800 acre-feet per year. Various drainage canals are within the UWSP area, as discussed further below.

Groundwater

The UWSP area is in the Sacramento Valley-North American Subbasin (NASb), a high-priority groundwater basin, though not one currently in condition of critical overdraft (GEI Consultants 2021). The NASb is filled largely with sediments derived from the adjacent Sierra Nevada foothills and contain fresh water. Fresh water bearing sediments beneath the NASb are generally thinnest to the east and thicken up to 2,000 feet to the western portion of the subbasin. Although the sediments are not present as continuous layers, they are interconnected. Groundwater levels in the western portion of the subbasin near the UWSP area are generally stable dating back to the early part of the 20th century. Groundwater contours show a pumping depression in the center of the subbasin currently about 30 feet below sea level. Depth to groundwater ranges between 10 and 20 feet below ground surface, based on well data near the UWSP area.

Groundwater quality is grouped into two basic types based on mineral concentration. Sodium bicarbonate water predominates near the Sacramento River in the portion of the subbasin proposed for the proposed UWSP. Water supplies in the Sacramento region are derived from groundwater and surface waters in varying proportions in dry and wet years, respectively.

A relatively small portion of land area in Sacramento County is underlain by substrate with sufficient infiltration capability to provide natural recharge to the groundwater table. Areas of groundwater recharge capability have been mapped within Sacramento County and categorized as either high, medium or low based on the presence of porous soils that allow surface water to infiltrate and recharge the groundwater (County of Sacramento 2010). The UWSP area is in a medium groundwater recharge capability area, due to alluvial soils proximal to the Sacramento River. Additional discussion of groundwater sustainability is provided in the *Regulatory Setting* below.

Water Quality

Surface and groundwater quality is influenced by current and legacy pollution. Upstream of the Sacramento River, small streams and tributaries are impaired to some degree by discharges from agriculture, mines, and urban activities. The Sacramento River from Knights Landing to the Delta is listed on the 303(d) list as impaired for multiple pollutants including mercury, DDT (dichloro-diphenyl-trichloroethane), Chlordane, Diedrin, PCBs (polychlorinated biphenyls), and toxicity (Central Valley RWQCB 2018). Water quality objectives for various contaminants (such as salinity, pesticides, electrical conductivity, total dissolved solids, sediment, and turbidity) have been established for the Sacramento River to protect its beneficial uses (Central Valley RWQCB 2019).

Flood Protection

The UWSP area is in the 100-year flood zone, with three designations: Zone A (defined by the Federal Emergency Management Agency (FEMA) as a Special Flood Hazard Area (SFHA) without a base flood elevation), Zone AE (defined by FEMA as a SFHA with base flood elevations determined), and Zone A99 (defined by FEMA as a SFHA without a base flood elevation and within an area protected by levees from the 100-year flood) (FEMA 2015a, 2015b). A remapping effort is currently underway, which would conditionally remove portions of the site from the SFHA, pending completion of the Natomas Levee Improvement Project, as discussed below.

The Natomas Basin is surrounded by 42 miles of levees that provide protection from the American River, Sacramento River, Natomas Cross Canal and Natomas East Main Drain Canal. Improvements to the levees were constructed in the early 1990s, which consisted of raising levees along the streams and canal systems. Subsequent to this construction, additional flood control projects have been implemented by the Sacramento Area Flood Control Agency (SAFCA) to address existing vulnerabilities. By 2013, SAFCA and the state completed 18.3 of the 42 miles of levee improvements required to meet current flood control standards. In 2019, the United States Army Corps of Engineers (USACE) began construction on the additional 24 miles of levee improvements necessary to provide a minimum 200-year level of flood protection[1] to the Natomas Basin. The flood control and levee improvement projects are anticipated to be completed by 2025.

Drainage

The ground surface with the UWSP area is relatively flat, ranging in elevation from approximately 12 feet above mean sea level (msl) at the eastern border of the site to 27 feet above msl along the western border. The UWSP area is underlain with various alluvial deposits, conducive to natural drainage.

[1] The “200-year level of flood protection” is also referred to as the urban level of flood protection. The *Urban Level of Flood Protection* is defined as the “level of protection that is necessary to withstand flooding that has a 1 in 200 chance of occurring in any given year, using criteria consistent with, or developed by, the California Department of Water Resources” per CA Government Code, Section 65007 (k).

Onsite flows originating from undeveloped agricultural lands are conveyed via drainage and irrigation canals to various Reclamation District 1000 (RD 1000) ditches that collect field runoff and then convey the water to the West Drainage Canal (see Figure 2.4 in Appendix HYD-1). Runoff is conveyed from the existing UWSP area to the West Drainage Canal by two pump stations operated by RD 1000 and by various gravity systems including field drains, canal drains, and storm drains. The Riverside Pump Station is located just north of the existing development that is situated north of San Juan Road. The San Juan Pump Station is located along San Juan Road adjacent to the West Drainage Canal.

Existing agricultural areas provide some floodplain storage. Agricultural areas are graded relatively flat with typical slopes less than 0.5 percent and are situated adjacent to berms and leveed irrigation canals. Flows in and out of the agricultural fields are typically limited by adjacent berms that usually measure two feet to three feet in height. Flows are typically controlled by 18-inch or 24-inch corrugated metal pipe or by high-density polyethylene culverts installed under the berms, which creates some floodplain storage within the fields.

Regulatory Setting

Federal

Clean Water Act

The Federal Water Pollution Control Act, commonly referred to as the Clean Water Act (CWA; 33 United States Code [U.S.C.] Section 1251–1387) was enacted in 1948 and expanded in 1972 as a basic structure for regulating discharges of pollutants into the waters of the United States and regulating water quality standards for surface waters. The U.S. Environmental Protection Agency (USEPA) is the federal agency responsible for water quality management pursuant to the CWA. The purpose of the CWA is to protect and maintain the quality and integrity of the Nation's waters by requiring states to develop and implement state water plans and policies. The relevant sections of the CWA are summarized below.

CWA Section 401: Water Quality Certification

Section 401 of the CWA (33 U.S.C. 1341) requires any applicant for a federal license or permit to conduct any activity that may result in a discharge of a pollutant into navigable waters, including the crossing of rivers or streams during road, pipeline, or transmission line construction, to obtain a certification from the state in which the discharge originates. The certification ensures that the discharge will comply with the applicable effluent limitations and water quality standards. The state agency responsible for implementing Section 401 of the CWA in California is the California State Water Resources Control Board (SWRCB).

CWA SECTION 402: NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM

The National Pollutant Discharge Elimination System (NPDES) permit program under Section 402 of the CWA (33 U.S.C. 1342) is one of the primary mechanisms for controlling water pollution through the regulation of sources that discharge pollutants into waters of the United States. USEPA has delegated authority of issuing NPDES permits in California to the SWRQB, which has nine RWQCBs. The Central Valley RWQCB regulates water quality in the project area. The NPDES permit program is discussed in detail under *State Regulations*.

NATIONAL FLOOD INSURANCE PROGRAM

FEMA is responsible for managing the National Flood Insurance Program (NFIP), which makes federally backed flood insurance available for communities that adopt floodplain management ordinances to reduce flood risk and prevent associated flood damage. The NFIP, established in 1968 under the National Flood Insurance Act, requires participating communities to adopt minimum standards for floodplain management, including restricting new development in designated floodways, and requirements that new structures proposed for placement within the 100-year flood zone be elevated to or above the 100-year flood level (or base flood elevation). FEMA determines flood elevations and floodplain boundaries based on USACE studies. FEMA also distributes the Flood Insurance Rate Maps (FIRM) used in the National Flood Insurance Program. FIRMs identify the locations of special flood hazard areas, including 100-year floodplains.

STATE

PORTER-COLOGNE WATER QUALITY CONTROL ACT

The Porter-Cologne Water Quality Control Act (Division 7 of the California Water Code) provides the basis for water quality regulation within California. The Act establishes the authority of the SWRCB and the nine RWQCBs. The SWRCB administers water rights, sets state policy for water pollution control, and implements various water quality functions throughout the state, while the RWQCBs conduct planning, permitting, and most enforcement activities. The UWSP area is within the jurisdiction of Region 5, the Central Valley RWQCB. The Porter-Cologne Act requires the SWRCB and/or the RWQCBs to adopt statewide and/or regional water quality control plans, the purpose of which is to establish water quality objectives for specific water bodies.

In Sacramento County, the *Water Quality Control Plan for the Central Valley Region* (Basin Plan; Central Valley RWQCB 2019) serves as the legal, technical, and programmatic basis of water quality regulation in the region. The Act also authorizes the SWRCB and RWQCBs to implement the NPDES program, which establishes discharge limitations and receiving water quality requirements for discharges to waters of the United States. The Act also authorizes the NPDES program under the CWA, which establishes effluent limitations and water quality requirements for discharges to waters of the state. The Basin Plan and the NPDES permits relevant to development allowed under the proposed UWSP are discussed further below.

Water Code Section 10910

Water Code Section 10910 Water Supply Assessment (WSA) requirements apply to certain large development projects (as specifically defined in Section 10912) that a city or county determines are subject to CEQA. Among other requirements, Section 10910 provides that at the time the city or county determines whether an EIR or negative declaration or mitigated negative declaration is required under CEQA for a project, the city or county shall identify any water system that is or may become a public water system that may supply the project and request a WSA. The WSA must then generally be provided within 90 days, unless extended by 30 days by agreement between the public water system and the city or county.

Under the statute as revised, in addition to all the previously existing requirements for WSAs, if a proposed project's water supply includes groundwater, the WSA must now also include as part of its informational content: a description of the groundwater basins that will supply the project; for court- or SWRCB- adjudicated basins, a copy of the order or decree determining legal pumping rights; and, for unadjudicated basins designated as high- or medium-priority pursuant to the Sustainable Groundwater Management Act (SGMA), whether the California Department of Water Resources (DWR) has identified the basin as being subject to critical conditions of overdraft and whether a groundwater sustainability agency (GSA) has adopted a Groundwater Sustainability Program (GSP) or approved alternative, and, if so, a copy of the same. As previously discussed in the *Environmental Setting*, the water supply would include groundwater acquired within a high priority groundwater basin subject to SGMA (described below).

Sustainable Groundwater Management Act

The Sustainable Groundwater Management Act (SGMA) of 2014, effective January 1, 2015, gives local agencies the authority to manage groundwater in a sustainable manner and allows for limited state intervention when necessary to protect groundwater resources. The SGMA establishes a definition of sustainable groundwater management, establishes a framework for local agencies to develop plans and implement strategies to sustainably manage groundwater resources, prioritizes basins (ranked as high- and medium-priority) and sets a 20-year timeline for implementation. The initial basin prioritization under SGMA uses the prioritization conducted by the DWR in 2014 under the California Statewide Groundwater Elevation Monitoring program. SGMA requires the creation of a Groundwater Sustainability Agency that would develop and implement a GSP that would manage and use groundwater in a manner that can be maintained during the planning and implementation horizon without causing "undesirable results", defined as follows:

- Chronic lowering of groundwater levels indicating a significant and unreasonable depletion of supply;
- Significant and unreasonable reduction of groundwater storage;
- Significant and unreasonable seawater intrusion;
- Significant and unreasonable degraded water quality, including the migration of contaminant plumes that impair water supplies;

- Significant and unreasonable land subsidence that substantially interferes with surface land uses; or
- Depletions of interconnected surface water that have significant and unreasonable adverse impacts on beneficial uses of the surface water.

As discussed above in the Groundwater subsection, the UWSP area is in the Sacramento Valley Groundwater Basin, North American Subbasin, and is defined by DWR as a high priority groundwater basin, though not one in condition of critical overdraft. The subbasin encompasses portions of Sacramento, Sutter, and Placer Counties. There are five GSAs for the North American Subbasin including the Sacramento Groundwater Authority GSA, which has jurisdiction that includes the UWSP area. The established groundwater sustainability goals of the North American Subbasin GSP are as follows (GEI Consultants 2021):

Manage groundwater resources sustainably for beneficial uses and users to support the lasting health of the Subbasin's community, economy, and environment. This will be achieved through:

- The monitoring and management of established sustainable management criteria;
- Continued expansion of conjunctive management of groundwater and surface water;
- Proactively working with local well permitting and land use planning agencies on effective groundwater policies and practices;
- Continued GSA coordination and stakeholder engagement; and
- Continued improvement of our understanding of the Subbasin.

National Pollutant Discharge and Elimination System

Construction General Permit

Construction associated with projects that would disturbs more than one acre of land surface affecting the quality of stormwater discharges into waters of the United States is subject to the *NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities* (Order 2022-0057-DWQ, NPDES No. CAS000002). The Construction General Permit (CGP) regulates discharges of pollutants in stormwater associated with construction activity to waters of the U.S. from construction sites that disturb one acre or more of land surface, or that are part of a common plan of development or sale that disturbs more than one acre of land surface. The permit regulates stormwater discharges associated with construction or demolition activities, such as clearing and excavation; construction of buildings; and linear underground projects, including installation of water pipelines and other utility lines.

The CGP requires that construction sites be assigned a Risk Level of 1 (low), 2 (medium), or 3 (high), based both on the sediment transport risk at the site and the

receiving waters risk during periods of soil exposure (e.g., grading and site stabilization). The sediment risk level reflects the relative amount of sediment that could potentially be discharged to receiving water bodies and is based on the nature of the construction activities and the location of the site relative to receiving water bodies. The receiving waters risk level reflects the risk to the receiving waters from the sediment discharge. Depending on the risk level, the construction projects could be subject to the following requirements:

- Effluent standards;
- Good site management “housekeeping;”
- Non-stormwater management;
- Erosion and sediment controls;
- Run-on and runoff controls;
- Inspection, maintenance, and repair; or
- Monitoring and reporting requirements.

The CGP requires the development and implementation of a storm water pollution prevention plan (SWPPP) that includes specific best management practices (BMPs) designed to prevent sediment and pollutants from contacting stormwater from moving off site into receiving waters. The BMPs fall into several categories, including erosion control, sediment control, waste management and good housekeeping, and are intended to protect surface water quality by preventing the off-site migration of eroded soil and construction-related pollutants from the construction area. Routine inspection of all BMPs is required under the provisions of the CGP. In addition, the SWPPP is required to contain a visual monitoring program, a chemical monitoring program for non-visible pollutants, and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment.

The SWPPP must be prepared before construction begins. The SWPPP must contain a site map(s) that delineates the construction work area, existing and proposed buildings, parcel boundaries, roadways, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns across the project area. The SWPPP must list BMPs and the placement of those BMPs that the applicant would use to protect stormwater runoff. Additionally, the SWPPP must contain a visual monitoring program; a chemical monitoring program for “non-visible” pollutants 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. Examples of typical construction BMPs include scheduling or limiting certain activities to dry periods, installing sediment barriers such as silt fence and fiber rolls, and maintaining equipment and vehicles used for construction. Non-stormwater management measures include installing specific discharge controls during certain activities, such as paving operations, vehicle and equipment washing and fueling. The CGP also sets post-construction standards (i.e., implementation of BMPs to reduce pollutants in stormwater discharges from the site following construction).

In the UWSP area, the CGP is implemented and enforced by the Central Valley RWQCB, which administers the stormwater permitting program. Dischargers must electronically submit a notice of intent and permit registration documents to obtain coverage under this CGP. Dischargers are to notify the Central Valley RWQCB of violations or incidents of non-compliance and submit annual reports identifying deficiencies in the BMPs and explaining how the deficiencies were corrected. The risk assessment and SWPPP must be prepared by a State Qualified SWPPP Developer, and implementation of the SWPPP must be overseen by a State Qualified SWPPP Practitioner. A legally responsible person, who is legally authorized to sign and certify permit registration documents, is responsible for obtaining coverage under the permit.

WASTE DISCHARGE REQUIREMENTS FOR DEWATERING AND OTHER LOW THREAT DISCHARGES TO SURFACE WATERS

Certain categories of dewatering and other low threat discharges to waters of the United States are authorized under General Order R5-2013-0074, NPDES No. CA995001, provided the discharger completes and submits a notice of intent with the local RWQCB and complies with the terms and conditions of the General Order pertaining to pollutant concentration and toxicity.

URBAN LEVEL OF PROTECTION (ULOP)

In 2007, several bills were passed that amended the California Water Code and Government Code to strengthen flood protection and link land use planning to flood planning, including Senate Bill (SB) 5 (2007), as amended by SB 1278 (2012) and Assembly Bill (AB) 1259 (2013). One of the primary purposes of SB-5 and related legislation is to better tie local land use decisions that allow development in floodplains to the potential consequences in the event of a levee break.

A key requirement of SB 5 is that local jurisdictions amend their General Plans and Zoning Code to require 200-year flood protection standard in urban or urbanizing areas, and establish the requirement that when land uses are approved in Flood Hazard Zones, the county must make one of the following findings:

1. The facilities of the State Plan of Flood Control or other flood management facilities protect the property to the Urban Level of Protection (ULOP) in urban and urbanizing areas or the FEMA standard of flood protection in non-urbanized areas.
2. The county has imposed conditions on the entitlement or permit that will protect the property to the ULOP in urban and urbanizing areas or the FEMA standard of flood protection in non-urbanized areas.
3. The local flood management agency has made adequate progress on the construction of a flood protection system that will result in flood protection equal to or greater than the ULOP in urban or urbanizing areas by 2025.
4. The property is in an undetermined risk area and has met the ULOP.

In most cases, the ULOP is defined as protection against a 200-year flood, although there are exceptions for shallow flooding or flooding from small watersheds. Levee systems in the Sacramento region require major improvements to provide 200-year flood protection.

LOCAL/REGIONAL

SACRAMENTO AREAWIDE MUNICIPAL STORMWATER PERMIT

The Sacramento Areawide NPDES Municipal Stormwater Permit (MSP) is a Phase I permit applicable to the County of Sacramento along with cities of Citrus Heights, Elk Grove, Folsom, Galt, Rancho Cordova, and Sacramento (collectively referred to as the Sacramento Stormwater Quality Partnership or SSQP). The region wide Municipal Separate Storm Sewer System[2] (MS4) permit was issued in 2016 as Order R5-2016-0040, NPDES Permit No. CAS085324 (Central Valley RWQCB 2016). Development in Sacramento County is conditioned on inclusion of stormwater quality control measures provided in the Sacramento Stormwater Quality Design Manual, discussed below, among other local and regional requirements.

STORMWATER QUALITY DESIGN MANUAL FOR THE SACRAMENTO REGION

The County of Sacramento and other regional participants have prepared the Stormwater Quality Design Manual intended to satisfy the requirements of the MSP. The updated (2018) version of the design manual expands upon the 2007 version to address more prescriptive low-impact development (LID) requirements, new hydromodification management requirements, and full capture trash requirements, as required in the MSP (SSQP 2018).

CENTRAL VALLEY FLOOD PROTECTION PLAN

The Central Valley Flood Protection Plan (CVFPP) was first adopted in 2012 and updated on a five-year cycle, most recently in 2022 (DWR 2022). The CVFPP is a strategic blueprint for Central Valley flood risk management that serves to guide State policies, investments, and partnerships. The CVFPP uses a climate-driven technical foundation for a flood management system that helps protect communities, contribute to species recovery, and is part of California's integrated water management planning. Central to the CVFPP is the State Systemwide Investment Approach (SSIA), which includes a broad range of management actions to improve flood management systemwide, in urban areas, rural agricultural, and in small communities. The SSIA includes a 200-year level of protection for urban areas and urbanizing areas (such as those in Natomas), up to 100-year level of protection for small communities, rural-agricultural levee repairs, weir and bypass expansions, flood structure modifications and

[2] An MS4 is a conveyance or system of conveyances designed or used to collect or convey stormwater (including roads with drainage systems, municipal streets, catch basins, curbs, gutters, man-made channels, or storm drains) owned by a municipality (city, town, or other public entity) that discharges to the waters of the United States that is not part of a combined sewer or sewage treatment plant.

improvements, and ecosystem restoration. The SSIA also includes floodplain transitory storage, groundwater recharge opportunities and reservoir operations and management.

Sacramento County General Plan

The following goals and policies from the Agricultural, Agriculture, Circulation, Conservation and Safety elements of the Sacramento County 2030 General Plan are applicable to the proposed UWSP.

Agriculture

AG-29 The County shall minimize flood risks to agricultural lands resulting from new urban developments by

- Requiring such developments incorporate adequate runoff control structures and/or
- Assisting implementing comprehensive drainage management plans to mitigate increased risks of farmland flooding resulting from such developments.

Circulation

CI-65 Incorporate Low Impact Design (LID) techniques to the greatest extent feasible to improve water quality runoff and erosion control, infiltration, groundwater recharge, visual aesthetics, etc. LID techniques may include but are not limited:

- Bioretention techniques, such as filter strips, swales and tree box filters
- Permeable hardscape
- Green roofs
- Erosion and sediment controls
- Reduced street lane widths where appropriate.

Conservation

CO-24 Comply with the Sacramento Areawide National Pollutant Discharge Elimination System Municipal Stormwater Permit (NPDES Municipal Permit) or subsequent permits, issued by the Central Valley Regional Water Quality Control Board (Regional Board) to the County, and the Cities of Sacramento, Elk Grove, Citrus Heights, Folsom, Rancho Cordova, and Galt (collectively known as the Sacramento Stormwater Quality Partnership [SSQP]).

CO-26 Protect areas susceptible to erosion, natural water bodies, and natural drainage systems.

CO-28 Comply with other water quality regulations and NPDES permits as they apply to County projects or activities, such as the State's Construction General Permit and Aquatic Pesticides Permit.

CO-30 Require development projects to comply with the County's stormwater development/design standards, including hydromodification management and low impact development standards, established pursuant to the NPDES Municipal Permit. Low impact development design and associated landscaping may serve multiple purposes including reduction of water demand, retention of runoff, reduced flooding and enhanced groundwater recharge. (Modified 2016)

CO-31 Require property owners to maintain all required stormwater measures to ensure proper performance for the life of the project.

CO-34 Development applications shall be subject to compliance with applicable sections of the California Water Code and Government Code to determine the availability of an adequate and reliable water supply through the Water Supply Assessment and Written Verification processes.

CO-35 New development that will generate additional water demand shall not be approved and building permits shall not be issued if sufficient water supply is not available, as demonstrated by Water Supply Assessment and Written Verification processes.

SAFETY

SA-5 A comprehensive drainage plan for major planning efforts shall be prepared for streams and their tributaries prior to any development within the 100-year floodplain and/or the 200-year floodplain in areas subject to the Urban Level of Flood Protection, defined by full watershed development without channel modifications. The plan shall:

a. Determine the elevation of the future 100-year flood and/or the 200-year flood in areas subject to the Urban Level of Flood Protection, associated with planned and full development of the watershed;

b. Determine the boundaries of the future 100-year floodplain and/or the 200-year floodplain in areas subject to the Urban Level of Flood Protection, for both flood elevations (planned and full development) based on minimum 2-foot contour intervals;

c. Assess the feasibility of gravity drainage into the existing flowline of the stream;

d. Assess the feasibility of alternative means of drainage into the stream;

e. Identify potential locations for sedimentation ponds and other stormwater treatment facilities;

f. Determine practical channel improvements and/or detention basins to provide the flood control needs of the proposed development;

g. Determine the location and extent of marsh, vernal pool and riparian habitat;

h. Develop measures for protecting and mitigating natural habitat;

i. Develop measures for protecting and mitigating for federal and state listed endangered species;

j. Develop and ensure implementation of measures that would reduce vector larvae;

k. Identify appropriate plant species to be included as part of the natural features of the comprehensive drainage plan.

SA-14 The County shall require, when deemed to be physically or ecologically necessary, all new urban development and redevelopment projects to incorporate runoff control measures to minimize peak flows of runoff and/or assist in financing or otherwise implementing Comprehensive Drainage Plans.

SA-22 Areas within a 100-year floodplain, or within the 200-year floodplain in areas subject to the Urban Level of Flood Protection, shall not be upzoned to a more intensive use unless and until a Master Drainage Plan is prepared that identifies areas of the floodplain that may be developed. (Modified 2016)

SA-22a Sacramento County will evaluate development projects and all new construction located within a defined Flood Hazard Zone (FHZ) to determine whether the 200-year Urban Level of Flood Protection or 100-year FEMA flood protection applies, and whether the proposed development or new construction is consistent with that standard. Prior to approval of development projects or new construction subject to either standard, the appropriate authority must make specific finding(s) related to the following:

a. Urban Level of Flood Protection standard (200-year) applies to projects in a Flood Hazard Zone that meet certain criteria, developed by the State of California Department of Water Resources, related to urbanization, watershed size and potential flood depth.

b. Federal Emergency Management Agency (FEMA) standard of protection (100-year) applies to projects in a Special Flood Hazard Area that are not subject to the Urban Level of Flood Protection. (Added 2016)

SA-22b New development shall be elevated as required by the applicable flood standards (100-year, or 200-year in areas subject to the Urban Level of Flood Protection) and should be constructed to be resistant to flood damage consistent with the Floodplain Management Ordinance. (Added 2016)

Sacramento County Floodplain Management Ordinance

Updated in 2017, Sacramento County Municipal Code Title 16, Chapter 16.02, Section 16.02.060 (Ordinance SZC-2016-0023) requires a Floodplain Management Permit for any new construction, substantial improvements, or alteration of land within a special flood hazard area (FEMA Zones A, AO, Al-A30, AE, A99, AH, or AR). These standards control filling, grading, and other development which may increase flood damage; and are intended to prevent or regulate the construction of flood barriers that would unnaturally divert flood waters, or which may increase flood hazards in other

areas. Per Section 905-01, a project applicant must apply for a development permit for construction in a FEMA flood zone, and approval by the County's floodplain administrator is required. The permit application must include plans showing elevations of proposed structures and the elevations of areas proposed for materials and equipment storage; the proposed elevation in relation to mean sea level, of the lowest floor of all structures; the proposed elevation in relation to mean sea level to which any structure will be floodproofed; the location, volume, and depth of proposed fill and excavation within the 100-year floodplain and floodway; and a description of the extent to which any watercourse will be altered or relocated as a result of project development.

Per Ordinance Section 906-05, commercial solar power plants are treated as development (governed by Section 906-06), and any structures or electrical panels for such facilities must be elevated or floodproofed at least 1.5 feet above the base flood elevation and designed and anchored in accordance with the standards of Section 906-06. A declaration of land use restriction in a format approved by County Counsel must be recorded if any part of the commercial solar development will be lower than 1.5 feet above the base flood elevation.

The Ordinance designated the Director of Sacramento County DWR as floodplain administrator and established the floodplain management permit for any new construction, substantial improvement, or other development including alteration of land in a special flood hazard area (County of Sacramento, 2017). All proposed development activity in floodplains -- those areas designated by FEMA on the FIRMs for Sacramento County (Community Number 060262) and other areas subject to flooding -- must be reviewed and permitted by the County's Floodplain Administrator (County DWR) before construction.

Sacramento County Stormwater Ordinance

Consistent with the Regional Municipal Stormwater Permit (discussed under regional regulations) the County Stormwater Ordinance (Sacramento County Code 15.12) prohibits the discharge of unauthorized non-stormwater to the County's stormwater conveyance system and local creeks. It applies to all private and public projects in the county, regardless of size or land use type.

Senate Bill 5

In 2007, the California state legislature passed a series of laws (referred to as SB 5) directing the DWR to prepare flood maps for the Central Valley flood system and the State Plan of Flood Control, which includes the Central Valley system of levees and flood control facilities. This legislation also set specific locations within the area affected by the 200-year flood event as the ULOP for the Central Valley.[3]

[3] The *Urban Level of Flood Protection* is defined as the "level of protection that is necessary to withstand flooding that has a 1 in 200 chance of occurring in any given year, using criteria consistent with, or developed by, the California Department of Water Resources" per CA Government Code, Section 65007 (k).

SB 5 requires all cities and counties within the Sacramento-San Joaquin Valley to make findings related to an ULOP or the FEMA standard of flood protection before: (1) entering into a development agreement for any property that is located within a flood hazard zone; (2) approving a discretionary permit or other discretionary entitlement, or a ministerial permit that would result in the construction of a new residence, for a project that is located within a flood hazard zone; or (3) approving a tentative map, or a parcel map for which a tentative map was not required, for any subdivision that is located within a flood hazard zone. Sacramento County completed its General Plan and Zoning Code updates in October 2016 to meet the requirements of SB 5. The Sacramento County General Plan has identified the Natomas Basin, including the UWSP area, as within an area subject to the 200-year ULOP requirements.

Sacramento County Grading Permit

Sacramento County Code 16.44 (Land Grading and Erosion Control) requires private construction sites disturbing 1 or more acres or moving 350 cubic yards or more of earthen material to obtain a grading permit. To obtain a grading permit, project proponents must prepare and submit for approval an erosion and sediment control plan describing erosion and sediment control BMPs to be implemented during construction to control erosion and prevent sediment from leaving the site and entering the County's storm drain system or local receiving waters. The grading permit requires that a copy of the SWPPP be submitted consistent with Sacramento Areawide Municipal Stormwater Permit requirements.

Impacts And Analysis

Significance Criteria

For purposes of this EIR and consistent with the criteria presented in Appendix G of the CEQA Guidelines, impacts related to hydrology and water quality may be considered significant if implementation of the proposed UWSP would:

- Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality;
- Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin;
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
  - result in substantial erosion or siltation on- or off-site,
  - substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite,

  - create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, or
  - impede or redirect flood flows.
- In flood hazard zone, tsunami, or seiche zones, risk release of pollutants due to project inundation;
- Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Issues Not Discussed in Impacts

Risk release of pollutants due to project inundation from tsunami or seiche – The UWSP area is approximately 80 miles west of the Pacific coast, and therefore not located in a region subject to tsunamis. A seiche is a standing wave in an enclosed or partially enclosed water body, such as a lake or reservoir brought on by changes in atmospheric pressure. Seiches tend to occur in large or isolated water bodies. There are no isolated water bodies large enough to present seiche hazards in the UWSP area. As the UWSP area is not in a tsunami or seiche zone, there are no risks for release of pollutants associated with such hazards. Therefore, no impact would occur, and this issue is not evaluated further in the EIR.

Methodology and Assumptions

This impact analysis considers potential impacts on hydrology and water quality associated with the construction, operation, and maintenance phases of individual projects allowed under the proposed UWSP. The analysis considers the potential direct, indirect, and cumulative impacts on water resources as well as any mitigation measures that would be implemented to avoid or minimize such impacts, as appropriate. For the purposes of this analysis, water resources are comprised of surface waters (including overland flow, undirected flow, and deliberately channeled surface water flow), groundwater, and associated water quality considerations.

As described in the Project Description, the infrastructure systems that would serve development allowed under the proposed UWSP would be designed to incorporate measures that reduce potable water usage, and manage and provide source control for storm water, among other measures. This analysis assumes that the proposed UWSP would incorporate a number of water quality (WQ) policies to capture, absorb, and filter urban runoff and that water conservation measures would also be implemented, as described in Sections 7.6 and 7.7 of the proposed UWSP, the Project Description, and summarized further below. To the extent feasible, these policies would be implemented and would support the beneficial reuse and pretreatment of stormwater. The water conservation policies contain design measures to enable water use efficiency and limit unreasonable use of water resources.

Policies listed in the proposed UWSP to protect water quality include: (1) the installation green roofs on large buildings within the Commercial Mixed Use (CMU) and

Employment/Highway Commercial (E/HC) area to capture and store stormwater; (2) the use of porous pavement with the Town Center District and CMU and E/HC areas, where feasible, to allow stormwater to flow into the ground; (3) the installation of rain gardens to encourage percolation and infiltration; (4) the planting of street trees to help with absorption; (5) the use of amended soils to improve percolation rates; (6) the use of minor vegetated swales or bio swales in subdivisions and commercial developments to pre-treat urban runoff; (7) the use of major vegetated swales/channels to absorb and filter pollutants prior to storm water flowing into detention basins; (8) the use of minor basins in subdivisions and commercial developments to capture runoff prior to releasing it into the underground storm drain system; and (9) the use of major basins to allow the settlement and absorption of pollutants prior to release into the West Drainage Canal (Witter Canal).

The proposed UWSP also includes a number of policies that would promote water conservation. These policies include; (1) the utilization of low flow fixtures (e.g., faucets, toilets, shower heads, etc.) and water efficient appliances; (2) the requirement that landscaped areas be planted with drought tolerant materials (i.e., groundcovers and shrubs); (3) the consideration of artificial turf for ballfields that must tolerate heavy use and foot traffic (e.g., soccer fields utilized for league play); (4) the use of untreated or reclaimed water, if available; and (5) the encouragement that development with High Density Residential (HDR), Very High Density Residential (VHDR), CMU, and E/HC areas install underground cisterns to capture rainwater so that it can be re-utilized for landscape irrigation or in-building wastewater systems.

The proposed UWSP would be regulated by the various laws, regulations, and policies governing water quality and hydrology as summarized in the *Regulatory Setting* above. Ongoing compliance with, and enforcement of applicable federal, state, regional, and local laws and regulations is also assumed in this analysis. In addition to the regulatory compliance, the proposed UWSP includes required specific water quality and water conservation policies aimed at increasing the overall sustainability of the development, while also reducing environmental impacts.

A significant impact would occur if, after considering the features described in Chapter 2, Project Description and the required compliance with regulatory requirements, a significant impact would still occur. For those impacts considered to be significant, mitigation measures are proposed to reduce the identified impacts.

Impact Hyd-1: Violation of Water Quality Standards, Waste Discharge Requirements, or Substantial Degradation of Surface or Groundwater Quality

Construction

Project construction would involve ground-disturbing earthwork including soil excavation and filling, trenching, grading, and landscaping. These activities could increase the susceptibility of soils on the site to erosion by wind or water. Heavy equipment such as bulldozers, graders, earth movers, heavy trucks, trenching equipment and other

machinery would be used during construction. Such machinery could contribute pollutants to stormwater runoff in the form of sediment and other pollutants, such as fuels, oil, lubricants, hydraulic fluid, or other contaminants. Sediment, construction debris, and other pollutants, if mobilized, during construction could be transported to receiving waters such as the Sacramento River or the West Drainage Canal. In addition, during the construction of structures for individual projects, construction equipment and materials would include fuels, oils and lubricants, solvents and cleaners, cements and adhesives, paints and thinners, degreasers, cement and concrete, and asphalt mixtures, which are all commonly used in construction. Finally, given that the UWSP area has historically been used for agriculture, it is possible that residual pesticides, fuel, and oil may also be present in the soil and could be mobilized during construction. In summary, in the absence of runoff and materials controls, exceedances of water quality standards could result.

As also described in Chapter 2, *Project Description*, and depicted on Plate PD-20, the proposed UWSP would also include a variety of offsite improvements, including road improvements to El Centro Road, Natomas Central Drive and Arena Boulevard; road improvements to El Centro and San Juan roads; new roadway connections to Garden Highway at Radio Road, San Juan Road, Street 9, and Bryte Bend Road; a potential bike trail bridge crossing of the West Drainage Canal (Witter Canal); stormwater discharge facilities at two potential locations of the West Drainage Canal (Witter Canal); a new sewer force main from the UWSP area east to the New Natomas Pump Station (NNPS); potential improvements to the I-80/El Camino Avenue interchange; and a new water supply connection to the existing City of Sacramento water distribution system along West River Drive. Similar to projects allowed under the proposed UWSP, the proposed offsite improvements would also involve ground-disturbing earthwork that could increase the susceptibility of soils on offsite areas to erosion by wind or water.

As discussed in the *Regulatory Setting* above, pursuant to the GSP, projects that disturb at least one acre of soil are required to obtain coverage under the Construction General Permit. This NPDES permit applies to construction activities that include clearing, grading, trenching, and other ground disturbances such as stockpiling or excavation. The GSP requires the development and implementation of a SWPPP, which must include BMPs the project would utilize to limit and otherwise control stormwater runoff.

Construction contractors for individual projects allowed under the proposed UWSP and offsite improvements would be required to prepare SWPPPs for construction activities in compliance with the GSP requirements. The SWPPPs would describe BMPs to control stormwater runon and runoff such as silt fences and straw wattles. The SWPPPs would also list the hazardous materials (including petroleum products) proposed for use during construction; describe spill prevention measures, equipment inspections, equipment and fuel storage; protocols for responding immediately to spills, among other requirements. The SWPPPs would be submitted to the RWQCB, which would review the SWPPPs and the required inspection reports for compliance with the CGP. Implementation of such measures would prevent violations of water quality standards and limit potential contamination of water resources.

It is anticipated that dewatering of groundwater may be required for development proposed under the proposed UWSP, due to the relatively shallow depth to groundwater upon the site. Dewatering may also be needed for offsite improvements such as the stormwater discharge facilities at the West Drainage Canal (Witter Canal). In the event that subsurface construction is planned, ground disturbance would be required to comply with dewatering provisions for discharges outlined in the CGP or the low-threat discharge permit, as applicable. Compliance with the conditions of the applicable permit would ensure that potential water quality contaminants are intercepted, treated, or otherwise prevented from entering receiving waters.

Projects are assumed to potentially alter drainage patterns, which could cause erosion impacts that would adversely affect water quality through the release of sediment and other pollutants. To ensure project designs include measures to manage stormwater, the Project Applicant or future developer(s) would be required to implement **Mitigation Measure HYD-1**, described further below. This mitigation measure would require the Project Applicant or future developer(s) to prepare a drainage study in accordance with the requirements outlined in the Sacramento Stormwater Quality Partnership's 2018 Stormwater Quality Design Manual (or subsequent updates). The drainage study would inform the project design for permanent stormwater quality treatment facilities capable of treating stormwater to the satisfaction of County DWR.

As described in Chapter 12, *Hazards and Hazardous Materials*, individual onsite and offsite projects would be required to comply with existing regulations to maintain appropriate storage, use, transport, and management of hazardous materials, and during construction. Individual projects would maintain and implement a spill prevention and countermeasures control plan as well as a hazardous materials management plan to reduce the risk of release of contaminants. In addition to these regulatory controls, mitigation measures would be implemented to limit the release of potential existing contaminants into ground and surface waters. Specifically, Mitigation Measures HAZ-4a, Site Investigation, would require contractors to conduct a Phase 1 environmental site assessment to identify existing contamination prior to initiation of and demolition or ground disturbing activities. Mitigation Measure HAZ-4b Health and Safety Plan, requires that a plan be prepared prior to construction that would contain protocols and procedures for decontamination, in the event that contaminants are found on site. Mitigation Measure HAZ-4c Soil and Groundwater Management Plan, would require a plan for the management of soil and groundwater prior to ground disturbance and would include provisions for training, materials testing, handling, transporting and disposal of soil and/or dewatering effluent. Similarly, offsite improvements would also be required to comply with relevant hazardous materials regulations, along with hazardous materials mitigation measures, if needed to protect people and the environment. These mitigation measures would be implemented to prevent the release of contaminants.

With implementation of these mitigation measures, and existing regulatory controls such as those required under the construction general permit and Sacramento County requirements for grading, drainage, and erosion control, among others, individual projects considered under the proposed UWSP would not result in impacts to water quality or waste discharge requirements, and thus the impact would be **less than significant**.

Operation

Stormwater discharge is generated by rainfall that runs off the land and impervious surfaces, such as paved streets, parking lots, and rooftops. Stormwater discharge may include sediments and other pollutants of concern (e.g., fuel and oil leakage from vehicles, pesticide runoff from landscaping), which are expected to be generated by the proposed UWSP that could affect stormwater quality. During project operation, pollutants of concern within stormwater runoff may include, but are not limited to, sediment, silt, nutrients, pesticides, metals, pathogens, oil and grease, and trash. This stormwater runoff can flow directly into storm drains and continue untreated before discharging into surface water. Untreated stormwater runoff degrades water quality in surface waters and groundwater and can affect drinking water, human health, plant and animal habitats, and the water quality in offsite drainages and surface water bodies.

As a permit holder through the SSQP, Sacramento County is required to comply with the terms of the MSP. The MSP contains requirements that the permittee develop and implement a stormwater management program and includes provisions for construction enforcement, municipal operations stormwater runoff control (pollution prevention and good housekeeping), and post-construction maintenance requirements to effectively limit contamination of municipal stormwater and associated receiving waters.

Consistent with this MSP, individual projects considered under the proposed UWSP, as well as offsite improvements, would be required to conform to the standards identified in the SSQP Stormwater Guidance Manual. As noted in Chapter 2, *Project Description*, sustainability measures including LID[4] site design measures would be incorporated into the overall design and would effectively serve as source control measures to improve water quality. Treatment control measures are intended to filter and settle pollutants out of runoff before it travels in stormwater off the site. Treatment control measures could include vegetated filter strips, stormwater planters, infiltration basins, etc. to intercept and treat pollutants, and reduce the volume of runoff. Proprietary devices such as stormwater media cartridge systems may also be allowed (as treatment controls) for development considered under the proposed UWSP and would be subject to local permitting agency review and approval. Verification of long-term maintenance is also required by the MSP for projects using stormwater treatment controls measures such as vegetated swales and bioretention planters or other treatment control devices.

Once treated, sediment and other pollutants would be removed from the stormwater runoff. The drainage system would then route stormwater that is not infiltrated into the subsurface to the existing drainage canals, as it does now. With the above-described treatment, the water quality would be suitable for agricultural irrigation use by onsite and

[4] LID stands for Low-Impact Development, which is a stormwater management strategy that emphasizes conservation and the use of existing natural site features integrated with distributed small-scale stormwater controls to mimic natural hydrologic patterns in residential, commercial, and industrial settings.

offsite (downstream) agricultural operations that draw irrigation water from the drainage canals.

With adherence to existing regulatory requirements governing runoff and stormwater along with implementation of Mitigation Measures HAZ-4a through HAZ-4c identified in Chapter 12, Hazards and Hazardous Materials, and Mitigation Measure HYD-1 below, impacts during construction and operation would be **less than significant**.

Mitigation Measures

Implement Mitigation Measures HAZ-4a, HAZ-4b, and HAZ-4c (see Chapter 12, *Hazards and Hazardous Materials*)

HYD-1: Before approval of future tentative maps, the Project Applicant or future developer(s) shall submit a drainage study in accordance with the requirements outlined in the Sacramento Stormwater Quality Partnership's 2018 Stormwater Quality Design Manual (or subsequent updates). The study shall describe permanent stormwater quality treatment facilities capable of treating stormwater to the satisfaction of County DWR.

Impact Hyd-2: Decrease Groundwater Supplies, Interfere with Recharge, Impede Sustainable Groundwater Management

Construction

As noted in the *Environmental Setting* above, the Sacramento Valley Groundwater Basin, North American Subbasin, is a high-priority subbasin, though not one in a condition of critical overdraft. During construction, it is anticipated that water would be required to control fugitive dust across the site and for concrete batch mixing for projects allowed under the proposed UWSP and offsite improvements. Water for construction use could need to be brought in from offsite sources (e.g., using water trucks) and presumably would be obtained from the local water supplies that consist of a mix of surface water and groundwater, as previously discussed in the *Environmental Setting* above. Potable water requirements for workers would be brought to the site to meet temporary demands during construction and may also be from local water supplies that use groundwater. However, the volume of water used during construction would not be substantial and would be within the available regional supply, as discussed below under *Operation*. Therefore, water demand during construction would not substantially decrease groundwater supplies or impede sustainable management of groundwater resources. Impacts associated with construction would be **less than significant**.

Mitigation Measures

None required.

Operation

As noted in the *Environmental Setting* above, the Sacramento Valley Groundwater Basin, North American Subbasin, is a high-priority subbasin, though not one in a condition of critical overdraft. A consideration of groundwater sustainability during the operations phase includes both the potential ongoing demand for groundwater and the loss of recharge capability of the groundwater basin associated with placement of impervious surfaces upon the site proposed for development under the proposed UWSP. These two considerations are discussed separately.

Groundwater Supplies

The Sacramento region obtains its water supply from both surface supplies and groundwater in varying proportions depending on whether it is a wet or dry rain year. The City of Sacramento is required to determine whether the projected water demand associated with the proposed UWSP was included as part of the most recently adopted City's 2020 Urban Water Management Plan, which quantifies and evaluates all of the City's water supplies, whether imported or from local surface water or groundwater supplies and compares that supply with the existing and anticipated water supply demand. The City of Sacramento processes WSAs upon request to determine if its planned water supplies are sufficient to meet the demands of new areas in addition to its existing and projected water supply obligations, as required by Water Code 10910. As discussed in Section 20, *Utilities*, the City of Sacramento prepared a WSA for the proposed UWSP. The area addressed in the City Water Supply Assessment lies within an area contemplated by the City's 2020 Urban Water Management Plan demand forecast and within the legal boundaries of the City's water rights entitlements. The City's analysis concluded that the planned water supplies in their Urban Water Management Plan can meet the water supply demand of the proposed UWSP during normal, single dry and multiple dry years over a 20-year dry period. Note that the offsite improvements would not use groundwater supplies. The impact relative to groundwater supplies would be **less than significant**.

Mitigation Measures

None required.

Recharge

It is anticipated that development considered under the proposed UWSP would add a substantial amount of impervious surface area to an area that is currently sparsely developed and predominantly pervious. The offsite improvements would also add some additional impervious surfaces for the roadway improvements. Under existing conditions, the site has a high capability of recharging the groundwater basin. Development proposed under the proposed UWSP, along with the offsite improvements, would alter the built environment and change the conditions of the subbasin reducing the overall surface area for groundwater recharge capability.

As described in Chapter 2, *Project Description*, and required by the MSP and the Stormwater Quality Design Manual, individual projects considered for development under the proposed UWSP would conform to LID design and sustainability measures,

such as the inclusion of project design features such as bioswales, pervious paving, and other LID measures designed to reduce runoff and infiltrate stormwater back into the subsurface. Four onsite detention basins would be constructed with liners and underdrains to manage groundwater infiltration and hydrostatic pressures. Consequently, these design measures would capture, treat, and return stormwater to the basin, and maintain the existing degree of recharge potential for the groundwater basin, while also controlling site drainage (with respect to flood conditions) during storm events, which complies with the MSP requirements. Note that RD 1000, the operators of the West Drainage Canal, will require that development allowed under the proposed UWSP not discharge stormwater to the West Drainage Canal in excess of current drainage volumes, which complies with the MSP requirements. With the inclusion of these design measures, development within the UWSP area would not substantially interfere with recharge or impede conditions for groundwater sustainability. In addition, the offsite roadway improvements would comply with Caltrans road design requirements that would route stormwater runoff into the existing stormwater drainage system, as it does now for those locations. This impact would be **less than significant**.

Mitigation Measures

None required.

Impact Hyd-3: Substantial Alteration of Drainage Patterns, Addition of Impervious Surfaces Resulting in Erosion, Siltation, Increased Runoff, Impedance or Redirection of Flood Flows

The UWSP area is predominantly flat or gently sloping agricultural land with very-low- to low-density residential and commercial land uses under existing conditions. Under existing conditions, the Natomas Basin contains various canals and pump stations that provide irrigation water to agricultural lands and provide flood control for developed lands within the basin, as described in Chapter 20, *Utilities*.

As previously discussed for projects allowed under the proposed UWSP, stormwater runoff would first be directed into various LID project design features to infiltrate stormwater into the subsurface, such as bioswales, pervious paving, and other LID measures designed to reduce runoff and infiltrate stormwater back into the subsurface.

The remaining stormwater would then be routed by the Westside Canal, drainage channels, and storm drains to one of the four detention basins shown on Plate PD-17 in Chapter 2, *Project Description*, and Figure 3.3 of the Drainage Study in Appendix HYD-1. Runoff directed to the West Detention Basin will be detained and pumped into a proposed earthen channel flowing east towards the East Detention Basin. Runoff directed to the South Detention Basin will be detained and pumped into the Central Canal. This canal will be used primarily as a water feature but will have available conveyance capacity to direct flows from the South Detention Basin north to a proposed earthen channel along San Juan Road that will discharge into the East Detention Basin. The Central Canal will be drained via a 20-foot-wide weir and a low flow outlet, which would allow for a permanent pool in the canal to be used as a water feature. Runoff

directed to the North Detention Basin and East Detention Basin will be pumped into the West Drainage Canal via a proposed pump station at each basin.

Note that as allowed by the proposed UWSP,[5] administrative modifications to the land use plan are allowed to reconfigure or realign land uses, including public facilities such as canals, drainage channels, storm drains, and detention basins. Additionally, the proposed UWSP includes a policy[6] that permits the County to "allow administratively approved adjustments to the location, alignment, and design of backbone infrastructure and/or in tract infrastructure systems…provided that such adjustments maintain the system's planned functionality and ability to serve the development area." This provision allows for some flexibility in the final locations of project components to address site conditions.

Several drainage canals are proposed to be built on the boundary of the proposed development in areas that will not be graded or developed (e.g., remaining agricultural areas). These proposed drainage canals would drain existing irrigation canals located within the remaining agricultural areas during winter months when no irrigation water supply is present in the system. The system configuration would allow for continued agricultural production after development of the UWSP area is completed by maintaining proper drainage. These proposed channels will be sized to convey the 100-year design storm event with one foot of freeboard per Sacramento County standards. They will also be designed to provide enough capacity to reduce increases in peak water surface elevations to no more than 0.1 foot for the remaining agricultural areas as per the Sacramento County Floodplain Management Ordinance.

Site hydrology and drainage patterns would be substantially altered by development associated with the proposed UWSP due to the overall alteration of terrain and placement of structures and impervious surfaces upon the site. Design for the proposed UWSP allows for an agricultural open space buffer along the Sacramento River. However, development associated with the proposed UWSP would be required to conform to regulatory requirements in place in Sacramento County, such as those described in the *Regulatory Setting* above. As designed, grading for the proposed UWSP would balance cut and fill areas and direct flows toward LID infiltration project design features and then into one of four detention basins proposed to reduce peak flows to at or below existing conditions peak flows. From there, stormwater would be routed to the West Drainage Canal at a rate that would not exceed the current rate. The offsite roadway and bike trail improvements would occur within existing roadways and would not substantially alter drainage patterns. The offsite stormwater pump discharge and bank armoring would not alter the existing drainage pattern except to better manage stormwater runoff and reduce the potential for erosion.

Finally, as discussed in Impact HAZ-5 in Section 12, *Hazards and Hazardous Materials*, in the event of a catastrophic breach of the levee along the Sacramento River (see

[5] See Section 3.5 and Section 8.8.4 of the proposed UWSP.

[6] Policy 5-D.

Appendix HYD-2), flood flows would be redirected as a result of development allowed under the UWSP. Some low-lying areas could be inundated, depending on water levels in the Sacramento River. However, the inundation study summarized in Impact HAZ-5 concluded that development allowed under the proposed UWSP would not substantially impair emergency response or evacuation because of the numerous alternate evacuation routes and the substantial number of hours that would be available for evacuation before low-lying areas would reach a one-foot of inundation.

With compliance with existing regulations and the use of the project design features to control stormwater, development of the proposed UWSP area would not result in erosion, siltation, increased runoff, or impedance or redirection of flood flows, and this impact would be **less than significant**.

Mitigation Measures

None required.

Impact Hyd-4: In a Flood Hazard Zone, Risk Release of Pollutants Due to Project Inundation

As discussed in the *Environmental Setting* above, the UWSP area, which includes the proposed offsite improvements, is in the 100-year flood zone with three SHFA designations: Zones A, AE, and A99 within the Natomas Basin. Flood events could inundate the project site and release sediment or other pollutants.

In 2007, SAFCA commenced the Natomas Levee Improvement Program (NLIP) to meet the 200-year flood protection standard. The NLIP project improved levees on the north perimeter and a portion of the west perimeter of the Natomas Basin. SAFCA completed NLIP construction in 2016. The American River Common Features Natomas Basin Project is improving the basin's remaining west, east and south levees and is expected to be completed by 2025.

The completion of the NLIP project and the progress toward expected completion of the American River Common Features Natomas Basin Project in 2025 will reduce the potential for flooding that will result in flood protection equal to or greater than the ULOP in urban or urbanizing areas by 2025. This also complies with Condition 3 of the ULOP (see *Regulatory Setting, State, ULOP*). Improvements to the level of protection to the 200-year flood event would be completed before completion of projects allowed under the proposed UWSP. Finally, projects constructed under the proposed UWSP would include drainage improvements to efficiently route stormwater to treatment and infiltration BMPs, which would reduce the potential to release sediment and other pollutants. With this improved level of flood protection, the UWSP area would not be subject to flooding and the impact would be **less than significant**.

Mitigation Measures

None required.

Impact Hyd-5: Conflict with or Obstruct Implementation of a Water Quality Control Plan or Sustainable Groundwater Management Plan

As discussed above in the Regulatory Setting, SGMA identifies the following as undesirable results:

1. Chronic lowering of groundwater levels indicating a significant and unreasonable depletion of supply;
2. Significant and unreasonable reduction of groundwater storage;
3. Significant and unreasonable seawater intrusion;
4. Significant and unreasonable degraded water quality, including the migration of contaminant plumes that impair water supplies;
5. Significant and unreasonable land subsidence that substantially interferes with surface land uses; or
6. Depletions of interconnected surface water that have significant and unreasonable adverse impacts on beneficial uses of the surface water.

As discussed under the previous impact analysis for groundwater supplies and recharge, the project design would be in compliance with the Regional Municipal Stormwater Permit and the Stormwater Quality Design Manual. Compliance would ensure that recharge of the underlying aquifer and its volume of water in storage would not be changed from existing conditions (undesirable results 1, 2, and 5). Stormwater would be infiltrated into the subsurface or routed to the East Drainage Canal, as it is now (undesirable result 6). As discussed under the previous impact analysis for water quality, stormwater would be captured and treated as part of the infiltration measures to prevent impacts to water quality (undesirable result 4). Construction activities would be covered under the Construction General Permit, which would include measures to control runoff and prevent the release of sediment and other pollutants (undesirable result 4). Existing regulations covering the storage, use, and disposal of hazardous materials would prevent spillage and require prompt cleanup in the event of spills (undesirable result 4). In summary, compliance with these existing regulations would maintain water quality and groundwater supplies and would be consistent with the Basin Plan and the Sustainable Groundwater Management Plan. This impact would be **less than significant**.

Mitigation Measures

None required.

14 LAND USE

INTRODUCTION

This chapter evaluates effects related to land use and planning that would occur with implementation of the proposed UWSP. It includes the environmental and regulatory setting, the criteria used to evaluate the significance of potential impacts, the methods used in evaluating these impacts, and the results of the impact assessment.

While an EIR may provide information regarding land use and planning issues, CEQA does not consider inconsistency with land use plans and policies to be a physical effect on the environment unless the plan or policy was adopted for the purpose of avoiding or mitigating a significant environmental effect. Adverse physical effects on the environment that could result from construction and operation of the proposed UWSP, including the changes to land use addressed in this chapter, are evaluated and disclosed in the appropriate topical sections of this Draft EIR.

The Notice of Preparation (NOP) for the EIR was circulated on October 5, 2020. The County received several comments related to land use and planning from local public agencies as well as the general public. Comments included concern that proposed street and block design across the majority of the UWSP area could promote auto-centric travel patterns and present a challenge for alternative modes of transportation; concern regarding conversion of agricultural land to urban uses beyond what was analyzed as part of the Sacramento Region Blueprint and Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) prepared by the Sacramento Area Council of Governments (SACOG); concern that implementation of the proposed UWSP would require new roadways, utilities, and other infrastructure and that those improvements must be properly phased; and a request to consider changing the agricultural land use designations along the western edge of the UWSP area to a designation of open space with agriculture as an allowable use to offer greater protection against potential future conversion of these agricultural areas to non-agricultural uses.

The information and analysis included in this section was developed based on a review of the Draft UWSP, the Sacramento County 2030 General Plan, the Sacramento County Zoning Code, and the SACOG MTP/SCS and Sacramento Region Blueprint.

ENVIRONMENTAL SETTING

The location of the UWSP area in the context of the Sacramento region is shown in Plate PD-1. Specifically, the UWSP area is located in unincorporated Sacramento County adjacent to the existing city of Sacramento communities of North and South Natomas (see Plate PD-2). The UWSP area is bounded by Fisherman's Lake Slough to the north, the West Drainage Canal (Witter Canal) to the east, Interstate 80 (I-80) to the south, and Garden Highway to the west (see Plate PD-3).

Parcels in the UWSP Area

The UWSP area consists of 144 parcels totaling approximately 2,066 acres. Of these, the Project Applicant owns and/or controls approximately 292 acres, or 14 percent of the plan area. Properties not owned by the Project Applicant are included in the proposed UWSP per General Plan requirements and would be the subject of future entitlement applications for rezoning consistent with the County's adopted Land Use Plan.

Existing and Adjacent Land Uses

Agriculture is the predominate land use within the UWSP area with large parcels devoted to growing crops. Other existing land uses include agricultural residential, commercial, and recreation. Agricultural residential homes are located within the northeastern portion of the UWSP area near El Centro Road and within the southwestern portion of the plan area along Garden Highway. Commercial land uses are located adjacent to the West El Camino and I-80 interchange and include a truck stop, gas stations, restaurants, hotels, self-storage, construction equipment sales, and union offices. Finally, a radio broadcast tower is located in the northern part of the UWSP area, and a television broadcast tower is located within the agricultural residential area along the southwestern boundary.

Residential uses within the North Natomas community are located to the north and east of the UWSP area, including the Sundance Lake neighborhood north of Fisherman's Lake Slough, the Gateway West subdivision east of the West Drainage Canal (Witter Canal), and the River View subdivision west of El Centro Road. Similarly, residential uses within the South Natomas community, including the Willow Creek neighborhood, are located to the south of I-80. The Sacramento River and land in agricultural production in Yolo County are located to the west of Garden Highway.

Existing Land Use Designations and Zoning

Current General Plan land use designations for the UWSP area include Agricultural Cropland (1,858.3 acres), Agricultural Residential (97.0 acres), Recreation (58.8 acres), and Commercial and Offices (52.2 acres).

The Agricultural Cropland designation represents agricultural lands most suitable for intensive agriculture. The agricultural activities included are row crops, tree crops, irrigated grains, and dairies. The designation is generally limited to areas where soils are rated from Class I to Class IV by the U.S. Department of Agriculture Natural Resources Conservation Service, or are classified Prime, Statewide, or Unique significance by the State of California Conservation Department. These lands have at least some of the following attributes: deep to moderately deep soils, abundant to ample water supply, distinguishable geographic boundaries, absence of incompatible residential uses, absence of topographical constraints, good to excellent crop yields, and large to moderate sized farm units. The Agricultural Cropland designation allows single-family dwelling units at a density no greater than 40 acres per unit.

The Agricultural-Residential designation provides for rural residential uses, such as animal husbandry, small-scale agriculture, and other limited agricultural activities. This designation is typical of established rural communities where between 1 and 10 acres per unit is allowed, resulting in a development density of 0.25 to 2.5 persons per acre.

The Recreation designation provides areas for active public recreational uses, including community parks, County parks, and activity areas within the American River Parkway. The Recreation land use designation may also apply to lands within floodplains in urbanizing areas.

The Commercial and Office designation provides for a full range of neighborhood, community, and regional shopping centers and a variety of business and professional offices. Uses include locally oriented retail, professional offices, and regional commercial operations. The location and size of commercial areas is based upon accessibility, historic development patterns, community and neighborhood needs, and minimization of land use conflicts. Ideally, commercial areas are designed to integrate with the community, including the provision for pedestrian amenities. The standard for commercial Floor Area Ratios is between 0.25 and 2.5.

Current zoning designations for the UWSP area include Agricultural 20 (148.6 acres), Agricultural 40 (1,737.1 acres), Agricultural-Residential 1 (16.7 acres), Agricultural-Residential 2 (108.3 acres), Agricultural-Residential 5 (6.0 acres), General Commercial (17.8 acres), and Highway Travel Commercial (31.8 acres).

Agricultural zoning districts are established, among other objectives, to eliminate the encroachment of land uses incompatible with the long-term agricultural use of land and to preserve the maximum amount of the limited supply of agricultural land within the County. Agricultural-Residential districts are established, among other objectives, to provide living areas within the County where development is limited to low-density concentrations of single-family dwellings and to limit the number of permitted nonresidential uses so as to promote and encourage a suitable environment for family life on parcels of land larger than generally is provided in residential zoning districts. Each of the agricultural and agricultural-residential zoning districts is distinguished by minimum lot size measured in acres (e.g., Agricultural 20, Agricultural 40, Agricultural-Residential 1, Agricultural-Residential 2, Agricultural-Residential 5).

The General Commercial zoning district permits a broad range of commercial uses, including more intense use such as small warehousing operations, auto repair shops, and truck service stations.

The Highway Travel Commercial zoning district is intended to serve the highway traveler and highway user with uses and services normally associated with tourists and vacationers. It is intended that this zone promote the unified grouping of these uses at locations adjacent to or where access to major through highways or terminal facilities is convenient.

REGULATORY SETTING

FEDERAL

There are no federal regulations that apply to the evaluation of effects related to land use.

STATE

CORTESE-KNOX-HERTZBERG LOCAL GOVERNMENT REORGANIZATION ACT

The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 establishes procedures for local government changes of organization, including annexations to a special district.

CALIFORNIA GOVERNMENT CODE

Preparation of a specific plan is authorized by Section 65450 et seq. of the Government Code. Government Code Section 65451 mandates that a specific plan include text and diagram(s) that include the following in detail:

1) The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.
2) The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.
3) Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
4) A program of implementation measures including regulations, programs, public works projects and financing measures necessary to carry out paragraphs (1), (2), and (3).

The specific plan must also contain a statement of relationship of the specific plan to the General Plan.

LOCAL

SACRAMENTO COUNTY 2030 GENERAL PLAN

The Sacramento County 2030 General Plan (County of Sacramento 2011) provides an inventory of land supply within the County and projects the amount and location of land and development that will be required to accommodate future populations and economic growth through 2030. The land use strategies and policies of the Sacramento County 2030 General Plan are designed to promote the efficient use of land, encourage economic vitality and job growth, reduce urban sprawl and its impacts, preserve habitat

and open space, and protect agricultural and rangeland operations. The following policies from the Land Use and Open Space elements of the Sacramento County 2030 General Plan are applicable to the proposed UWSP. Please note that select policies below have been updated to reflect proposed General Plan Text Amendments requested by the project applicant (see Appendix PD-1). Changes to the text of the policies are shown by either strikethrough where text has been deleted, or double underline where new text has been inserted.

LAND USE

LU-1 The County shall not provide urban services beyond the Urban Policy Area, except when the County determines the need for health and safety purposes and the extension provisions as provided in Policy LU-1.1.

LU-3 It is the intent of the County to focus investment of public resources on revitalization efforts within existing communities, especially within commercial corridors, while also allowing planning and development to occur within strategic new growth areas.

LU-15 Planning and development of new growth areas should be consistent with Sacramento County-adopted Habitat Conservation Plans and/or other efforts to preserve and protect natural resources.

LU-113 The County shall work with SACOG to support implementation of Blueprint's policies and land use objectives.

LU-114 It is the policy of Sacramento County that development and open space preservation in the Natomas Joint Vision Overlay Area occur in a comprehensive, responsible and cohesive manner that best addresses land use, economic development, and environmental opportunities and challenges in Natomas.

LU-120 The County shall only consider approval of a proposed UPA [Urban Policy Area] expansion and/or Master Plan outside of the existing UPA if the Board finds that the proposed project is planned and will be built in a manner that:[1]

- meets all of the requirements per PC-1 through PC-10, and;
- meets ONE of two alternative performance metrics:
  - *Alternative #1- Criteria-Based*
  - *Alternative #2 – VMT* [Vehicle Miles Traveled]*/Greenhouse Gas Emissions Reduction Metric*

[1] Some areas within a Master Plan may have existing uses that are not likely to change and are appropriate to remain. If the Master Plan designates such areas with a land use category that reflects that existing use, the Board may exclude these areas for purposes of determining consistency with these criteria.

PC-1. Vision for connection to other adjacent existing and potential future development areas.

Required: Include a vision of how the development will connect to other adjacent existing and potential future development areas within the USB [Urban Services Boundary], including how roadways, transit, sewer, and water could occur within all adjacent areas.

PC-2. Housing choice.

Required: A variety of housing types and densities, including single-family homes, duplexes, triplexes, accessory dwelling units, townhomes, condominiums, apartments and similar multi-family units, in a variety of settings including both residential neighborhoods and mixed-use nodes.

PC-3. Quality.

Required: Design guidelines, development standards and/or similar assurances that will require high-quality development consistent with the vision set forth in the Master Plan.

Discussion: The County's General Plan contains numerous policies that address quality of new development but does not provide specific details regarding how a particular Master Plan will be planned and built to ensure that quality is achieved. Conversely, many of the County's tools used implement the General Plan (such as zoning) provide specific details about how land can be used and developed, but do not necessarily address quality. The Master Plan is the bridge between the broad-based General Plan and fine-grained implementation tools like zoning, making it the ideal context to address the quality of development expected within its boundaries.

Master Plans should provide specific details regarding the quality envisioned for the project and appropriate standards to ensure that it will be built out over time in a manner that achieves the stated vision. Detailed design guidelines and firm development standards can be excellent tools for creating certainty that quality will be achieved. Elements of quality to be addressed may include:

- Building form, including architectural styling, materials, articulation, orientation, size, massing, etc.
- "Theming" at the neighborhood or community level, including consistent signage, materials, landscaping, and other elements
- Amenities provided beyond those required by law
- The public realm

- Relationship between uses

PC-4. Accommodate the percentage of low and very low-income residential units required by state law per the County's current Housing Element based on the Regional Housing Needs Allocation (RHNA).

Required: Accommodate ≥90 percent of the obligation per RHNA (currently ~33% of units accommodated in RD-20 or higher).

Discussion: State law (California Government Code Section 65583) requires cities and counties to provide "adequate" sites with appropriate zoning, development standards, infrastructure, and public services to facilitate and encourage the development of a variety of types of housing for all income levels.

State law requires SACOG to periodically adopt a Regional Housing Needs Plan (RHNA) for the six-County region. The RHNA determines each jurisdiction's "fair share" of the region's housing needs per a methodology established by state law and approved by the California Department of Housing and Community Development (HCD). The purpose of this is to avoid over-concentration of low-income households in any one community.

As part of periodic Housing Element updates required by state law, the County must create a land inventory that identifies vacant and underutilized land available for residential development within the unincorporated area. This land inventory is used to demonstrate how the County can accommodate its "fair share" of the region's housing needs as determined by the RHNA, including how it will provide adequate sites for low and very low households. Currently, 37 percent of the units allocated to the County per the RHNA are for low and very low households and must be accommodated on land zoned for 20 dwelling units per net acre (RD-20) or greater.

Requiring Master Plans to be consistent with this criterion ensures that they are contributing their "fair share" of adequate sites toward the County's overall obligation per state law. It represents the "break even" point where the County's ability to meet state law neither helped nor hurt by adoption of the Master Plan. If numerous Master Plans were adopted with a considerably lower percentage of its units accommodated on land zoned RD-20 or greater, the County could fall short of adequate sites over time and be forced again to rezone properties in existing communities or planned growth areas, or face other negative consequences such as a moratorium on issuing building permits.

PC-5. Pedestrian- and transit-oriented design.

Required: Pedestrian- and transit-oriented design, including:

- Sidewalks and bike routes along interconnected streets with short block lengths and a high intersection density.
- Prominent pedestrian and bicycle network.
- Few if any cul-de-sacs.
- Pedestrian and bike connections at the ends of all cul-de-sacs unless infeasible due to topography or similar impediments inherent in the project site.

PC-6. Infrastructure Master Plan and Financing Plan

Required: Inclusion of an Infrastructure Master Plan and Financing Plan that include the following:

- The Infrastructure Master Plan shall identify required public facilities and infrastructure (including roads, transit, water, sewer, storm drainage, schools, fire, park, library, and other needed community facilities) and associated costs for the development of the proposed UPA expansion/Master Plan;
- The Financing Plan shall:
  - Include an infrastructure phasing analysis that examines development through buildout taking into consideration potential development activities, facilities requirements and constraints;
  - Identify the phase or timing for when the facilities are needed;
  - Identify the funding mechanisms proposed to pay for the identified infrastructure and facilities;
  - Demonstrate that infrastructure requirements and the associated costs are reasonably balanced throughout each development phase and outline solutions for any potential constraints and/or shortfalls for any given phase.

PC-7. Services Plan

Required: Inclusion of a Services Plan to demonstrate:

- that provision of services to the proposed UPA expansion/Master Plan are cost-neutral to the County's General Fund and existing ratepayers;

- that the operations and maintenance costs stemmed from the required public facilities and infrastructure for the development of the proposed UPA expansion/ Master Plan are cost-neutral to the County's General Fund and existing ratepayers, and;
- that existing levels of municipal services will not be negatively impacted by approval and buildout of the proposed UPA expansion/Master Plan.

PC-8. Consistency with County-adopted plans.

Required: Consistency with all applicable County adopted plans not sought to be amended by the proposed project.

PC-9. Consideration of regional planning efforts.

Required: Inclusion of a discussion/analysis of how the proposed UPA expansion/Master Plan relates to broad-based and regional planning efforts, such as SACOG's adopted Blueprint Vision and Metropolitan Transportation Plan, Sacramento County's Visioning documents created for the Jackson Highway and Grant Line East Areas, any applicable Habitat Conservation Plan(s), the Sacramento Metropolitan Air Quality Management District's State Implementation Plan, and Regional Transit's Master Plan.

PC-10. Consideration of jobs-housing balance.

Required: Inclusion of a discussion/analysis of the proposed UPA expansion/Master Plan's jobs-housing balance. Master Plans should provide an internal jobs-housing balance and/or improve the jobs housing balance within the project's vicinity.

Alternative #1 – Criteria-Based

To satisfy this alternative, the Board must find that the proposed project is planned and will be built in a manner that:

- meets all of the requirements per the criteria below, and;
- qualifies for a minimum of 18 points (out of a possible 24) per the criteria below

CB-1. Minimum net density.

Required: Minimum density of at least 7 dwelling units per net acre if using "double net" methodology or 9.3 dwelling units per acre if using "triple net" methodology.

Points:

1. ≥8 dwelling units per acre if using “double net” methodology, or ≥10.6 dwelling units per acre if using “triple net” methodology.	3 points
2. ≥9 dwelling units per net acre if using “double net” methodology, or ≥12 dwelling units per acre if using “triple net” methodology.	4 points
3. ≥10 dwelling units per net acre if using “double net” methodology, or ≥13.3 dwelling units per acre if using “triple net” methodology.	5 points

Discussion and definitions:

Double net density methodology: Double net density shall be calculated by considering land area dedicated exclusively to residential and mixed-use residential areas, **including** land for streets and alleys internal to the residential and mixed-use residential areas. All other lands are excluded from this calculation, including streets not internal to the residential or mixed-use areas, parks, schools, detention basins, other infrastructure, and services needed to support the development, and non-residential uses such as commercial areas, offices, and open space. This methodology shall be used if the Master Plan does not contain details regarding the location, size and extent of streets internal to residential and mixed-use areas. A graphic representation of this methodology is provided below, with blue shading representing the residential and mixed-use areas included in the calculation.



Triple net density methodology: Triple net density shall be calculated by considering land area dedicated exclusively to residential and mixed-use residential areas, **excluding** land for streets and alleys internal to the residential and mixed-use residential areas. All other lands are excluded from this calculation, including streets not internal to the residential or mixed-use areas, parks, schools, detention basins, other infrastructure, and services needed to support the development, and non-residential uses such as commercial areas,

offices, and open space. This methodology may only be used if the Master Plan contains sufficient details regarding the location, size and extent of streets internal to residential and mixed-use areas. A graphic representation of this methodology is provided above, with blue shading representing the residential and mixed-use areas included in the calculation.

Allowable deviations from density calculations: Certain lands may be excluded from the density calculation to allow for larger lot residential development and/or a transitional zone between urban uses within the USB and rural uses beyond, including:

- Land within ¼ mile of the USB, OR;
- Up to 10% of the net residential acreage.

Definition of "dwelling units": Dwelling units shall include single family homes, duplex and triplex units, condominium units, townhomes, apartment and multiple-family units, and residential units in mixed use buildings. Residential units in congregate care facilities and in the residential portion of a university may be counted when calculating a master plan's overall density if the County finds that the Master Plan includes assurances that these units will be built. Each planned accessory unit that is allowed "by right" per the Master Plan's design guidelines, development standards and zoning will be counted as ½ a dwelling unit. If the County finds that the Master Plan includes assurances that planned accessory dwelling units will be built to habitable standards and rented or sold to people outside the family resident in the primary unit, they will be counted as one dwelling unit. Hotel rooms and other similar transient housing will not be considered as dwelling units.

CB-2. Proximity of residential units to amenities.

Required: ≥80 percent of all residential units located within one mile of at least three of the following existing or planned amenity categories:

- Public elementary, middle, or high school
- Park or recreational facility
- Grocery store, drug store or commercial center
- Office or industrial employment center
- Civic use (e.g., library, post office, community garden, urban farm)
- Preschool, childcare or senior care facility
- Medical offices or facilities

Points:

1. ≥85 percent of all units located within one mile of at least three of the amenity categories	2 points
2. ≥90 percent of all units located within one mile of at least three of the amenity categories	3 points
3. ≥90 percent of all units located within one mile of at least four of the amenity categories	4 points

CB-3. Mixed use.

Required: Include a mixed-use designation, overlay, and/or zoning category that allows vertical mixed use by right, provides uninterrupted pedestrian connections, and prohibit barriers between different uses.

Points:

1. At least 5 percent of a Master Plan's developable land zoned for mixed use (horizontal or vertical).	2 points
2. At least 10 percent of a Master Plan's developable land zoned for mixed use (horizontal or vertical).	3 points
3. At least 15 percent of a Master Plan's developable land zoned for mixed use (horizontal or vertical) or assurances that at least 5 percent of the residential units will be located and built within vertically integrated mixed-use buildings.	4 points

Discussion: Mixed use shall be defined as "residential uses and at least one or more different use integrated vertically and/or horizontally in conformance with a coherent plan with significant functional, aesthetic, and physical integration of project components including, but not limited to, pedestrian and vehicle circulation, jointly accessible common areas and shared parking, and shared architectural, landscaping, lighting and signage themes." Mixed use zoning shall allow vertical mixed use by right, provide uninterrupted pedestrian connections, and prohibit barriers between different uses.

CB-4. Transit.

Required: ≥65 percent of all residential units located within ½ mile of existing or planned transit service, which consists of light rail, streetcars, buses, vanpools and/or shuttles that connects with regional public transit service.

Points:

Proximity

1. ≥70 percent of residential units located within ½ mile of existing or planned transit service	2 points
2. ≥75 percent of residential units located within ½ mile of existing or planned transit service	3 points
3. ≥80 percent of residential units located within ½ mile of existing or planned transit service	4 points

Headways

1. Transit service with headways of 60 minutes or less during peak hours (Monday through Friday from 7-9 a.m. and 4-6 p.m.)	1 point
2. Transit service with headways of 30 minutes or less during peak hours (Monday through Friday from 7-9 a.m. and 4-6 p.m.)	2 points
3. Transit service with headways of 15 minutes or less during peak hours (Monday through Friday from 7-9 a.m. and 4-6 p.m.)	3 points

Discussion: "Planned transit service" shall be defined as service identified in SACOG's Metropolitan Transportation Plan (MTP), Regional Transit's (RT) Short Range Transit Plan (SRTP), and/or service to be provided as part of the Master Plan and funded via a secure financial mechanism (example: CSA 10; North Natomas TMA [Transportation Management Association]/developer fees). The MTP has a 20+ year planning horizon and is updated every four years; the SRTP has a 10-year planning horizon and is updated every year. Both the MTP and SRTP must be "financially constrained" in that only those transportation projects and programs for which funding is reasonably expected to be available may be included in the plan. Therefore, there is a high likelihood that transit service identified in these plans will ultimately be provided. Service to be provided as part of a Master Plan and funded via a secure financial mechanism would provide similar assurances that identified service will ultimately be provided.

In contrast, transit service envisioned in RT's long-range TransitAction Plan cannot be implemented until a significant new revenue source is secured, making such service far more speculative. For example, a new ½ cent sales tax increase would only partially fund transit service envisioned in the TransitAction Plan. Therefore, service(s) identified in the TransitAction Plan and similar visioning documents will not be considered "planned transit service" for purposes of determining consistency with this criterion.

CB-5. Proximity to employment.

Required: Analysis of existing employment/jobs within a five-mile radius of the proposed UPA expansion/Master Plan boundary.

Points:

1. <50,000 existing employees/jobs within a 5-mile radius of the proposed project	2 points
2. Between 50,000-100,000 existing employees/jobs within a 5-mile radius of the proposed project	3 points
3. >100,000 existing employees/jobs within a 5-mile radius of the proposed project	4 points

Alternative #2 – Vehicle Miles Traveled (VMT)/Greenhouse Gas (GHG) Emission Metrics

To satisfy this alternative, the Board must find that the proposed project is planned and will be built in a manner that results in:

- ≤14 vehicle miles travelled (VMT) per resident per day (or the equivalent VMT per *household* per day);

OR

- ≤Equivalent GHG per capita per day from cars, light trucks, and medium trucks (less than 8,500 Gross Vehicle Weight).

  Discussion: While consistency with the criteria in Alternative #1 provides a level of certainty that a proposed project will achieve particular outcomes, *measuring* the actual projected outcome(s) of the project is a viable alternative. These projected outcomes can be compared against pre-defined metrics to determine the project's "performance." VMT and greenhouse gas (GHG) emissions are logical metrics because a project's performance in these areas is directly correlated to the project's ability to achieve the same goals and mandates (relative to air quality, transportation, land use, infrastructure, and GHG emissions) as the criteria in Alternative #1. Additionally, VMT and GHG are very closely related; the mix of vehicles that residents use for their daily travel has a relatively narrow range of GHG emissions per mile traveled. Given the direct correlation between improved VMT and associated reductions in GHG emissions, this alternative directly addresses goals and mandates relative to recent state laws aimed at reducing GHG emissions, including AB [Assembly Bill] 32, SB [Senate Bill] 375 and SB 97.

  VMT is easily measured using standard travel demand analysis methods. Multiple traffic models exist for conducting such analysis. Given the long-range nature of the General Plan and the ever-evolving

nature of traffic models, it does not make sense to require use of a specific model to determine compliance with this alternative. However, to ensure that a credible model is employed, the project proponent and County staff (including SACDOT [Sacramento County Department of Transportation], Planning and Environmental Review, etc.) will discuss the merits of available models and determine which will be used to determine compliance with this alternative prior to starting the analysis.

The 14 VMT per capita can be translated into a 13 lbs. [pounds] of GHG per capita by using the same assumptions that SACOG is required to use for calculating SB375 GHG targets. These assumptions are that this travel will use cars, light trucks, and medium trucks (less than 8,500 Gross Vehicle Weight), and that vehicle and fuel improvements are not included. If the technology improvements are included (fuel economy increases and a 10% reduction in the carbon content of gasoline), then the GHG metric would be 8 lbs. of GHG per capita.

OPEN SPACE

OS-1 Actively plan to protect, as open space, areas of natural resource value, which may include but are not limited to wetlands preserves, riparian corridors, woodlands, and floodplains associated with riparian drainages.

SACRAMENTO COUNTY ZONING CODE

The Zoning Code (County of Sacramento 2015) establishes land use zones and standards and regulations for development in those zones within unincorporated Sacramento County. Chapter 2, “Zoning Districts,” establishes the base zoning districts and district-specific regulations. Chapter 3, “Use Regulations,” sets forth the uses and use standards allowed within the districts. Chapter 4, “Special and Combining Zoning Districts,” establishes zoning districts in which additional standards may apply. Chapter 5, “Development Standards,” contains standards that apply to development in the zoning districts.

SACRAMENTO AREA COUNCIL OF GOVERNMENTS METROPOLITAN TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY AND SACRAMENTO REGION BLUEPRINT

SACOG is an association of local governments in the six-county Sacramento Region that includes Sacramento County. SACOG’s primary responsibility is the development and implementation of the MTP/SCS. The focus of the MTP/SCS is on the intersection of land use and transportation: it identifies the region’s strategies for meeting the regional GHG emissions reduction target; establishes conformity with state and federal clean air act requirements; provides the foundation for the regional housing needs allocation, or RHNA, and establishes a plan for housing the population of the region; considers the impact of the plan on regional resources, including financial, biological, agricultural and farming resources; and identifies a transportation network to serve the transportation needs of the region, and to reduce VMT to, among other things, support achievement of the region’s GHG emissions reduction target (SACOG 2019). The

MTP/SCS provides a 20-year transportation vision and corresponding list of projects and is federally required to be updated every four years. The current 2020 MTP/SCS was adopted by the SACOG board in November 2019.

The foundation for the MTP/SCS land use forecast includes local government general plans, community plans, specific plans, and other local policies and regulations, and the Sacramento Region Blueprint. Adopted by the SACOG Board of Directors in 2004, SACOG's Blueprint is intended to be advisory and to guide the region's transportation planning and funding decisions. The Blueprint is based on the following principles.

TRANSPORTATION CHOICE

Developments should encourage people to walk, bike, use public transit, or carpool to their destinations.

COMPACT DEVELOPMENT

Creating environments that are more compactly built and use space in an efficient but attractive manner helps to encourage more walking, biking, and transit use and shorter auto trips.

MIXED-USE DEVELOPMENT

Building homes, shops, entertainment, offices, and even light industrial uses near each other can create active, vital neighborhoods. The mix of uses can occur on many different scales and be either vertical (such as a single building with a ground floor business and residences on upper floors) or horizontal (with a combination of uses in close proximity). Mixed use projects function as local activity centers, contributing to a sense of community, where people tend to walk or bike to destinations and interact more with each other.

HOUSING CHOICE AND DIVERSITY

Providing a variety of places where people can live - apartments, townhomes, condominiums and single-family detached homes of varying lot sizes - creates opportunities for the variety of people who need them: families, singles, seniors and people with special needs.

USE OF EXISTING ASSETS

In urbanized areas, development on infill or vacant lands, intensification of the existing use (for example, adding additional buildings to a low-density shopping center), or redevelopment can make better use of existing public infrastructure, including roads.

NATURAL RESOURCE CONSERVATION

Developments should incorporate public use open space (such as parks, town squares, trails, and greenbelts) to help create a sense of community and attractive neighborhoods. Additionally, conserving natural places and resources including open space, agriculture, and wildlife and habitat areas contributes to improving quality of life by providing cleaner air and outdoor experiences.

QUALITY DESIGN

The design details of any land development (such as relationship to the street, placement of garages, facades, sidewalks, street widths, landscaping, etc.) are all factors that influence the attractiveness of living in a compact development and facilitate the ease of walking within and in and out of a community.

SACOG staff is currently preparing an update to the MTP/SCS and Blueprint to be finalized and adopted in 2024.

IMPACTS AND ANALYSIS

SIGNIFICANCE CRITERIA

For purposes of this EIR and consistent with the criteria presented in Appendix G of the CEQA Guidelines, impacts related to land use may be considered significant if implementation of the proposed UWSP would:

- Physically divide an established community; or
- Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

ISSUES NOT DISCUSSED IN IMPACTS

All potential issues related to land use identified in the significance criteria above are evaluated below.

METHODOLOGY AND ASSUMPTIONS

The evaluation of the potential land use impacts associated with implementation of the proposed UWSP is based on a review of planning documents, including the various components and policies of the Sacramento County 2030 General Plan, the Sacramento County Zoning Code, and the SACOG MTP/SCS and Blueprint.

As noted in the introduction to this section, while an EIR may provide information regarding land use and planning issues, CEQA does not consider inconsistency with land use plans and policies to be a physical effect on the environment unless the plan or policy was adopted for the purpose of avoiding or mitigating a significant environmental effect. Adverse physical effects on the environment that could result from construction and operation of the proposed UWSP, including the changes to land use addressed in this chapter, are evaluated and disclosed in the appropriate topical chapters of this Draft EIR. This chapter evaluates effects related to land use and planning that would occur with implementation of the proposed UWSP.

Proposed UWSP

As described in Chapter 2, *Project Description*, the proposed UWSP would guide development on 2,066 acres of unincorporated land in northwestern Sacramento County. The proposed UWSP would provide a mix of residential and non-residential land uses that accommodate 9,356 housing units with a mixture of densities that supports all population segments, and over three million square feet of commercial, retail, and office uses that serve the community's needs. Key features of the proposed UWSP include a mixed-use Town Center, eight active parks, and an extensive system of greenbelts and multi-use trails with linkages to downtown Sacramento. Development of residential and non-residential uses would be limited to a 1,532-acre Development Area while the remaining 534 acres would serve as an agricultural buffer (Ag Buffer) along the western edge of the UWSP area. As depicted on Plate PD-20, the proposed UWSP would also include offsite improvements, including roadway and infrastructure improvements, that would occur within existing rights-of-way (ROWs).

The proposed UWSP would require the following entitlements from Sacramento County:

1. A General Plan Amendment to expand the Urban Services Boundary (USB) and the Urban Policy Area (UPA) to include the 1,532-acre Development Area within the 2,066-acre UWSP area (see Plate PD-6). The 534-acre Ag Buffer Area, located west of the Development Area, which is mostly agricultural-residential homes inside of the southwestern boundary, would remain outside of the UPA and USB, providing a transition to the Garden Highway.
2. A General Plan Amendment to amend the Land Use Diagram to change the land use designations in the UWSP area from: Agricultural Cropland (1,858.3 acres), Agriculture Residential (97.0 acres), Recreation (58.8 acres), and Commercial and Offices (52.2 acres); to Low Density Residential (1,186.8 acres), Medium Density Residential (48.9 acres), High Density Residential (29.7 acres), Commercial and Office (61.2 acres), Mixed Use (114.6 acres), Public/Quasi-Public (100.4 acres), Recreation (18.7 acres), Agricultural Cropland (418.8 acres), and Agricultural Residential (87.2 acres) (see Plate PD-7).
3. A General Plan Amendment to amend the Transportation Plan to include the roadway system as proposed in the UWSP area (see Plate PD-8).
4. An amendment to the Sacramento County Active Transportation Plan, a policy document of the General Plan, to include the bikeway and trail system as proposed in the UWSP area (see Plate PD-9).
5. A General Plan Amendment for text amendments to align County policies in various General Plan Elements regarding development in the Natomas Joint Vision Area.
6. Adopt the Upper Westside Specific Plan document to establish land use, zoning, and development standards for the Very Low Density Residential (VLDR) (166.7 acres), Low Density Residential (LDR) (390.8 acres), Low Medium Density Residential (LMDR) (134.9 acres), Medium Density Residential (MDR) (61.9 acres), High Density Residential (HDR) (36.4 acres), Very High Density

Residential (VHDR) (22.6 acres), Commercial Mixed Use (CMU) (83.6 acres), Employment/Highway Commercial (E/HC) (52.9 acres), Schools – K-8, High School, and Community College (124.2 acres); Parks (79.1 acres), Greenbelt/ Urban Farm (44.1 acres); Open Space – Canal (15.0 acres); Open Space – Lake Basins & Other (167.9 acres); Major Roads A (115.9 acres) and Landscapes Corridors (27.8 acres).

7. Adopt an Urban Services Plan that discusses in detail the plan for sheriff, fire, library and other public services. This document may be summarized by the appropriate sections of the Specific Plan.
8. Adopt an Affordable Housing Strategy that discusses the plan for the provision of moderate, low, and very-low-income housing. This document may be summarized by the appropriate sections of the Specific Plan.
9. Adopt a Water Supply Master Plan for the 1,532-acre Development Area within the 2,066-acre UWSP area.
10. Approve a Water Supply Assessment (WSA) for the 1,532-acre Development Area within the 2,066-acre UWSP area.
11. Adopt a Public Facilities Financing Plan for the 1,532-acre Development Area within the 2,066-acre UWSP area.
12. Adopt a Reimbursement Fee so that the applicant is reimbursed for the cost to prepare and process the project, including a Specific Plan and EIR, by non-participating property owners when they elect to submit development applications.
13. Adopt a Development Agreement for the applicant's properties located within the 1,532-acre Development Area within the 2,066-acre UWSP area.

In addition to the above entitlements, separate Service District Annexation requests to the Sacramento County Local Agency Formation Commission (LAFCo) for the UWSP area are proposed to include:

- Annexation to County Service Area 10 (CSA-10) or the creation of a new CSA. (Note: A separate subsequent action may be required by the Sacramento County Board of Supervisors to establish a Benefit Zone to implement funding and service provision.)
- Annexation to Sacramento Area Sewer District (SacSewer).
- Annexation to Sacramento County Water Agency (SCWA).

IMPACT LU-1: PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY

As discussed in the *Environmental Setting* above, agriculture is the predominate land use within the UWSP area, with large parcels devoted to growing crops. Agricultural residential homes are located within the northeastern portion of the UWSP area near El Centro Road and within the southwestern portion of the plan area along Garden Highway. Residential uses within the North Natomas community are located to the north

and east of the UWSP area, including the Sundance Lake neighborhood north of Fisherman's Lake Slough, the Gateway West subdivision east of the West Drainage Canal (Witter Canal), and the River View subdivision west of El Centro Road. Similarly, residential uses within the South Natomas community, including the Willow Creek neighborhood, are located to the south of I-80. The Sacramento River and land in agricultural production in Yolo County are located to the west of Garden Highway.

Division of an established community typically involves constructing a physical barrier to neighborhood access, such as a new freeway, or removing a means of access, such as a bridge or a roadway. The proposed UWSP would not include any features that could serve as a barrier to site access, nor would it remove any features that currently provide access to surrounding communities. Accordingly, the impact of proposed UWSP with respect to physically dividing an established community would be **less than significant**, and no mitigation measures are necessary.

Mitigation Measures

None required.

Impact LU-2: Conflict with Sacramento County's Land Use Plans

Existing Land Use Designations and Zoning

The current Sacramento County 2030 General Plan land use designations for the UWSP area include Agricultural Cropland (1,858.3 acres), Agricultural Residential (97.0 acres), Recreation (58.8 acres), and Commercial and Offices (52.2 acres). The current zoning designations for the UWSP area include Agricultural 20 (148.6 acres), Agricultural 40 (1,737.1 acres), Agricultural-Residential 1 (16.7 acres), Agricultural-Residential 2 (108.3 acres), Agricultural-Residential 5 (6.0 acres), General Commercial (17.8 acres), and Highway Travel Commercial (31.8 acres). The entitlements requested as components of the proposed UWSP (identified above under *Proposed UWSP*) would change the General Plan designations and zoning to make them consistent with the proposed UWSP. The requested entitlements include adoption of the UWSP document, which would establish land use, zoning, and development standards for the UWSP area.

Sacramento County 2030 General Plan

The Sacramento County 2030 General Plan provides an inventory of land supply within the County, and projects the amount and location of land and development that will be required to accommodate future populations and economic growth through 2030. The land use strategies and policies of the Sacramento County 2030 General Plan are designed to promote the efficient use of land, encourage economic vitality and job growth, reduce urban sprawl and its impacts, preserve habitat and open space, and protect agricultural and rangeland operations. Two growth boundaries are identified to help implement this vision: the USB and the UPA. The USB is the ultimate growth boundary for the unincorporated area. The UPA defines the area within the USB expected to receive urban services in the near term. Together, the UPA and the USB

promote orderly growth and the efficient extension of infrastructure and the provision of urban services. They also seek to preserve agriculture and rangelands, critical habitats and natural resources. The Sacramento County 2030 General Plan includes a framework for considering requests to expand the USB and UPA and requires any expansion to meet a series of "smart growth" performance criteria (see in particular Policies LU-1, LU-3, and LU-120 provided below).

As described in **Table LU-1** below, the proposed UWSP would be consistent with General Plan policies related to expansion of the UPA and USB. Please note that a separate policy analysis for General Plan Policy LU-120 is provided below under the analysis of the County's growth management policies.

Table LU-1: UWSP Consistency with General Plan Policy

Policy		Consistency Discussion
OS-1	Actively plan to protect, as open space, areas of natural resource value, which may include but are not limited to wetlands preserves, riparian corridors, woodlands, and floodplains associated with riparian drainages.	Two open space corridors are planned along the edges of the UWSP area to provide a transitional landscaped buffer between the Development Area and adjacent uses. One 250'-wide corridor would be located along the northern edge of the UWSP area to provide a buffer adjacent to Fisherman's Lake while another publicly accessible open space corridor would be located along the western edge of the UWSP area, between residential and agricultural uses. The proposed UWSP includes 80.1 acres of Woodland Mitigation within the Agricultural Buffer along the west edge of the UWSP area, more than offsetting the loss of 34.66 acres of valley oak land cover due to development in the southwestern portion of the UWSP area. No wetlands preserves, riparian corridors or floodplains associated with riparian drainages are present in the UWSP area so none will be affected by the project's development. In addition, as also described in the discussion of Policy LU-15 below, the mitigation approach for habitat and biological resources present within the UWSP area is to provide compensatory mitigation through creation, restoration, or enhancement, and preservation and management, of habitat of higher ecological value at on-site or off-site locations. For these reasons, the proposed UWSP would be consistent with this policy.
LU-1	The County shall not provide urban services beyond the Urban Policy Area, except when the County determines the need for health and safety purposes and the extension provisions as provided in Policy LU-1.1.	One of the requested entitlements for the proposed UWSP is an expansion of the UPA. If approved, urban services would be extended to the 1,532± acre Development Area, and the proposed UWSP would be consistent with this policy.

Policy		Consistency Discussion
LU-3	It is the intent of the County to focus investment of public resources on revitalization efforts within existing communities, especially within commercial corridors, while also allowing planning and development to occur within strategic new growth areas.	The UWSP area is not located within an existing community or commercial corridor. However, the UWSP proposes development that would be consistent with the County's growth management policies. Therefore, the proposed UWSP is consistent with this policy.
LU-15	Planning and development of new growth areas should be consistent with Sacramento County-adopted Habitat Conservation Plans and other efforts to preserve and protect natural resources.	The mitigation approach for habitat and biological resources present within the UWSP area is to avoid and minimize impacts to biological resources and, if avoidance and minimization of permanent impacts is not possible, to provide compensatory mitigation through creation, restoration, or enhancement, and preservation and management, of habitat of higher ecological value at on-site or off-site locations. The proposed UWSP would be consistent with this policy.
LU-113	The County shall work with SACOG to support implementation of Blueprint's policies and land use objectives.	The UWSP area was not anticipated for development in either the SACOG MTP/SCS or the Blueprint map. See the "SACOG MTP/SCS and Blueprint" impact analysis below.
LU-114	It is the policy of Sacramento County that development and open space preservation in the Natomas Joint Vision Overlay Area occur in a comprehensive, responsible, and cohesive manner that best addresses land use, economic development, and environmental opportunities and challenges in Natomas.	Extensive planning efforts for the County lands located near the City of Sacramento's North Natomas community have established guiding principles for future master planning efforts within the Natomas Joint Vision Area. Section 1.4 of the proposed UWSP demonstrates how the UWSP's community form responds to this important groundwork and the proposed UWSP's consistency with this policy.

As previously noted under *Methodology and Assumptions*, while an EIR may provide information regarding land use and planning issues, CEQA does not consider inconsistency with land use plans and policies to be a physical effect on the environment unless the plan or policy was adopted for the purpose of avoiding or mitigating a significant environmental effect. Adverse physical effects on the environment that could result from construction and operation of the proposed UWSP or conflicts with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect are evaluated and disclosed in the appropriate topical sections of this Draft EIR.

Summary

The proposed UWSP establishes a development framework for land use, community design and character, infrastructure improvements, and orderly development that is consistent with the objectives and policies in the Sacramento County 2030 General Plan

that guide expansion of the UPA and USB. Therefore, the impact associated with the implementation of the proposed UWSP would be **less than significant**.

Mitigation Measures

None required.

Impact LU-3: Conflict with Sacramento County's Urban Policy Area/General Plan Growth Management Policy

General Plan Policy LU-120 is intended to reduce impacts of many different types – such as growth inducement, unacceptable operating conditions on roadways, poor air quality, and lack of appropriate infrastructure – by establishing design criteria for all amendments to the UPA. A project must be consistent with the policy before it may be considered for approval. Based on characteristics outlined in the UWSP, the proposed UWSP would meet the requirements of LU-120. The tables below (**Table LU-2** and **Table LU-3**) summarize how the proposed UWSP complies with each performance criteria (PC-1 through PC-10) and performance metric (CB-1 through CB-5) outlined in Policy LU-120. Given that the proposed UWSP has been deemed consistent, impacts related to conflict with growth management policy would be **less than significant**.

Mitigation Measures

None required.

Impact LU-4: Conflict with SACOG Blueprint and MTP/SCS

The following discussion evaluates the proposed UWSP's consistency with SACOG's key planning documents.

Blueprint

The Sacramento County General Plan stipulates that the County will support implementation of Blueprint's policies and land use objectives (Policy LU-113). However, the County is not obligated to support the land use types proposed in the Blueprint at the parcel level. Therefore, this discussion relies on analysis of the proposed UWSP's consistency with the principles and overall vision of the Blueprint, rather than conformity to the concept map.

The following discussion evaluates the proposed UWSP's consistency with each of the seven Blueprint principles.

Transportation Choice

The roadway system provided by the proposed UWSP would utilize a modified grid to allow efficient distribution and dispersal of traffic. A comprehensive bikeway network would be provided with a "grid" of bike trails and bike lanes that would allow residents to connect neighborhoods and the Town Center District, and from the UWSP area to the rest of North Natomas and points beyond. Class I bike trails would be located within greenbelt and landscape corridors to allow unimpeded travel to the extent possible.

Table LU-2: UWSP LU-120 Consistency

Performance Criteria	Requirement	Consistency
PC-1: Vision for connection to other adjacent existing and potential future development areas.	Include a vision of how the development will connect to other adjacent existing and potential future development areas within the USB, including how roadways, transit, sewer, and water could occur within all adjacent areas.	The proposed UWSP and proposed UWSP Development Standards and Design Guidelines (DSDG) detail how the UWSP would connect with and be integrated with adjacent development or provide appropriate transitions to allow the continuation of agricultural and mitigation activities within the Ag Buffer to the west and northwest. Chapter 3, *Land Use*, of the proposed UWSP illustrates the various connections with adjacent neighborhoods, and Chapter 4, *Mobility*, of the proposed UWSP provides further details on roadway and bikeway systems that provide linkages to Garden Highway and across the existing geographic barriers of Fisherman's Lake Slough, the West Drainage Canal (Witter Canal), and I-80.
PC-2: Housing Choice	A variety of housing types and densities, including single-family homes, duplexes, triplexes, accessory dwelling units, townhomes, condominiums, apartments and similar multi-family units, in a variety of settings including both residential neighborhoods and mixed-use nodes.	The proposed UWSP includes a variety of housing types and densities, ranging from Very Low Density Residential (VLDR) to Very High Density Residential (VHDR) and Commercial Mixed Use (CMU). More than 50 percent of the units within the UWSP area are proposed to be high-density residential within the HDR, VHDR, and CMU designations, allowing for the inclusion of a wide range of socio-economic groups. In addition, as described in Chapter 3, *Land Use*, of the proposed UWSP, in order to facilitate construction of a diverse array of housing types (e.g., duplex, triplex, fourplex), the proposed UWSP includes a "Missing Middle Housing Incentive" program, which is intended to encourage construction of attached, "missing middle" housing units. To achieve this intent, the proposed UWSP includes a residential allocation of 300 Missing Middle reserve units, which have not been allocated to any Specific Plan parcel. This unit reserve can be used to maximize the unit allocation of any LDR, LMDR, and MDR parcel outside the Town Center, provided that the density bonus is used for the construction of attached, missing middle housing units.

Performance Criteria	Requirement	Consistency
PC-3: Quality	Design guidelines, development standards and/or similar assurances that will require high-quality development consistent with the vision set forth in the Master Plan.	The proposed UWSP and DSDG provide detailed policies, standards, and guidelines to ensure a high-quality development. The DSDG provides direction on building form and prototypes, styling, materials, articulation, size, and massing. Neighborhoods are identified and configured so that they contribute to a strong sense of community. Chapter 2, *Community Framework*, of the DSDG discusses the comprehensive program of community amenities, many of which are beyond those normally provided (e.g., the Westside Canal, the West El Camino Avenue Median Park, the Town Center Park and roundabout, and the extensive network of bicycle and pedestrian trails).
PC-4: Accommodate the percentage of low and very low-income residential units required by state law per the County's current Housing Element based on the Regional Housing Needs Allocation (RHNA).	Accommodate ≥90 percent of the obligation per RHNA.	The land use plan provided in the proposed UWSP identifies multi-family housing sites that will serve to meet the RHNA goals, and over 50 percent of the project's units are proposed to be multi-family attached housing within the CMU, VHDR, and HDR designations to allow the incorporation of Affordable Housing projects. The proposed UWSP is consistent with Program A4 of the Housing Element updated in March 2022. It calls for new master plans to designate at least 30 percent of the units at 30 du/ac on parcels 3 to 10 acres in size, contribute on a fair share basis toward adequate sites, and provide a variety of housing types. The VHDR and CMU propose 3,951 units, or 42.3 percent of the total 9,356 units, at an anticipated density at or above 35 du/ac. The land use plan in the proposed UWSP also proposes 36.4 acres of HDR, or 910 units, targeted at 25.0 du/ac without consideration of density bonuses allowed when providing affordable housing, and has a range of 20.0 – 40.0 du/ac.

Performance Criteria	Requirement	Consistency
PC-5: Pedestrian- and transit-oriented design.	Pedestrian- and transit-oriented design, including: • Sidewalks and bike routes along interconnected streets with short block lengths and a high intersection density. • Prominent pedestrian and bicycle network. • Few if any cul-de-sacs. • Pedestrian and bike connections at the ends of all cul-de-sacs unless infeasible due to topography or similar impediments inherent in the project site.	Chapter 4, *Mobility*, of the proposed UWSP, describes the grid street system and extensive pedestrian, bike and transit system that will allow a high degree of connectivity. Section 4.4 discusses the road network, and roadway sections illustrate that separated sidewalks are proposed on all streets to provide a positive pedestrian experience. Section 4.5 illustrates bike trails within landscaped corridors and bike lanes providing a very well-connected bicycle network. Section 4.7 illustrates the proposed Transit route that locates stops within 88 percent of the future residential units. Chapter 3, *Town Center*, of the DSDG provides further guidance with regards to block length and architectural orientation to enhance the pedestrian experience within the Town Center, and Chapter 4, *Residential Neighborhoods*, of the DSDG provides guidance on the design of residential subdivisions so that there is excellent connectivity to schools, parks, and amenities.
PC-6: Infrastructure Master Plan and Financing Plan.	Inclusion of an Infrastructure Master Plan and Financing Plan that include the following: • The Infrastructure Master Plan shall identify required public facilities and infrastructure (including roads, transit, water, sewer, storm drainage, schools, fire, park, library, and other needed community facilities) and associated costs for the development of the proposed UPA expansion/Master Plan; • The Financing Plan shall: ○ Include an infrastructure phasing analysis that examines development through buildout taking into consideration potential development activities, facilities requirements and constraints;	The required documents have been prepared in support of the proposed UWSP to identify backbone infrastructure systems, costs, and funding mechanisms. Chapter 4, *Mobility*, of the proposed UWSP discusses the circulation master plan which is based on separate more detailed studies (e.g., Fehr & Peers Traffic Impact Analysis). Chapter 5, *Infrastructure*, of the proposed UWSP provides a summary for the separate Sewer, Water, and Drainage Master Plans and discusses dry utilities and solid waste. Chapter 6, *Public Spaces*, of the proposed UWSP discusses parks, open space, law enforcement, fire and emergency services, and libraries. Chapter 8, *Implementation*, of the proposed UWSP summarizes the separately prepared Public Facilities Financing Plan (PFFP), identifies a reasonable phasing plan, and discusses the funding and construction of backbone facilities.

Performance Criteria	Requirement	Consistency
	○ Identify the phase or timing for when the facilities are needed; ○ Identify the funding mechanisms proposed to pay for the identified infrastructure and facilities; ○ Demonstrate that infrastructure requirements and the associated costs are reasonably balanced throughout each development phase and outline solutions for any potential constraints and/or shortfalls for any given phase.	
PC-7: Services Plan.	Inclusion of a Services Plan to demonstrate: • that provision of services to the proposed UPA expansion/Master Plan are cost-neutral to the County's General Fund and existing ratepayers; • that the operations and maintenance costs stemmed from the required public facilities and infrastructure for the development of the proposed UPA expansion/Master Plan are cost-neutral to the County's General Fund and existing ratepayers, and; • that existing levels of municipal services will not be negatively impacted by approval and buildout of the proposed UPA expansion/Master Plan.	The proposed UWSP includes an Urban Services Plan that describes how ongoing maintenance and services would be provided and discusses how the provision of services would be cost neutral to the County's General Plan and existing rate payers to ensure the proposed UPA expansion would not negatively impact existing levels of municipal service.
PC-8: Consistency with County adopted plans.	Consistency with all applicable County adopted plans not sought to be amended by the proposed project.	Section 1.7 of the proposed UWSP discusses how the project was formulated in consideration of existing County Plans, and County Planning staff prepared a Consistency Analysis of the applicable plans and policies.

Performance Criteria	Requirement	Consistency
PC-9: Consideration of regional planning efforts.	Inclusion of a discussion/analysis of how the proposed UPA expansion/Master Plan relates to broad-based and regional planning efforts, such as SACOG's adopted Blueprint Vision and Metropolitan Transportation Plan, applicable Habitat Conservation Plan(s), the Sacramento Metropolitan Air Quality Management District's State Implementation Plan, and Regional Transit's Master Plan.	Sections 1.4 and 1.6 of the proposed UWSP discuss how the UWSP relates to the Natomas Joint Vision Plan, the SACOG Blueprint Vision Plan, and other regional planning documents. See also discussion of the proposed UWSP's consistency with SACOG's key planning documents under Impact LU-4 in this chapter. Impact BIO-12 in Chapter 7, *Biological Resources*, of this Draft EIR discusses the proposed UWSP's consistency with the Natomas Basin Habitat Conservation Plan (NBHCP) and Metro Air Park Habitat Conservation Plan (MAP HCP). Impact AQ-1 in Chapter 6, *Air Quality*, of this Draft EIR discusses the proposed UWSP's consistency with the current State Implementation Plan (SIP). Impact TR-1 in Chapter 18, *Transportation*, of this Draft EIR discusses the proposed UWSP's consistency with SACOG's MTP/SCS and other applicable plans and polices that address transit.
PC-10: Consideration of jobs-housing balance.	Inclusion of a discussion/analysis of the proposed UPA expansion/Master Plan's jobs-housing balance. Master Plans should provide an internal jobs-housing balance and/or improve the jobs housing balance within the project's vicinity.	The proposed UWSP is configured to add to the region's jobs-housing balance and significantly exceeds County Criterion CB-5 because of its strategic location relative to existing employment centers. The upper threshold of Criterion CB-5 (see Table LU-3 below) grants a maximum of 4 points if there are over 100,000 existing jobs within a 5-mile radius of the site. SACOG data estimate there are over 200,000 existing jobs within 5 miles of the site.
Source: Wood Rodgers, October 2023.		

Table LU-3: Criteria-Based Standards Determination for Proposed UWSP

Criteria	Requirement	Point Allocation	Evaluation	Points Achieved
CB-1: Minimum net density	Minimum density of at least 7 dwelling units per net acre if using "double net" methodology or 9.3 dwelling units per acre if using "triple net" methodology.	> 8 dwelling units per acre if using "double net" methodology, or > 10.6 dwelling units per acre if using "triple net" methodology = **3 points** > 9 dwelling units per acre if using "double net" methodology, or > 12 dwelling units per acre if using "triple net" methodology= **4 points** > 10 dwelling units per acre if using "double net" methodology, or > 13.3 dwelling units per acre if using "triple net" methodology= **5 points**	The UWSP proposes a "double-net" density over 10 du/ac.	5
CB-2: Proximity of residential units to amenities	≥80 percent of all residential units located within 1 mile of at least three of the following existing or planned amenity categories: • Public elementary, middle, or high school • Park or recreational facility • Grocery store, drug store, or commercial center • Office or industrial employment center • Civic use (e.g., library, post office, community garden, urban farm) • Preschool, childcare, or senior care facility • Medical offices or facilities	> 85% of all units located within 1 mile of at least three amenity categories = **2 points** > 90% of all units located within 1 mile of at least three amenity categories = **3 points** > 90% of all units located within 1 mile of at least four amenity categories = **4 points**	More than 90 percent of the proposed UWSP residential units would be within a 0.5 mile of four amenities. The four amenities measured are: 1) public schools, 2) parks, 3) commercial mixed use, and 4) civic uses (e.g., urban farm nodes within greenbelts).	4

Criteria	Requirement	Point Allocation	Evaluation	Points Achieved
CB-3: Mixed use	Include a mixed-use designation, overlay, and/or zoning category that allows vertical mixed use by right, provides uninterrupted pedestrian connections, and prohibit barriers between different uses.	At least 5% of a Master Plan's developable land zoned for mixed use (horizontal and vertical) = **2 points** At least 10% of a Master Plan's developable land zoned for mixed use (horizontal and vertical) = **3 points** At least 15% of a Master Plan's developable land zoned for mixed use (horizontal and vertical) or assurances that at least 5 % of the residential units will be located and built within vertically integrated mixed-use buildings = **4 points**	The land use plan provided in the proposed UWSP designates more than 5 percent of the Development Area's acreage for CMU and also commits to 484 (5.2 percent) of vertically integrated units within the proposed Town Center District CMU adjacent to West El Camino Avenue. This requirement is found in DSDG Section 3.3, Design Standard #4.	4
CB-4a: Transit Proximity	≥65 percent of all residential units located within ½ mile of existing or planned transit service, which consists of light rail, streetcars, buses, vanpools, and/or shuttles that connects with regional public transit service.	> 70% of residential units located within 0.5 mile of existing or planned transit service = **2 points** > 75% of residential units located within 0.5 mile of existing or planned transit service = **3 points** > 80% of residential units located within 0.5 mile of existing or planned transit service = **4 points**	The proponents of the proposed UWSP have coordinated with Sacramento Regional Transit (SacRT) to designate a preliminary alignment for intra-city bus service as well as conceptual bus stop locations. This route would travel from El Centro Road east on Radio Road past the proposed High School site and northerly CMU village, south on Bryte Bend Road to the proposed Community College site and continue south to the Town Center Park roundabout before heading east through the Town Center on West El Camino Avenue. Based on this configuration, more than 88 percent of residential units with the UWSP area would be within 0.5 mile of public transit.	4

Criteria	Requirement	Point Allocation	Evaluation	Points Achieved
			A Transit Hub is proposed on West El Camino Avenue within the Town Center to allow the transfer to other modes of transportation such as express buses or bikes.	
CB-4b: Transit Headway		Transit service with headways of 60 minutes or less during peak hours (Monday through Friday from 7:00 – 9:00 a.m. and 4:00 – 6:00 p.m.) = **1 point** Transit service with headways of 30 minutes or less during peak hours (Monday through Friday from 7:00 – 9:00 a.m. and 4:00 – 6:00 p.m.) = **2 points** Transit service with headways of 15 minutes or less during peak hours (Monday through Friday from 7:00 – 9:00 a.m. and 4:00 – 6:00 p.m.) = **3 points**	The proponents of the proposed UWSP have agreed to meet the more recent and higher SacRT standard of 30-minute headways during non-peak hours, and have proposed 15-minute headways during the a.m. and p.m. peak hours, which achieves the maximum 3 points. This frequency of service may also be met by an equivalent transit service such as SacRT "SmaRT Ride" on-demand service, which provides door-to-door service, or the Plan Area could contract with Jibe, Uber, or some other transit service.	3
CB-5: Proximity to employment	Analysis of existing employment/jobs within a 5-mile radius of the proposed UPA expansion/Master Plan boundary.	< 50,000 existing employees/jobs within a 5-mile radius of the proposed Project = **2 points** Between 50,000 and 100,000 existing employees/jobs within a 5-mile radius of the proposed Project = **3 points** > 100,000 existing employees/jobs within a 5-mile radius of the proposed Project = **4 points**	The UWSP area is within 5 miles of over 200,000 existing jobs, or twice the upper threshold.	4
			TOTAL POINTS	**24**
Source: Wood Rodgers, October 2023.				

Four north-south Class I bike trails and four east-west Class I bike trails would be provided, providing over 13.9± miles of Class I trails within the plan area. The trails would be spaced approximately a quarter mile apart. Major streets within the UWSP area would also provide 17.8± miles of Class II on-street bike lanes. A highly connected pedestrian system would be provided to allow residents to conveniently walk to neighborhood schools, parks, and open spaces, and travel between neighborhoods and commercial centers. All major streets would provide separated sidewalks or Class I bike/pedestrian trails. Sacramento Regional Transit (SacRT) would provide "cross-town" or large bus transit service to the UWSP area. It is anticipated that a large bus route would travel from the intersection at El Centro Road and Arena Boulevard south to Radio Road, then west and south on Bryte Bend Road, and then east via West El Camino Avenue.

COMPACT DEVELOPMENT

The proposed UWSP has been configured to provide a relatively dense and compact development form, which will help to support transit ridership. The average residential density is over 10.0 du/ac. Additionally, density is focused around two nodes, the Town Center District within the heart of the community and the Educational Node located in the northerly portion of the UWSP area. These two nodes are located approximately 1.3 miles apart and include higher density residential uses to support the use of transit.

MIXED-USE DEVELOPMENT

The Commercial Mixed Use (CMU) land use designation within the proposed UWSP would allow both residential and commercial uses. Within the Town Center District, the portion of CMU-designated land located directly adjacent to the West El Camino Avenue "main street" is envisioned to include vertically integrated buildings (e.g., 3 over 1) with residential, office, hotel, or other uses over ground floor commercial (e.g., food shops, services, entertainment). The anticipated residential density would allow four-story apartments while the anticipated commercial intensity would allow four- or five-story mid-rise office or hotel buildings.

HOUSING CHOICE AND DIVERSITY

The proposed UWSP includes a wide variety of residential designations, ranging from Very Low Density Residential (VLDR) at the north end of the UWSP area to Very High Density Residential (VHDR) and CMU Residential within the Town Center District. This approach allows a diverse range of lifestyles to all be included within one community and housing types to meet a variety of income levels.

USE OF EXISTING ASSETS

Although the proposed UWSP would create a development outside of an existing community, it would also serve existing residents of the area, including the North Natomas and South Natomas communities.

NATURAL RESOURCE CONSERVATION

Two open space corridors are planned along the edges of the UWSP area to provide a transitional landscaped buffer between the Development Area and adjacent uses. One

250-foot-wide corridor would be located along the northern edge of the UWSP area to provide a buffer adjacent to Fisherman's Lake while another publicly accessible open space corridor would be located along the western edge of the UWSP area, between residential and agricultural uses. In addition, as also described in the discussion of Policy LU-15 above, the mitigation approach for habitat and biological resources present within the UWSP area is to provide compensatory mitigation through creation, restoration, or enhancement, and preservation and management, of habitat of higher ecological value at on-site or off-site locations.

QUALITY DESIGN

The proposed UWSP includes Development Standards and Design Guidelines to ensure high-quality design and visual cohesion and consistency. The UWSP Development Standards and Design Guidelines are based on the Countywide Design Guidelines but enable varied development and a distinctive character specific to the UWSP area. Where the UWSP Development Standards and Design Guidelines are silent on a topic, the standard would default to the requirements of the Countywide Design Guidelines.

MTP/SCS

The focus of the MTP/SCS is on the intersection of land use and transportation: it identifies the region's strategies for meeting the regional GHG emissions reduction target; establishes conformity with state and federal clean air act requirements; provides the foundation for the regional housing needs allocation and establishes a plan for housing the population of the region; considers the impact of the plan on regional resources, including financial, biological, agricultural and farming resources; and identifies a transportation network to serve the transportation needs of the region, and to reduce VMT to, among other things, support achievement of the region's GHG emissions reduction target. The current 2020 MTP/SCS was adopted by the SACOG board in November 2019. SACOG staff is currently preparing an update to the MTP/SCS and Blueprint to be finalized and adopted in 2024.

SUMMARY

The UWSP area and the proposed UWSP are not anticipated for development in either the Blueprint or the current MTP/SCS. However, as demonstrated above, the proposed UWSP aligns with many of the principles contained in the Blueprint and the County's smart growth policy LU-120.

MITIGATION MEASURES

None required.

15 NOISE

INTRODUCTION

This chapter evaluates the potential effects on noise and vibration levels in the UWSP area associated with the development and operation of the proposed UWSP. This section describes the existing noise and vibration conditions around the UWSP area; outlines applicable federal, state, and regional regulations pertaining to noise and vibration; and identifies potential project-specific impacts on noise and measures to minimize these impacts.

The Notice of Preparation (NOP) for the EIR was circulated on October 5, 2020. The County received several comments related to public services and recreation from state and local public agencies. The California Department of Fish and Wildlife recommended that the analysis address the potential impact of project-generated noise on biological resources, nesting birds in particular, and that avoidance and minimization measures such as construction phasing and timing adjustments, monitoring of project-related noise, and the provision of sound walls and buffers be considered. The potential for project-generated noise to adversely affect biological resources is assessed in Chapter 7, *Biological Resources*. In addition, the Natomas Unified School District expressed concern regarding the potential for noise generated by the proposed residential development to negatively affect school uses while the Sacramento County Department of Airports advised that the UWSP area lies within the Airport Planning Policy Area for the Sacramento International Airport, and that based on local zoning, conditions found in General Plan Policy NO-4 apply to proposed residential development. Potential impacts associated with noise generated by residential uses on schools and an assessment of how the proposed residential development would adhere to conditions listed in Policy NO-4 are discussed below. No comments were received related to vibration.

The information and analysis included in this chapter was adapted from a noise and vibration study prepared by Bollard Acoustical Consultants in December 2022 and provided in Appendix NOI-1 of this EIR. Additional resources used in the preparation of this chapter include the Sacramento County General Plan, the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM) (FHWA 2006) and algorithms of the FHWA Traffic Noise Model (FHWA 1977) used to estimate project noise emissions, the California Department of Transportation (Caltrans) *Technical Noise Supplement to the Traffic Noise Analysis Protocol* (Caltrans 2013), and Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018).

ENVIRONMENTAL SETTING

TECHNICAL BACKGROUND

Sound is mechanical energy transmitted by pressure waves through a medium such as air. Noise is defined as unwanted sound. Sound is characterized by various parameters that include the rate of oscillation of sound waves (frequency), the speed of propagation, and the pressure level or energy content (amplitude). In particular, the 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.

Sound pressure fluctuations can be measured in units of hertz (Hz), which correspond to the frequency of a particular sound. Typically, sound does not consist of a single frequency, but rather a broad band of frequencies varying in levels of magnitude (sound power). The typical human ear is not equally sensitive to all frequencies of the audible sound spectrum. As a consequence, when assessing potential noise impacts, sound is measured using an electronic filter that de-emphasizes the frequencies below 1,000 Hz and above 5,000 Hz in a manner corresponding to the human ear's decreased sensitivity to low and extremely high frequencies. This method of frequency weighting is referred to as A-weighting and is expressed in units of decibels (dBA).[1] Frequency A-weighting follows an international standard methodology of frequency de-emphasis and is typically applied to community noise measurements.

Some representative noise sources and their corresponding A-weighted noise levels are shown in **Table NOI-1**.

NOISE EXPOSURE AND COMMUNITY NOISE

An individual's noise exposure is a measure of the noise experienced by the individual over a period of time. A noise level is a measure of noise at a given instant in time. The noise levels presented in Table NOI-1 represent noise measured at a given instant in time; however, noise levels rarely persist consistently over a long period of time. Rather, community noise varies continuously over time because of the contributing sound sources of the community noise environment. Community noise is primarily the product of many distant noise sources, which constitute a relatively stable background noise, with the individual contributors unidentifiable. The background noise level changes throughout a typical day, but does so gradually, corresponding with the addition and subtraction of distant noise sources such as traffic and wind. What makes community noise constantly variable throughout a day, besides the slowly changing background noise, is the addition of short duration single event noise sources (e.g., aircraft flyovers, motor vehicles, sirens), which are readily identifiable to the individual.

[1] All noise levels reported herein reflect A-weighted decibels unless otherwise stated.

Table NOI-1: Typical Noise Levels

Noise Level (dBA)	Outdoor Activity	Indoor Activity
90+	Gas lawn mower at 3 feet, jet flyover at 1,000 feet	Rock band
80-90	Diesel truck at 50 feet	Loud television at 3 feet
70-80	Gas lawn mower at 100 feet, noisy urban area	Garbage disposal at 3 feet, vacuum cleaner at 10 feet
60-70	Commercial area	Normal speech at 3 feet
40-60	Quiet urban daytime, traffic at 300 feet	Large business office, dishwasher next room
20-40	Quiet rural, suburban nighttime	Concert hall (background), library, bedroom at night
10-20	Remote open space	Broadcast/recording studio
0	Lowest threshold of human hearing	Lowest threshold of human hearing
SOURCE: Modified from Caltrans 2013		

These successive additions of sound to the community noise environment varies the community noise level from instant to instant requiring the measurement of noise exposure over a period of time to accurately characterize a community noise environment and evaluate cumulative noise impacts. This time-varying characteristic of environmental noise is described using statistical noise descriptors. The most frequently used noise descriptors are summarized below:

L_{eq}: The equivalent sound level is used to describe noise over a specified period of time, typically one hour, in terms of a single numerical value. The L_{eq} is the constant sound level, which would contain the same acoustic energy as the varying sound level, during the same time period (i.e., the average noise exposure level for the given time period).

L_{max}: The instantaneous maximum noise level for a specified period of time.

L_{50}: The noise level that is equaled or exceeded 50 percent of the specified time. This is the median noise level during the specified time. So an L_{50} represents the noise level exceeding 30 minutes in a given hour. The numerical subscript may be changed to reflect other percentages. For example, a noise level exceeded for 5 minutes in a given hour would be the noise level exceeded 8.3 percent of the time or the $L_{8.3}$.

L_{90}: The noise level that is equaled or exceeded 90 percent of the specified time. The L_{90} is often considered the background noise level averaged over the specified time.

DNL: The Day/Night Average Sound Level is the 24-hour day and night A-weighed noise exposure level, which accounts for the greater sensitivity of most people to nighttime noise by weighting noise levels at night. Noise between 10:00 p.m. and 7:00 a.m. is weighted (penalized) by adding 10 dBA to take into account the greater annoyance from nighttime noise. (Also referred to as "Ldn.")

CNEL: Similar to the DNL, the Community Noise Equivalent Level (CNEL) adds a 5-dBA "penalty" for the evening hours between 7:00 p.m. and 10:00 p.m. in addition to a 10-dBA penalty between the hours of 10:00 p.m. and 7:00 a.m.

Effects of Noise on People

The effects of noise on people can be placed into three categories:

- Subjective effects of annoyance, nuisance, dissatisfaction;
- Interference with activities such as speech, sleep, learning; and
- Physiological effects such as hearing loss or sudden startling.

Environmental noise typically produces effects in the first two categories. Workers in industrial plants generally experience noise in the last category. There is no completely satisfactory way to measure the subjective effects of noise, or the corresponding reactions of annoyance and dissatisfaction. A wide variation exists in the individual thresholds of annoyance, and different tolerances to noise tend to develop based on an individual's past experiences with noise.

Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted: the so called "ambient noise" level. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged by those hearing it. Regarding increases in A-weighted noise level, the following relationships occur:

- Under controlled conditions in an acoustics laboratory, the trained healthy human ear is able to discern changes in sound levels of 1 dBA;
- Outside these controlled conditions, the trained ear can detect changes of 2 dBA in normal environmental noise;
- It is widely accepted that the average healthy ear, however, can barely perceive changes in the noise level of 3 dBA;
- A change in level of 5 dBA is a readily perceptible increase in noise level; and
- A 10 dBA change is recognized as twice as loud as the original source (Caltrans 2013).

These relationships occur in part because of the logarithmic nature of sound and the decibel system. The human ear perceives sound in a non-linear fashion; hence the decibel scale was developed. Because the decibel scale is based on logarithms, two noise sources do not combine in a simple additive fashion, rather logarithmically. For

example, if two identical noise sources produce noise levels of 50 dBA, the combined sound level would be 53 dBA, not 100 dBA.

Noise Attenuation

Stationary point sources of noise, including stationary mobile sources such as idling vehicles, attenuate (lessen) at a rate of 6 to 7.5 dBA per doubling of distance from the source, depending on the topography of the area and environmental conditions (i.e., atmospheric conditions and noise barriers, vegetative or manufactured, etc.). Widely distributed noise, such as a large industrial facility spread over many acres or a street with moving vehicles (known as a "line" source), would typically attenuate at a lower rate, approximately 3 to 4.5 dBA each time the distance doubles from the source, which also depends on environmental conditions (Caltrans 2009). Noise from large construction sites would exhibit characteristics of both "point" and "line" sources, and attenuation will therefore generally range between 4.5 and 7.5 dBA each time the distance doubles.

Vibration Background

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. Several different methods are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe physical vibration impacts on buildings. Typically, groundborne vibration generated by human activities attenuates rapidly with distance from the source of the vibration. Sensitive receptors to vibration include people (especially residents, the elderly, and sick people), structures (especially older masonry structures), and vibration-sensitive equipment.

Another useful vibration descriptor is known as vibration decibels or VdB. This measure is generally used when evaluating human response to vibration, as opposed to structural damage (for which PPV is the more commonly used descriptor). Vibration decibels are established relative to a reference quantity, typically 1×10^{-6} inches per second (FTA 2018).

Health Effects of Noise

The consequences of exposure of people to excessive noise can include annoyance and disturbance of human activities, as well as effects on human health. The following discussion is provided so that the health implications of noise exposure are fully understood.

Exposure to high levels of noise can cause permanent hearing impairment. The levels at which noise exposure can lead to hearing loss (140 dB) or pain (120 dB) is a common method of measuring health effects or impacts of noise. The federal Occupational Safety and Health Administration (OSHA) has established an occupational noise exposure program that includes hearing conservation standards for long-term noise exposure. Employers are required to measure noise levels; provide free annual

hearing exams, hearing protection, and training; and conduct evaluations of the adequacy of the hearing protection in use where noise environments exceed 85 dBA for an eight-hour daily exposure.

The World Health Organization (WHO) is a noted source of current knowledge regarding the health effects of noise impacts because European nations have continued to study noise and its health effects, while the U.S. Environmental Protection Agency all but eliminated its noise investigation and control program in the 1970s. According to WHO, sleep disturbance can occur when intermittent interior noise levels reach 45 dBA, particularly if background noise is low. WHO also notes that maintaining noise levels within the recommended levels during the first part of the night is believed to be effective for the ability of people to initially fall asleep (WHO 1999). Excessive noise during sleep periods can result in difficulty falling asleep, awakenings, and alterations in sleep stages and depth (e.g., a reduction in proportion of REM-sleep [REM = rapid eye movement]). Exposure to high levels of noise during sleep can also result in increased blood pressure, increased heart rate, increased finger pulse amplitude, vasoconstriction, changes in respiration, cardiac arrhythmia, and an increase in body movements. Secondary physiological effects of exposure to excessive noise during sleep can occur the following day, including reduced perception of quality sleep, increased fatigue, depressed mood or well-being, and decreased performance of cognitive tasks.

The County of Sacramento has an interior noise level standard of 45 dBA (County of Sacramento 2017). Additionally, this interior noise level is used in the development of exterior noise standards within the General Plan Noise Element Guidelines published by the Governor's Office of Planning and Research for the purposes of land use compatibility assessment.

Other potential health effects of noise identified by WHO include decreased performance for complex cognitive tasks, such as reading, attention span, problem solving, and memorization; physiological effects such as hypertension and heart disease (after many years of constant exposure, often by workers, to high noise levels); and hearing impairment (again, generally after long-term occupational exposure, although shorter-term exposure to very high noise levels, for example, exposure several times a year to concert noise at 100 dBA, can also damage hearing). Finally, noise can cause annoyance and can trigger emotional reactions like anger, depression, and anxiety. WHO reports that, during daytime hours, few people are seriously annoyed by activities with noise levels below 55 dBA.

Vehicle traffic and continuous sources of machinery and mechanical noise contribute to ambient noise levels. Short-term noise sources, such as truck backup beepers, the crashing of material being loaded or unloaded onto trucks, contribute very little to 24-hour noise levels but can cause sleep disturbance and annoyance. The importance of noise to receptors depends on both time and context. For example, long-term high noise levels from large traffic volumes can make conversation at a normal voice level difficult or impossible, while short-term peak noise levels, if they occur at night, can disturb sleep.

EXISTING CONDITIONS

NOISE SOURCES AND LEVELS

Transportation sources, such as automobiles, trucks, trains, and aircraft, are the principal sources of noise in the urban environment. Along major transportation corridors, noise levels can reach 80 DNL, while along arterial streets, noise levels typically range from 65 to 70 DNL. However, noise levels on roadways, like all areas, can be affected by intervening development, topography, or landscaping. Industrial and commercial equipment and operations also contribute to the ambient noise environment in their vicinities.

Primary noise sources in the vicinity of the UWSP area primarily include vehicle traffic along Interstate 80 (I-80), El Centro Road, and San Juan Road. Aircraft operations associated with Sacramento International Airport also contribute to the ambient noise environment within the UWSP area, but on a more intermittent basis than the more continuous traffic noise environment. Noise generated at the 49er Travel Center, located at the interchange of West El Camino Boulevard and I-80, also contributes to the ambient noise environment in the immediate vicinity of that use but has little effect on the majority of the UWSP area. Finally, the UWSP area is not appreciably affected by railroad noise, as the nearest rail line is located approximately 1,000 feet to the west across the Sacramento River.

AMBIENT NOISE

To characterize the noise environment within the UWSP area and surrounding area, 15 long-term (24 hours) noise measurements were conducted and resulting data are presented in Appendix NOI-1. The 15 long-term noise monitoring locations surrounding the UWSP area were selected on the basis of their proximity to existing residential receptors. **Table NOI-2** presents a summary of the noise data collected during the noise monitoring effort. Long-term noise monitoring locations were selected based on representation of the closest noise-sensitive receptors (residences) to the UWSP area and are indicated in **Plate NOI-1**.

TRAFFIC NOISE

In addition to monitored noise levels, existing roadside noise levels along roadway segments near the UWSP area were modeled to provide estimates of existing weekday noise levels along the roadway segments near the UWSP area. **Table NOI-3** presents existing roadside noise levels during the weekday a.m. peak commute hour. These modeled noise levels reflect only the noise generated by traffic on the identified roadway segments; they do not include other sources in the area, such as rail and highway noise where these other sources are nearby.

AIRPORT/AIRCRAFT NOISE

The Sacramento International Airport is approximately 2.5 miles northwest of the UWSP area. As shown in **Plate NOI-2**, the UWSP area is outside of the 60 CNEL noise contours for the airport and is not located within the Noise Impact Area but is located within a specially designated portion of the Airport Influence Area (Referral Area 2), where

airspace protection (other than wildlife hazards) and/or overflight are compatibility concerns, but not noise or safety concerns (County of Sacramento 2013). However, the UWSP area is located within the Airport Planning Policy Area for the Sacramento International Airport, and based on local zoning, conditions found in General Plan Policy NO-4 (discussed in the *Regulatory Setting* below) apply to proposed residential development.

Table NOI-2: Summary of Long-Term Ambient Noise Level Measurement Results

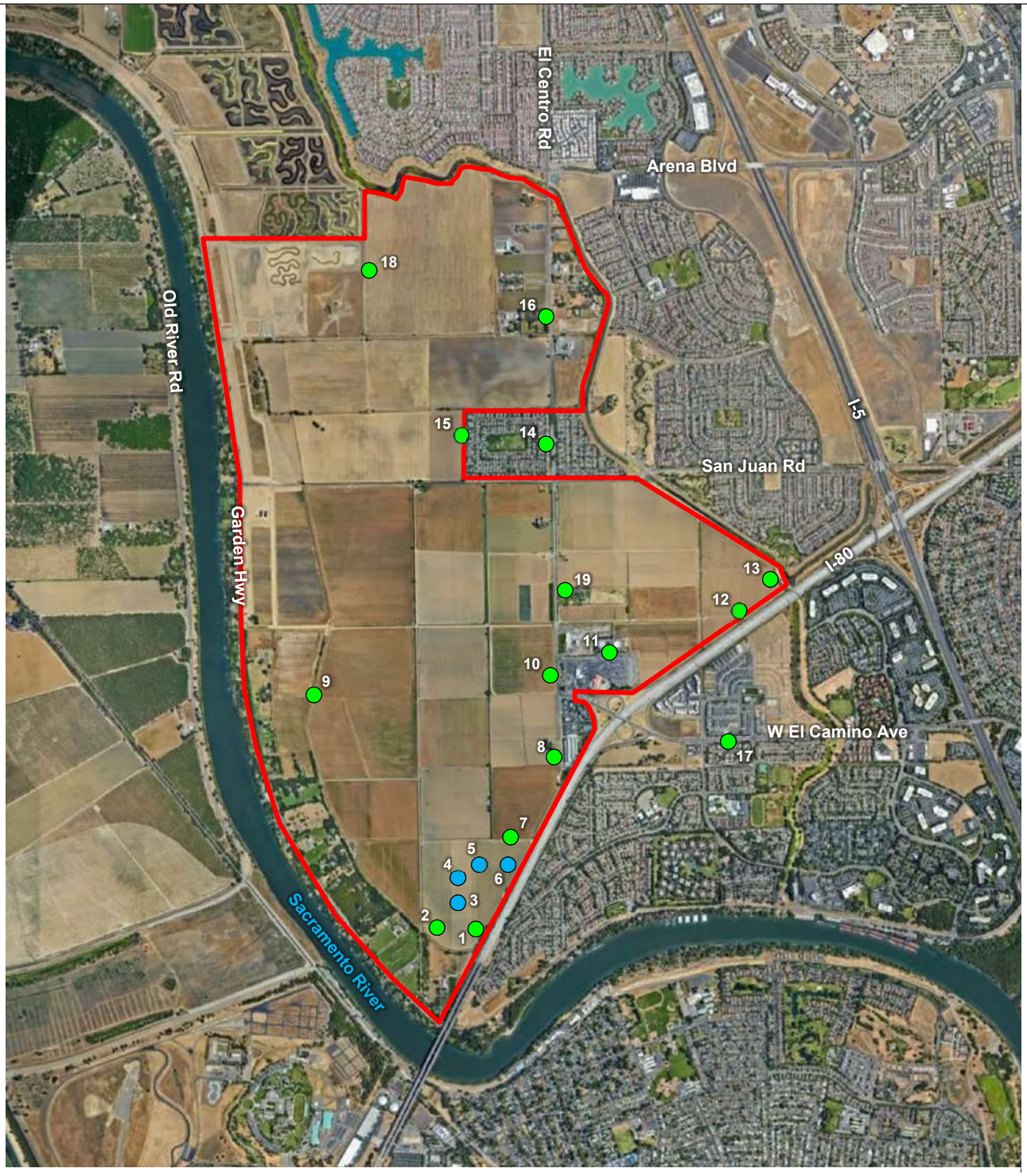
Site[2]	Date	DNL	Average Measured Hourly Noise Levels (dBA)			
			Daytime[3]		Nighttime[4]	
			L_{50}	L_{max}	L_{50}	L_{max}
1	Tuesday, September 21, 2021	69	63	73	61	70
	Wednesday, September 22, 2021	70	63	74	61	71
	Thursday, September 23, 2021	68	61	71	60	69
2	Tuesday, September 21, 2021	64	55	66	57	66
	Wednesday, September 22, 2021	64	56	67	56	65
	Thursday, September 23, 2021	62	51	63	54	62
7	Tuesday, September 21, 2021	70	60	70	63	72
	Wednesday, September 22, 2021	71	62	71	62	72
	Thursday, September 23, 2021	70	57	66	62	72
8	Tuesday, September 21, 2021	71	61	72	63	75
	Wednesday, September 22, 2021	72	65	80	63	72
	Thursday, September 23, 2021	70	56	68	62	72
9	Tuesday, September 28, 2021	55	50	66	40	57
	Wednesday, September 29, 2021	60	48	72	40	56
	Thursday, September 30, 2021	68	47	74	45	57
10	Tuesday, September 21, 2021	67	59	76	58	73
	Wednesday, September 22, 2021	66	59	78	57	73
	Thursday, September 23, 2021	66	59	78	56	72
11	Tuesday, September 21, 2021	68	62	77	61	70
	Wednesday, September 22, 2021	67	61	75	60	68
	Thursday, September 23, 2021	67	61	74	59	68
12	Tuesday, September 21, 2021	76	69	80	67	80
	Wednesday, September 22, 2021	76	71	83	67	79
	Thursday, September 23, 2021	75	65	79	67	78

Site[2]	Date	DNL	Average Measured Hourly Noise Levels (dBA)			
			Daytime[3]		Nighttime[4]	
			L_{50}	L_{max}	L_{50}	L_{max}
13	Tuesday, September 21, 2021	74	67	76	66	77
	Wednesday, September 22, 2021	74	68	79	65	76
	Thursday, September 23, 2021	74	65	78	65	76
14	Tuesday, September 21, 2021	70	63	86	48	81
	Wednesday, September 22, 2021	69	62	82	47	82
	Thursday, September 23, 2021	66	57	79	51	77
15	Tuesday, September 28, 2021	55	50	64	42	56
	Wednesday, September 29, 2021	50	44	58	40	54
	Thursday, September 30, 2021	53	41	61	43	56
16	Tuesday, September 28, 2021	71	62	86	44	82
	Wednesday, September 29, 2021	70	61	84	45	82
	Thursday, September 30, 2021	71	60	86	46	82
17	Tuesday, September 28, 2021	69	63	84	58	80
	Wednesday, September 29, 2021	70	62	85	58	84
	Thursday, September 30, 2021	69	62	85	56	79
18	Wednesday, September 29, 2021	57	50	71	39	52
	Thursday, September 30, 2021	52	37	63	40	57
19	Tuesday, September 28, 2021	68	64	79	50	77
	Wednesday, September 29, 2021	67	63	78	50	73
	Thursday, September 30, 2021	68	63	79	54	75

NOTES:

1 Detailed summaries of the noise monitoring results are provided in graphically in Appendix NOI-1.
2 Long-term ambient noise monitoring locations are identified on Plate NOI-1.
3 Daytime hours: 7:00 a.m. to 10:00 p.m.
4 Nighttime hours: 10:00 p.m. to 7:00 a.m.

SOURCE*:* BAC 2022.



D150587.01 - Upper Westside Specific Plan EIR\05 Graphics-GIS-Modeling-USE AZURE\Illustrator

SOURCE: Bollard Acoustical Consultants, 2022

Upper Westside Specific Plan EIR

Plate NOI-1
Ambient Noise Monitoring Sites

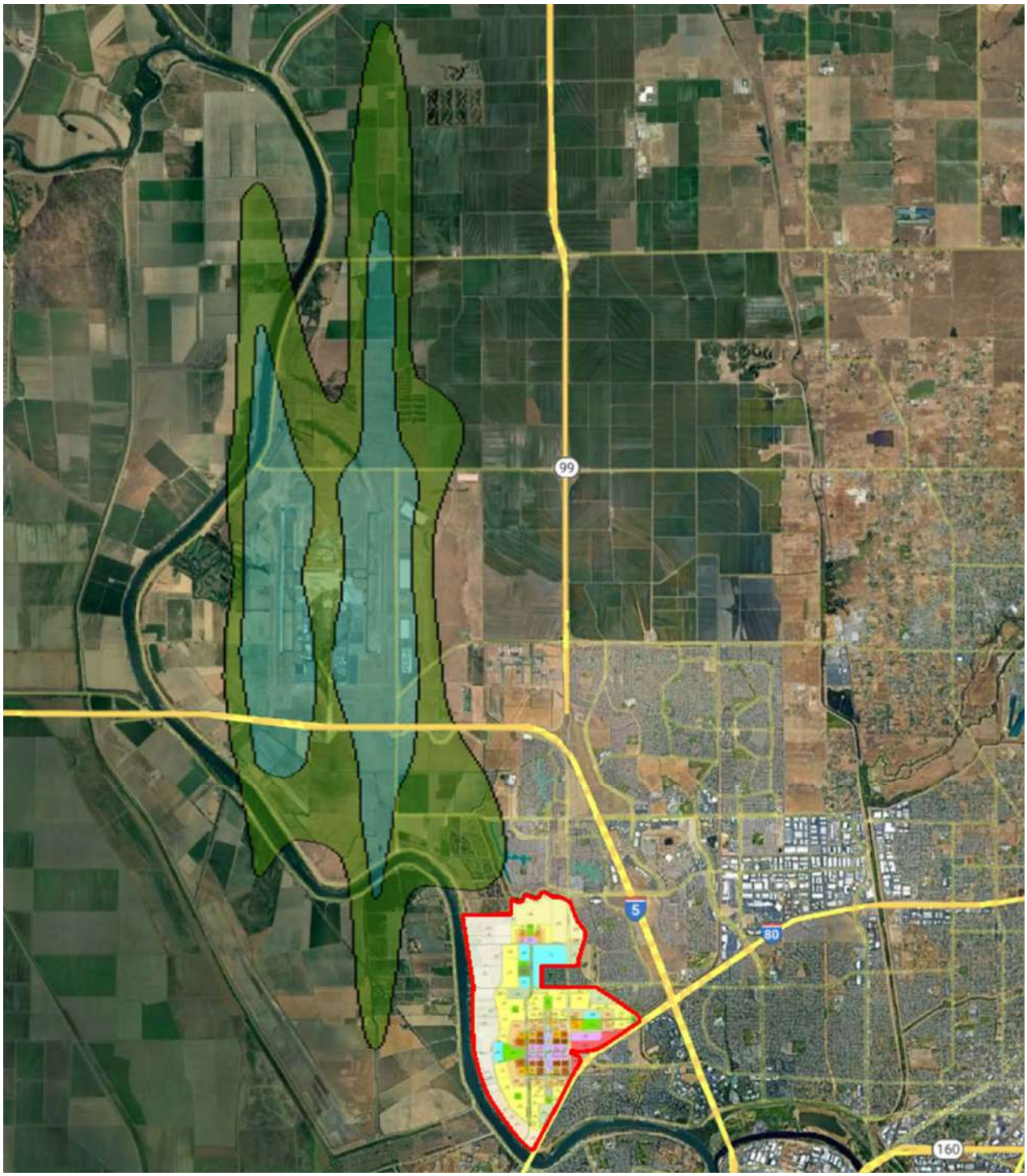
ESA

Table NOI-3: Existing Traffic Noise along Roads in the Project Vicinity

#	Roadway	From	To	DNL at Nearest Sensitive Receptor	Distance to Contour (ft)		
					70 dB DNL	65 dB DNL	60 dB DNL
1	Arena Blvd	El Centro Rd	Stemmler Dr	64	34	73	157
2	Arena Blvd	Stemmler Dr	Duckhorn Dr	66	43	92	197
3	Arena Blvd	Duckhorn Dr	Interstate 5	68	79	169	365
4	Arena Blvd	Interstate 5	E Commerce Way	68	73	158	341
5	Arena Blvd	E Commerce Way	Truxel Rd	69	66	143	307
6	Azevedo Dr	West El Camino Ave	San Juan Rd	66	39	85	183
7	Del Paso Rd	Power Line Rd	Hovnanian Dr	58	11	24	52
8	Del Paso Rd	Hovnanian Dr	Natomas Central Dr	61	17	37	80
9	Del Paso Rd	Natomas Central Dr	El Centro Rd	67	42	90	195
10	Del Paso Rd	El Centro Rd	Interstate 5	63	33	70	152
11	Del Paso Rd	Interstate 5	E Commerce Way	68	108	232	500
12	Del Paso Rd	E Commerce Way	Truxel Rd	70	91	196	421
13	El Centro Rd	Del Paso Rd	Duckhorn Dr	65	44	96	206
14	El Centro Rd	Duckhorn Dr	Manera Rica Dr	58	17	36	78
15	El Centro Rd	Manera Rica Dr	Arena Blvd	62	20	42	91
16	El Centro Rd	Arena Blvd	San Juan Rd	61	19	41	89
17	El Centro Rd	San Juan Rd	W El Camino Ave	68	69	149	321
18	El Centro Rd	West El Camino	South Terminus	59	19	42	90
19	Garden Highway	Truxel Road	Natomas Park Dr	60	58	125	270
20	Garden Highway	Natomas Park Dr	Interstate 5	65	66	143	308
21	Garden Highway	Interstate 5	Gateway Oaks Dr	62	56	121	261
22	Garden Highway	Gateway Oaks Dr	Orchard Lane	63	20	42	92

#	Roadway	From	To	DNL at Nearest Sensitive Receptor	Distance to Contour (ft)		
					70 dB DNL	65 dB DNL	60 dB DNL
23	Garden Highway	Orchard Ln	Interstate 80	57	16	34	74
24	Garden Highway	Interstate 80	San Juan Rd	61	15	33	72
25	Garden Highway	San Juan Rd	Powerline Road	62	18	39	84
26	Natomas Central	Del Paso Rd	El Centro Rd	61	14	31	67
27	Power Line Rd	Garden Hwy	Del Paso Rd	61	26	56	122
28	Power Line Rd	Del Paso Rd	Interstate 5	62	29	62	134
29	San Juan Rd	Garden Hwy	El Centro Rd	64	25	53	115
30	San Juan Rd	El Centro Rd	80/I-5 Interchange	64	31	66	143
31	San Juan Rd	80/I-5 Interchange	Truxel Rd	69	59	127	273
32	W El Camino Ave	El Centro Rd	Interstate 80	65	75	162	350
33	W El Camino Ave	Interstate 80	Orchard Lane	67	66	143	308
34	W El Camino Ave	Orchard Ln	Gateway Oaks Dr	68	61	132	285
35	W El Camino Ave	Gateway Oaks Dr	Interstate 5	67	67	144	310
36	W El Camino Ave	Interstate 5	Azevedo Dr	68	76	165	355
37	W El Camino Ave	Azevedo Dr	Truxel Rd	66	51	110	236
38	I-80	Yolo County	W El Camino Ave	67	88	190	410
39	I-80	West El Camino Ave	I-5	65	85	184	396
40	I-5	I-80	Arena Boulevard	74	581	1,251	2,695
41	I-5	Arena Blvd	Del Paso Rd	73	538	1,158	2,695
42	I-5	Del Paso	Hwy 99	70	229	494	1,065
43	I-5	Hwy 99	Airport Blvd	69	164	353	761

SOURCE: FHWA-RD-77-108 with inputs from project traffic impact study. Appendix NOI-1 contains FHWA model inputs.



Legend

65 dB Ldn Noise Contour (Approximate)

60 dB Ldn Noise Contour (Approximate)

Specific Plan Area Boundary (Approximate)

N

Scale (Feet)

0 5000 10000

D150587.01 - Upper Westside Specific Plan EIR\05 Graphics-GIS-Modeling-USE AZURE\Illustrator

SOURCE: Bollard Acoustical Consultants, 2022

Upper Westside Specific Plan EIR

Plate NOI-2
Sacramento International Airport Noise Contours

ESA

Vibration Sources and Levels

Short-term (10-minute) vibration measurements were conducted at six locations within the UWSP area. The locations are Sites 1, 9, 10, 12, 18 and 19 shown on Plate NOI-1. A Larson-Davis Laboratories Model LxT precision integrating sound level meter equipped with a vibration transducer was used to measure vibration levels. The system was calibrated in the field prior to use to ensure the accuracy of the measurements. The ambient vibration monitoring results are summarized in **Table NOI-4**, below. The data in Table NOI-4 indicate that measured average vibration levels within the UWSP area were below the 65 VdB threshold of perception.

Table NOI-4: Summary of Ambient Vibration Monitoring Results for the Plan Area

Site[1]	Time	Average Measured Vibration Level, VdB[1]
1	12:44 PM	49
9	1:17 PM	35
10	2:52 PM	49
12	2:03 PM	52
18	2:28 PM	32
19	1:41 PM	54

NOTE:

1 Vibration measurement sites are the same sites used for the ambient noise surveys shown in Plate NOI-1.

SOURCE: BAC 2022.

Sensitive Receptors

Some land uses include populations that are more sensitive to noise than others. Consistent with the Governor's Office of Planning and *Research's General Plan Guidelines 2017*, noise sensitive receptors are defined in this document as residences, hospitals, convalescent homes, schools, churches, and sensitive wildlife habitat (e.g., nesting birds, marine mammals, protected fish species [for projects that generate underwater noise such as in-water pile driving and the habitat of rare, threatened, or endangered species). As discussed above, the potential for noise-related impacts on biological resources is assessed in Chapter 7, *Biological Resources*. In addition, hotels and motels may be considered as noise sensitive receptors during nighttime hours.

The nearest sensitive receptors to the UWSP area consist primarily of residential uses to the north, east, and south. However, with the exception of the existing residential development located at the intersection of San Juan and El Centro roads (River View Subdivision), the UWSP area is generally insulated from those areas by agricultural setbacks, I-80, canals/waterways, and open space. Plate NOI-1 illustrates the relationship of the UWSP area to existing residential developments.

REGULATORY SETTING

FEDERAL

FEDERAL NOISE STANDARDS

The primary federal noise standards that directly regulate noise related to the operation of development allowed under the proposed UWSP pertain to noise exposure and workers. OSHA enforces regulations to safeguard the hearing of workers exposed to occupational noise. OHSA has established worker noise exposure limits that vary with the duration of the exposure and require that a hearing conservation program be implemented if employees are exposed to noise levels in excess of 85 dBA.

Federal regulations also establish noise limits for medium and heavy trucks (more than 4.5 tons, gross vehicle weight rating) under Code of Federal Regulations (CFR) Title 40, Part 205, Subpart B. The federal truck pass-by noise standard is 80 dBA at 15 meters from the vehicle pathway centerline. These controls are implemented through regulatory controls on truck manufacturers.

FEDERAL TRANSIT AUTHORITY VIBRATION STANDARDS

FTA has adopted vibration standards that are used to evaluate potential building damage impacts from construction activities. **Table NOI-5** shows FTA's vibration damage criteria.

Table NOI-5: Construction Vibration Damage Criteria

Building Category	PPV (in/sec)	Vibration Decibels (VdB)
I. Reinforced concrete, steel, or timber (no plaster)	0.5	102
II. Engineered concrete and masonry (no plaster)	0.3	98
III. Non-engineered timber and masonry buildings	0.2	94
IV. Buildings extremely susceptible to vibration damage	0.12	90
NOTES: in/sec = inches per second; PPV = peak particle velocity SOURCE: FTA 2018.		

In addition, FTA has adopted standards related to human annoyance for groundborne vibration impacts for the following three land use categories: Vibration Category 1, High Sensitivity; Vibration Category 2, Residential; and Vibration Category 3, Institutional. FTA defines these categories as follows:

- *Category 1*: Buildings where vibration would interfere with operations within the building, including vibration-sensitive research and manufacturing facilities, hospitals with vibration-sensitive equipment, and university research operations.

Vibration-sensitive equipment includes, but is not limited to, electron microscopes, high-resolution lithographic equipment, and normal optical microscopes.

- *Category 2*: All residential land uses and any buildings where people sleep, such as hotels and hospitals.
- *Category 3*: Institutional land uses such as schools, churches, other institutions, and quiet offices that do not have vibration-sensitive equipment, but still have the potential for activity interference.

These human annoyance standards are presented in **Table NOI-6** below.

Table NOI-6: Human Response to Groundborne Vibration

Vibration Velocity Level (1 microinch/second)	Noise Level		Human Response
	Low Frequency[1]	Mid Frequency[2]	
65 VdB	25 dBA	40 dBA	Approximate threshold of perception for many humans. Low-frequency sound usually inaudible, mid-frequency sound excessive for quiet sleeping areas.
75 VdB	35 dBA	50 dBA	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find transit vibration at this level annoying. Low-frequency noise acceptable for sleeping areas, mid-frequency noise annoying in most quiet occupied areas.
85 VdB	45 dBA	60 dBA	Vibration acceptable only if there are an infrequent number of events per day. Low-frequency noise annoying for sleeping areas, mid-frequency noise annoying even for infrequent events with institutional land uses such as schools and churches.

NOTES:

1 Approximate noise level when vibration spectrum peak is near 30 hertz (Hz).
2 Approximate noise level when vibration spectrum peak is near 60 Hz.

STATE

CALIFORNIA NOISE CONTROL ACT OF 1973

Sections 46000 through 46080 of the California Health and Safety Code, known as the California Noise Control Act of 1973, declares that excessive noise is a serious hazard to the public health and welfare and that exposure to certain levels of noise can result in physiological, psychological, and economic damage. It also identifies a continuous and increasing bombardment of noise in the urban, suburban, and rural areas. The California Noise Control Act declares that the State of California has a responsibility to

protect the health and welfare of its citizens by the control, prevention, and abatement of noise. It is the policy of the state to provide an environment for all Californians free from noise that jeopardizes their health or welfare.

California Building Code

The California Building Code requires that walls and floor/ceiling assemblies separating dwelling units from each other, or from public or service areas, have a sound transmission class[2] of 50 dB for all common interior walls and floor/ceiling assemblies between adjacent dwelling units, or between dwelling units and adjacent public areas for multifamily units and transient lodging. The code specifies a maximum interior performance standard of 45 dBA.

The State of California has also established noise insulation standards for new multifamily residential units, hotels, and motels that would be subject to relatively high levels of transportation-related noise. These requirements are collectively known as the California Noise Insulation Standards (California Code of Regulations, Title 24). The noise insulation standards set forth an interior standard of 45 dBA CNEL in any habitable room. They require an acoustical analysis demonstrating how dwelling units have been designed to meet this interior standard where such units are proposed in areas subject to noise levels greater than 60 dBA CNEL. Title 24 standards are typically enforced by local jurisdictions through the building permit application process.

Local

Noise levels within the UWSP area are subject to the County's noise standards. Therefore, noise generated by the project and experienced at nearby residential properties would be subject to the County Code noise limits as well as policies of the General Plan Noise Element.

Sacramento County General Plan

The following policies from the Noise Element of the Sacramento County 2030 General Plan (County of Sacramento 2011, 2017) are applicable to the proposed UWSP.

Traffic and Railroad Noise Sources

NO-1 The noise level standards for noise-sensitive areas of new uses affected by traffic or railroad noise sources in Sacramento County are shown by Table 1 (**Table NOI-7** of this Draft EIR). Where the noise level standards of Table 1 are predicted to be exceeded at new uses proposed within Sacramento County which are affected by traffic or railroad noise, appropriate noise mitigation measures shall be included in the project design to reduce projected noise levels to a state of compliance with the Table 1 standards.

[2] The sound transmission class is used as a measure of a materials ability to reduce sound. The sound transmission class is equal to the number of decibels a sound is reduced as it passes through a material.

Table NOI-7: Noise Standards for New Uses Affected by Traffic and Railroad Noise Sacramento County Noise Element

New Land Use	Sensitive[1] Outdoor Area – L_{dn}	Sensitive Interior[2] Area – L_{dn}	Notes
All Residential	65	45	5
Transient Lodging	65	45	3,5
Hospitals & Nursing Homes	65	45	3,4,5
Theaters & Auditoriums	--	35	3
Churches, Meeting Halls,	65	40	3
Schools, Libraries, etc.	65	40	3
Office Buildings	65	45	3
Commercial Buildings	--	50	3
Playground, Parks, etc.	70	--	
Industry	65	50	3

NOTES:

1 Sensitive areas are defined in acoustic terminology section.
2 Interior noise level standards are applied within noise-sensitive areas of the various land uses, with windows and doors in the closed positions.
3 Where there are no sensitive exterior spaces proposed for these uses, only the interior noise level standard shall apply.
4 Hospitals are often noise-generating uses. The exterior noise level standards for hospitals are applicable only at clearly identified areas designated for outdoor relaxation by either hospital staff or patients.
5 If this use is affected by railroad noise, a maximum (L_{max}) noise level standard of 70 dB shall be applied to all sleeping rooms to reduce the potential for sleep disturbance during nighttime train passages.

SOURCE: County of Sacramento 2017: Table 1.

AIRCRAFT NOISE SOURCES

NO-2 Proposals for new development within Sacramento County which may be affected by aircraft noise shall be evaluated relative to General Plan Noise Element Table 4 (Land Use Compatibility for Aircraft Noise) except in the following case. Development proposals which may be affected by aircraft noise from Sacramento International Airport shall be evaluated relative to the Land Use Compatibility Plan prepared for Sacramento International Airport dated December 12, 2013.

NO-3 New residential development within the 60 CNEL noise contours adopted by the County for land use planning purposes at any airport or Helipad within Sacramento County shall be prohibited. This policy is not applicable to Executive Airport.

NO-4 New residential development within adopted Airport Policy Area boundaries, but outside the 60 CNEL, shall be subject to the following conditions:

A. Provide minimum noise insulation to 45 dB CNEL within new residential dwellings, including detached single-family dwellings, with windows closed in any habitable room.

B. Notification in the Public Report prepared by the California Department of Real Estate disclosing the fact to prospective buyers that the parcel is located within an Airport Policy Area.

C. An Avigation Easement prepared by the Sacramento County Counsel's Office granted to the County of Sacramento, recorded with the Sacramento County Recorder, and filed with Department of Airports. Such Avigation Easement shall acknowledge the property location within an Airport Planning Policy Area and shall grant the right of flight and unobstructed passage of all aircraft into and out of the subject Airport.

D. Exceptions: New accessory residential dwellings on parcels zoned Agricultural, Agricultural Residential, Interim Agricultural, Interim General Agricultural, or Interim Limited Agricultural and between the 60 and 65 CNEL contours, shall be permitted within adopted Airport Policy Area boundaries, but would be subject to the conditions listed above.

NON-TRANSPORTATION NOISE SOURCES

NO-5 The interior and exterior noise level standards for noise-sensitive areas of new uses affected by existing non-transportation noise sources in Sacramento County are shown by Table 2 (**Table NOI-8** of this Draft EIR). Where the noise level standards of Table 2 are predicted to be exceeded at a proposed noise-sensitive area due to existing non-transportation noise sources, appropriate noise mitigation measures shall be included in the project design to reduce projected noise levels to a state of compliance with the Table 2 standards within sensitive areas.

NO-6 Where a project would consist of or include non-transportation noise sources, the noise generation of those sources shall be mitigated so as not exceed the interior and exterior noise level standards of Table 2 at existing noise-sensitive areas in the project vicinity.

NO-7 The "last use there" shall be responsible for noise mitigation. However, if a noise generating use is proposed adjacent to lands zoned for uses which may have sensitivity to noise, then the noise generating use shall be responsible for mitigating its noise generation to a state of compliance with the Table 2 standards at the property line of the generating use in anticipation of the future neighboring development.

Table NOI-8: Non-Transportation Noise Standards Sacramento County Noise Element Median (L_{50}) / Maximum (L_{max})[1]

Outdoor Area[2]			Interior[3] Day or Night	Notes
Receiving Land Use	**Daytime**	**Nighttime**		
All Residential	55 / 75	50 / 70	35 / 55	
Transient Lodging	55 / 75	--	35 / 55	4
Hospitals & Nursing Homes	55 / 75	--	35 / 55	5,6
Theaters & Auditoriums	--	--	30 / 50	6
Churches, Meeting Halls, Schools, Libraries, etc.	55 / 75	--	35 / 60	6
Office Buildings	60 / 75	--	45 / 65	6
Commercial Buildings	---	--	45 / 65	6
Playground, Parks, etc.	65 / 75	--	--	6
Industry	60 / 80	--	50 / 70	6

NOTES:

1 The standards in this table shall be reduced by 5 dB for sounds consisting primarily of speech or music, and for recurring impulsive sounds. If the existing ambient noise level exceeds the standards of this table, then the noise level standards shall be increased at 5 dB increments to encompass the ambient.
2 Sensitive areas are defined in the acoustic terminology section.
3 Interior noise level standards are applied within noise-sensitive areas of the various land uses, with windows and doors in the closed positions.
4 Outdoor activity areas of transient lodging facilities are not commonly used during nighttime hours.
5 Hospitals are often noise-generating uses. The exterior noise level standards for hospitals are applicable only at clearly identified areas designated for outdoor relaxation by either hospital staff or patients.
6 The outdoor activity areas of these uses (if any), are not typically utilized during nighttime hours.
7 Where median (L_{50}) noise level data is not available for a particular noise source, average (L_{eq}) values may be substituted for the standards of this table provided the noise source in question operates for at least 30 minutes of an hour. If the source in question operates less than 30 minutes per hour, then the maximum noise level standards shown would apply.

SOURCE: County of Sacramento 2017: Table 2.

CONSTRUCTION NOISE

NO-8 Noise associated with construction activities shall adhere to the County Code requirements. Specifically, Section 6.68.090(e) addresses construction noise within the County.

GENERAL NOISE POLICY

NO-12 All noise analyses prepared to determine compliance with the noise level standards contained within this Noise Element shall be prepared in accordance with Table 3 (**Table NOI-9** of this Draft EIR).

NO-13 Where noise mitigation measures are required to satisfy the noise level standards of this Noise Element, emphasis shall be placed on the use of setbacks and site design to the extent feasible, prior to consideration of the use of noise barriers.

NO-14 Noise analyses prepared for multi-family residential projects, town homes, mixed-use, condominiums, or other residential projects where floor ceiling assemblies or party-walls shall be common to different owners/occupants, shall be consistent with the State of California Noise Insulation standards.

NO-15 The County shall have the flexibility to consider the application of 5 dB less restrictive exterior noise standards than those prescribed in Tables 1 and 2 in cases where it is impractical or infeasible to reduce exterior noise levels within infill projects to a state of compliance with the Table 1 or 2 standards. In such cases, the rational for such consideration shall be clearly presented and disclosure statements and noise easements shall be included as conditions of project approval. The interior noise level standards of Tables 1 and 2 would still apply. The maximum allowable long-term noise exposure permissible for non-industrial uses is 75 dB.

Table NOI-9: Requirements for Acoustical Analyses Prepared in Sacramento County

An acoustical analysis prepared pursuant to the Noise Element shall:
1. Be the responsibility of the applicant.
2. Be prepared by qualified persons experienced in the fields of environmental noise assessment and architectural acoustics.
3. Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions.
4. Estimate projected future (20 year) noise levels in terms of the Standards of Tables 1 and 2 and compare those levels to the adopted policies of the Noise Element.
5. Recommend appropriate mitigation to achieve compliance with the adopted policies and standards of the Noise Element.
6. Estimate interior and exterior noise exposure after the prescribed mitigation measures have been implemented.
SOURCE: County of Sacramento 2017: Table 3.

EXEMPTIONS

NO-16 The following sources of noise shall be exempt from the provisions of this Noise Element:

A. Emergency warning devices and equipment operated in conjunction with emergency situations, such as sirens and generators which are activated during power outages. The routine testing of such warning devices and equipment shall also be exempt provided such testing occurs during daytime hours.

B. Activities associated with events for which a permit has been obtained from the County.

Sacramento County Code - Chapter 6.68 Noise Control

Noise generated by development allowed under the proposed UWSP and experienced at nearby residential properties would be subject to the County Code noise limits. The following text presents the Sacramento County Code noise level limits as defined in County Code Chapter 6.68 Noise Control (County of Sacramento 2024).

CHAPTER 6.68.070 NOISE CONTROL

a. The following noise standards, unless otherwise specifically indicated in this chapter, shall apply to all properties within a designated noise area.

Noise Area	County Zoning Districts	Time Period	Exterior Noise Standard
1	RE-1, RD-1, RE-2, RD-2, RE-3, RD-3, RD-4, R-1-A, RD-5, R-2, RD-10, R-2A, RD-20, R-3, R-D-30, RD-40, RM-1, RM-2, A-1-B, AR-1, A-2, AR-2, A-5, AR-5	7 a.m.—10 p.m.	55 dBA
		10 p.m.—7 a.m.	50 dBA

b. It is unlawful for any person at any location within the County to create any noise which causes the noise levels on an affected property, when measured in the designated noise area, to exceed for the duration of time set forth following, the specified exterior noise standards in any one hour by:

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

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

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

CHAPTER 6.68.090 NOISE CONTROL

The following activities shall be exempted from the provisions of this chapter:

a. School bands, school athletic and school entertainment events;

b. Outdoor gatherings, public dances, shows and sporting and entertainment events, provided said events are conducted pursuant to a license or permit by the County;

c. Activities conducted on parks, public playgrounds and school grounds, provided such parks, playgrounds and school grounds are owned and operated by a public entity or private school;

d. Any mechanical device, apparatus or equipment related to or connected with emergency activities or emergency work;

e. Noise sources associated with construction, repair, remodeling, demolition, paving or grading of any real property, provided said activities do not take place between the hours of eight p.m. and six a.m. on weekdays and Friday commencing at eight p.m. through and including seven a.m. on Saturday; Saturdays commencing at eight p.m. through and including seven a.m. on the next following Sunday and on each Sunday after the hour of eight p.m. Provided, however, when an unforeseen or unavoidable condition occurs during a construction project and the nature of the project necessitates that work in process be continued until a specific phase is completed, the contractor or owner shall be allowed to continue work after eight p.m. and to operate machinery and equipment necessary until completion of the specific work in progress can be brought to conclusion under conditions which will not jeopardize inspection acceptance or create undue financial hardships for the contractor or owner;

f. Noise sources associated with agricultural operations, provided such operations do not take place between the hours of eight p.m. and six a.m.;

g. All mechanical devices, apparatus or equipment which are utilized for the protection or salvage of agricultural crops during periods of adverse weather conditions or when the use of mobile noise sources is necessary for pest control;

h. Noise sources associated with maintenance of residential area property, provided said activities take place between the hours of six a.m. and eight p.m. on any day except Saturday or Sunday, or between the hours of seven a.m. and eight p.m. on Saturday or Sunday

CHAPTER 6.68.110 SCHOOLS, HOSPITALS AND CHURCHES

It is unlawful for any person to create any noise which causes the noise level at any school, hospital or church, while the same is in use, to exceed the noise standards specified in Section 6.68.070 or to create any noise which unreasonably interferes with the use of such institution or unreasonably disturbs or annoys patients in the hospital. In any disputed case, interfering noise which is ten dBA or more, greater than the ambient noise level at the building, shall be deemed excessive and unlawful.

CHAPTER 6.68.120 MACHINERY, EQUIPMENT, FANS AND AIR CONDITIONING

a. It is unlawful for any person to operate any mechanical equipment, pump, fan, air conditioning apparatus, stationary pumps, stationary cooling towers, stationary compressors, similar mechanical devices, or any combination thereof installed after July 1, 1976, in any manner so as to create any noise which would cause the maximum noise level to exceed:

   1. Sixty dBA at any point at least one foot inside the property line of the affected residential property and three to five feet above ground level;
   2. Fifty-five dBA in the center of a neighboring patio three to five feet above ground level;
   3. Fifty-five dBA outside of the neighboring living area window nearest the equipment location. Measurements shall be taken with the microphone not more than three feet from the window opening but at least three feet from any other surface.

b. Equipment installed five years after July 1, 1976, must comply with a maximum limit of fifty-five dBA at any point at least one foot inside the property line of the affected residential property and three to five feet above ground level.

c. Equipment installed before December 17, 1970, must comply with a limit of sixty-five dBA maximum in sound level at any point at least one foot inside the affected property line and three to five feet above ground level by January 1, 1977. Equipment installed between December 16, 1970, and July 1, 1976, must comply with a limit of sixty-five dBA maximum sound level at any point at least one foot inside the property line of the affected residential property and three to five feet above ground level.

IMPACTS AND ANALYSIS

SIGNIFICANCE CRITERIA

For purposes of this EIR and consistent with the criteria presented in Appendix G of the CEQA Guidelines, impacts related to noise may be considered significant if implementation of the proposed UWSP would:

- Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Generate excessive groundborne vibration or groundborne noise levels; or
- For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels.

Issues Not Discussed in Impacts

Groundborne vibration or groundborne noise levels (operation) – While the analysis below addresses the potential vibration impacts associated with construction activities, there are no proposed land uses that would be considered likely to generate substantial vibration during operation. Furthermore, there are no existing vibration sources that would affect the proposed residential or school land uses, as the nearest rail line is located approximately 1,000 feet to the west across the Sacramento River. Additionally, as indicated in Table NOI-4, measured average vibration levels within the UWSP area were below the 65 VdB threshold of perception. Therefore, no impact would occur, and this issue is not evaluated further in this EIR.

Methodology and Assumptions

The following is a description of the methodology used to evaluate the impacts of development allowed under the proposed UWSP relative to each of the significance thresholds cited above. For each of the potential impact sources relative to noise and vibration, below, impacts are first addressed for existing noise and vibration-sensitive receptors. Subsequently, potential noise and vibration impacts are addressed for noise and vibration-sensitive receptors that would be added to the UWSP area by development allowed under the proposed UWSP using the same sequence of analysis. Cumulative impacts that consider the noise sources and receptors from other foreseeable future projects are addressed in Chapter 22, *Cumulative Impacts*.

Substantial Increase in Noise

Construction and/or operation of development allowed under the proposed UWSP would generate noise in excess of established noise standards, which are different for construction, mobile, and station noise sources. The UWSP area is north and west of the communities of North and South Natomas located within Sacramento County, California. Therefore, noise generated by development allowed under the proposed UWSP and experienced at existing nearby residential properties would be subject to the County Code noise limits and policies of the County's General Plan Noise Element.

The evaluation of impacts due to an increase in noise from development allowed under the proposed UWSP focuses first on construction-related noise and was evaluated based on construction noise criteria of the FTA, in lieu of any applicable construction noise standards of the Sacramento County's General Plan or Municipal Code. Next, localized increases in traffic-generated noise along roadways were considered relative to published measures of substantial increase in transportation noise, as discussed below. Finally, the increase in ambient noise levels from stationary sources during project operation was compared to standards found in General Plan policies and Municipal Code noise limits (see *Regulatory Setting* above).

Each of these approaches is described further below.

CONSTRUCTION NOISE

The Sacramento County Municipal Code does establish quantitative noise standards for construction noise, specifically, Section 6.68.090(e). Section 6.68.090(e) exempts all construction noise activity during specified hours of the week.

In lieu of a specified criterion for assessing the magnitude of a construction noise impact in local regulations, the analysis below compares resultant noise levels to construction noise impact criteria developed by the FTA. While the FTA's *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018) was developed for determining significant noise and vibration impacts for transit projects and is not a regulation, it is one of the few federal sources that suggest both a methodology and criteria for assessing construction noise impacts. The FTA noise impact criteria used to assess construction noise impacts on residential uses are 90 dBA during daytime hours and 80 dBA during nighttime hours. These criteria are absolute contribution values from construction activity and are independent of existing background noise levels. If the FTA criteria are exceeded, there could be adverse community reaction.

In addition to the assessment of construction noise relative to the FTA's 90 dBA L_{eq} daytime standard at residential uses, this analysis applies an increase of 10 dBA or more over existing noise levels at sensitive receptor locations to warrant the implementation of construction noise control measures. Such an increase is a perceived doubling of loudness (Caltrans 2013).

For the following analysis, construction noise levels were estimated for construction equipment identified in the analysis for Chapter 6, *Air Quality*.

PROJECT-GENERATED TRAFFIC NOISE

Guidance on the significance of transportation-related changes to ambient noise levels is provided by the 1992 findings of the Federal Interagency Committee on Noise (FICON), which assessed the annoyance effects of changes in ambient noise levels caused by aircraft operations (FICON 1992). The recommendations are based on studies that relate aircraft noise levels to the percentage of persons highly annoyed by the noise. Although the FICON recommendations were specifically developed to assess aircraft noise impacts, they apply to all sources of transportation noise described in terms of cumulative noise exposure metrics such as the DNL.

Table NOI-10 presents criteria based on the FICON findings, which show that as ambient noise levels increase, a smaller increase in decibel levels is sufficient to cause significant annoyance. In other words, the quieter the ambient noise level, the more the noise can increase (in decibels) before it causes significant annoyance. The 5 dBA and 3 dBA noise level increases listed in Table NOI-10 also correlate directly with noise level increases that Caltrans considers to represent "readily perceivable" and "barely perceivable," respectively, for short-term noise increases. Thus, the significance of permanent increases in transportation noise levels is evaluated based on the increases identified in Table NOI-10.

Table NOI-10: Measures of a Substantial Increase in Transportation Noise Exposure

Ambient Noise Level without Project (DNL)	Significant Impact Assumed to Occur if UWSP Area Development Increases Ambient Noise Levels by:
<60 dB	+ 5.0 dB or more
60–65 dB	+ 3.0 dB or more
>65 dB	+ 1.5 dB or more[1]

NOTES: dB = decibels; DNL = day-night average noise level; UWSP = Upper Westside Specific Plan

1 According to the Federal Interagency Committee on Noise report, the 1.5 A-weighted decibel (dBA) increase in environments that exceed 65 dBA is not necessarily a significant increase but, rather, an increase warranting further investigation.

SOURCE: FICON 1992.

Traffic noise levels were modeled using the algorithms of the FHWA's Traffic Noise Model for the existing and existing plus project scenarios. The resulting noise levels were then compared to existing modeled conditions (Table NOI-3), depending on the contribution of other noise sources in the local environment, to determine significance. Where significant impacts may occur, mitigation addressing sensitive receptors may also consider the County's standard of 45 dBA DNL for interior noise levels for residences, hotels, motels, residential care facilities, and hospitals.

STATIONARY-SOURCE NOISE

Office, commercial, retail, or other noise-generating uses developed under the proposed UWSP could substantially increase noise levels at noise-sensitive land uses if they would expose sensitive receptors to noise levels exceeding standards established by the Sacramento County's General Plan Policies NO-5 and NO-6, which require all development projects to mitigate all significant noise impacts as a condition of project approval for sensitive land uses.

Operations at proposed noise-producing land uses would be dependent on many variables. The following analysis considers the potential for noise from sources such as mechanical equipment, outdoor maintenance areas, truck loading docks and delivery activities, and parking lots by describing reference noise levels that are documented to be associated with these sources. Existing General Plan policies that address such sources are identified. Finally, mitigation measures with performance standards to address the potential impacts are identified.

GROUNDBORNE VIBRATION

Impacts from groundborne vibration during construction of development allowed under the proposed UWSP are assessed using vibration-damage threshold criteria expressed in PPV for architectural damage. Equipment or activities that typically generate continuous vibration include but are not limited to excavation equipment, static

compaction equipment, and vibratory compaction equipment. Caltrans's measure of the threshold for architectural damage to conventional sensitive structures is 0.5 inch per second (in/sec) PPV for new residential structures and modern commercial buildings and 0.25 in/sec PPV for historic and older buildings (Caltrans 2013).

Vibration impacts were estimated using reference vibration levels for construction equipment in concert with the vibration propagation equations published by FTA and estimating the potential for resultant vibration levels in excess of Caltrans standards.

Airport/Aircraft Noise

Development under the proposed UWSP is evaluated relative to the Sacramento International Airport Land Use Compatibility Plan (ALUCP) prepared by the Sacramento Area Council of Governments (SACOG) dated December 12, 2013 (SACOG 2013).

Non-CEQA Planning Considerations

Exposure of development allowed under the proposed UWSP to noise and vibration within the existing environment, such as existing roadway noise, and existing noise-generating land uses are not considered CEQA impacts. However, as discussed in the *Regulatory Setting* above, General Plan Policy NO-1 establishes interior and exterior noise standards and guidelines for locating new development that address existing conditions affecting a proposed project. Therefore, the analysis of noise exposure of development allowed under the proposed UWSP is discussed in the context of consistency with relevant policies and regulations.

Impact NOI-1: Generate Construction Noise

Construction of the proposed buildings, street network, and infrastructure associated with the proposed UWSP would occur in four phases. Construction would take approximately 20 years in response to market-based demand for housing, with a target completion date by 2044. As a result, the construction schedule is subject to economic fluctuations related to the housing market, and modeling construction of the entire UWSP area in one phase would not represent a realistic analysis.

As also described in Chapter 2, *Project Description*, and depicted on Plate PD-20, the proposed UWSP would also include a variety of offsite improvements, including road improvements to El Centro Road, Natomas Central Drive, Arena Boulevard, and San Juan Road; new roadway connections to Garden Highway at Radio Road, San Juan Road, Street 9, and Bryte Bend Road; a potential bike trail bridge crossing of the West Drainage Canal (Witter Canal); stormwater discharge facilities at two potential locations of the West Drainage Canal (Witter Canal); a new sewer force main from the UWSP area east to the New Natomas Pump Station; potential improvements to the I-80/El Camino Avenue interchange; and a new water supply connection to the existing City of Sacramento water distribution system along West River Drive. The proposed offsite improvements would occur within existing rights-of-way (ROWs), except for Garden Highway, where all improvements would require roadway widening on the landside of the Sacramento River levee. Potential jack-and-bore methods of extending water lines

beneath I-80 may require installation of sheet piles using vibratory techniques at entry and exit pits.

Construction, though typically temporary, short-term, and/or intermittent, can be a substantial source of noise. Construction noise is of greatest concern where it takes place near noise-sensitive land uses, or if it occurs at night or in the early morning hours; however, it can also affect commercial uses and other receptors. Local governments typically regulate noise from construction equipment and activities by enforcing noise ordinance standards, implementing general plan policies, and/or imposing conditions of approval for building or grading permits. The following analysis addresses potential construction impacts on off-site receptors with respect to standards established in applicable noise ordinances and General Plan policies identified in the *Regulatory Setting* above and also considers the relative increase in noise over existing conditions. Given that development allowed under the proposed UWSP would be constructed in phases, the potential exists for occupants of earlier phases of the project to also be impacted by construction activities associated with latter phases of construction.

Major noise-generating construction activities associated with the proposed UWSP would include site grading and excavation; installation of utilities; construction of building foundations, cores, and shells; paving; and landscaping. Site grading and excavation would also generate high noise levels, as these phases often require the simultaneous use of multiple pieces of heavy equipment such as dozers, excavators, scrapers, and loaders. Vertical construction would involve the operation of cranes, forklifts, and pneumatic hand tools. Noise levels are lower when building construction activities move indoors and require less heavy equipment to complete tasks. Construction equipment would typically include, but would not be limited to, earth-moving equipment and trucks; mobile cranes; compressors; pumps; generators; paving equipment; and pneumatic, hydraulic, and electric tools.

The nearest exiting residential receptors (River View Subdivision) are located approximately 25 feet away from the area of proposed construction activity, which would also be inclusive of off-site improvements. This distance is also a reasonable worst-case approximation for future occupants within the UWSP area that may be impacted by construction activities conducted during later phases. **Table NOI-11** shows typical maximum noise levels associated with various types of construction equipment at a distance of 50 feet, and predicted noise levels associated with various types of construction equipment at a distance of 25 feet (based on an assumption that a standard spherical spreading loses 6 dB per doubling of distance). The equipment in this table were identified in the modeling output for the Air Quality Impact and Greenhouse Gas Impact Analysis (Raney 2024). These criteria are absolute contribution values from construction activity and are independent of existing background noise levels and do not account for the percentage of usage throughout a given workday.

Table NOI-11: Typical Maximum Noise Levels from Construction Equipment

Construction Equipment	Noise Level (dBA, L_{max} at 50 feet)	Noise Level (dBA, L_{max} at 25 feet)
Backhoe	78	84
Excavator	81	87
Compactor	83	89
Scraper	84	90
Air Compressor	78	84
Pumps	77	83
Dozer	82	88
Crane	81	87
Grader	85	91
Paver	77	83
Roller	80	86
Forklift (gradall)	84	90
Generator	82	88
Front-End Loader	79	85
Truck	76	82
Welder	74	80
Vibratory Pile Driver	101	107

NOTES: dBA = A-weighted decibels; L_{max} = maximum, instantaneous noise level experienced during a given period of time

These are maximum field measured values at 50 feet as reported from multiple samples.

SOURCE: FHWA 2006, *Roadway Construction Noise Model Handbook*

As shown in Table NOI-11, noise levels from project construction equipment at the closest residential receptors located approximately 25 feet away would range from approximately 82 to 91 dB.[3] Thus, it is possible that a portion of the construction equipment used within the UWSP area could result in substantial short-term increases over ambient maximum noise levels at the nearest existing sensitive uses.

Policy NO-8 of the Sacramento County General Plan states that noise associated with construction activities shall adhere to the requirements established in Municipal Code Section 6.68.090(e), which offers an exemption for construction noise provided that the

[3] While vibratory pile driving for potential jack-and-bore installations beneath I-80 as part of off-site water improvements would generate higher noise levels, entry and exit pits would likely not be located within such proximity to sensitive receptors, given the proximity to the freeway.

activities occur between the hours of 8 p.m. and 6 a.m. on weekdays and Friday commencing at 8 p.m. through and including 7 a.m. on Saturday; Saturdays commencing at 8 p.m. through and including 7 a.m. on the next following Sunday and on each Sunday after the hour of 8 p.m.

The Code further stipulates that, if an unforeseen or unavoidable condition occurs during a construction project and the nature of the project necessitates that work in process be continued until a specific phase is completed, the contractor or owner shall be allowed to continue work after 8 p.m. and to operate machinery and equipment necessary until completion of the specific work in progress can be brought to conclusion under conditions which will not jeopardize inspection acceptance or create undue financial hardships for the contractor or owner during specified hours and days of the week. This allowance provides for such activity as nighttime concrete pours which sometimes must occur for a 24- to 48-hour period to allow for proper curing.

Given that average monitored daytime noise levels in Table NOI-3 vary from 37 to 71 dBA, occasional construction noise levels of 91 dBA would be more than 10 dBA over existing conditions, which is an increase that is associated with a perceived doubling of loudness (Caltrans 2013) and may, therefore, be interpreted as a substantial temporary increase in noise levels warranting mitigation measures. Additionally, the potential exists for noise levels from the noisiest construction activities immediately adjacent to residential uses to exceed the 90 dBA daytime criterion, albeit for short periods of time. Additionally, nighttime construction noise levels may exceed the 80 dBA nighttime criterion for residential uses. For these reasons, the impact with respect to construction noise to both existing receptors and future on-site occupants of early construction phases is considered **potentially significant**.

To address this impact, **Mitigation Measure NOI-1** is prescribed below, which would ensure that all feasible noise reduction strategies for noise-generating construction activity would be applied. These strategies would ensure, to the extent possible, that construction activities comply with the County's noise standards, minimize localized increases to 10 dBA or less compared to existing daytime ambient noise levels at sensitive receptor locations, and prohibit construction work during nighttime hours. With the implementation of this mitigation measure, the impact with respect to construction noise would be **less than significant**.

Mitigation Measures

NOI-1 Prior to the approval of any grading or site-improvement plans for new construction within the UWSP area, the project applicant shall prepare a Master Construction Noise Reduction Plan, to be implemented as development occurs throughout the UWSP area to address demolition and construction of buildings within 500 feet of residential uses. The primary purpose of the Plan is to establish a performance standard that limits localized increases in daytime construction noise levels to 10 dBA or less over existing ambient noise at noise-sensitive land uses. The baseline noise levels for this standard may be adapted using the daytime and nighttime L_{50} values presented in Table NOI-2 based on generalized proximity. The plan

shall be submitted to the Director of Planning or the Director's designee for review and approval, and implementation of the identified measures shall be required as a condition of each grading or site-improvement plan approval. This Master Construction Noise Reduction Plan shall consider the following noise reduction measures:

- Schedule: Loud activities such as rock breaking and pile driving shall occur only between 8:00 a.m. and 4:00 p.m., every day (with pile driving and rock breaking to start no earlier than 9:00 a.m. on weekends). Similarly, other activities with the potential to create extreme noise levels exceeding 90 dBA shall be avoided where possible. Where such activities cannot be avoided, they shall also occur only between 8:00 a.m. and 4:00 p.m. Any proposed nighttime construction activities, such as nighttime concrete pours or other nighttime work necessary to achieve satisfactory results or to avoid traffic impacts, shall undergo review and approval by the Director of Planning or the Director's designee.
- Site Perimeter Barrier: To reduce noise levels for work occurring adjacent to residences, schools, or other noise-sensitive land uses, a noise barrier(s) shall be constructed on the edge of the work site facing the receptor(s). Barriers shall be constructed either with two layers of 0.5-inch-thick plywood (joints staggered) and K-rail or other support, or with a limp mass barrier material weighing 2 pounds per square foot. If commercial barriers are employed, such barriers shall be constructed of materials with a Sound Transmission Class rating of 25 or greater.
- Stationary-Source Equipment Placement: Stationary noise sources, such as generators and air compressors, shall be located as far from adjacent properties as possible. These noise sources shall be muffled and enclosed within temporary sheds, shall incorporate insulation barriers, or shall use other measures as determined by the Director of Planning, Building or the Director's designee, to provide noise reduction from stationary noise sources.
- Stationary-Source Equipment Local Barriers: For stationary equipment, such as generators and air compressors, that will operate for more than one week within 500 feet of a noise-sensitive land use, the project contractor shall provide additional localized barriers around such stationary equipment that break the line of sight[4] to neighboring properties.
- Temporary Power: The project applicant shall use temporary power poles instead of generators, where feasible.
- Construction Equipment: Exhaust mufflers shall be provided on pneumatic tools when in operation for more than one week within 500 feet of a noise-sensitive land use. All equipment shall be properly maintained.

[4] If a barrier does not block the line of sight between the source and the observer, the barrier will provide little or no attenuation (HUD 2009:24).

- Truck Traffic: The project applicant shall restrict individual truck idling to no more than two consecutive minutes per trip end. Trucks shall load and unload materials in the construction areas, rather than idling on local streets. If truck staging is required, the staging area shall be located along major roadways with higher traffic noise levels or away from the noise-sensitive receivers, where such locations are available.
- Methods: The construction contractor(s) shall consider means to reduce the use of heavy impact tools, such as pile driving, and shall locate these activities away from the property line, as practicable. Alternative methods of pile installation, including drilling, could be employed if noise levels are found to be excessive. Piles could be pre-drilled, as practicable, and a wood block placed between the hammer and pile to reduce metal-to-metal contact noise and “ringing” of the pile.
- Noise Complaint Liaison: A noise complaint liaison shall be identified to field complaints regarding construction noise and interface with the project construction team. Contact information shall be distributed to nearby noise-sensitive receivers. Signs that include contact information shall be posted at the construction site.
- Notification and Confirmation: Residents within 500 feet shall be notified by certified mail at least one month before the start of extreme noise-generating activities (to be defined in the Construction Noise Reduction Plan). The notification shall include, at a minimum, the estimated duration of the activity, construction hours, and contact information.
- Nighttime Construction: If monitoring confirms that nighttime construction activities substantially exceed the ambient noise level (to be defined for receptors near each nighttime construction area in the site-wide Master Construction Noise Reduction Plan) and complaints occur regularly (generally considered to be two or more per week), additional methods shall be implemented, such as installing additional storm windows in specific residences and/or constructing additional local barriers. The specific approach shall be refined as the construction activities and noise levels are refined.
- Complaint Protocol: Protocols shall be implemented for receiving, responding to, and tracking received complaints. A noise complaint liaison shall be designated by the applicant and shall be responsible for responding to any local complaints about construction noise. The community liaison shall determine the cause of the noise complaint and require that measures to correct the problem be implemented. Signage that includes the community liaison’s telephone number shall be posted at the construction site and the liaison’s contact information shall be included in the notice sent to neighbors regarding the construction schedule.

IMPACT NOI-2: GENERATE CONSTRUCTION VIBRATION

This analysis addresses vibration impacts generated by construction activities at existing off-site buildings and at buildings constructed during the early phases of construction. Equipment or activities that typically generate continuous vibration include but are not limited to excavation equipment, drilling, static compaction equipment, and vibratory compaction equipment. The primary vibration-generating activities associated with the construction of development allowed under the proposed UWSP would occur during grading, placement of underground utilities, and construction of foundations.

The proposed UWSP would also include a variety of offsite improvements as previously described. The proposed offsite improvements would occur within existing ROWs (e.g., within existing roadway corridors, facility footprints, and/or underground). The proposed offsite improvements would occur within existing ROWs. Potential jack-and-bore methods of extending water lines beneath I-80 may require installation of sheet piles using vibratory techniques at entry and exit pits.

Activities that would potentially generate excessive vibration, such as blasting or impact pile driving, would not be expected to occur from project development, as such activities would typically be associated with high-rise development that is not envisioned. However, potential jack-and-bore methods of extending water lines beneath I-80 may require installation of sheet piles using vibratory techniques at entry and exit pits.

Receptors sensitive to vibration include structures (especially older masonry structures), residences or other uses where people would normally be expected to sleep during nighttime hours, and vibration-sensitive equipment (e.g., magnetic resonance imaging equipment, high resolution lithographic, optical and electron microscopes). Regarding the potential effects of groundborne vibration to people, except for long-term occupational exposure, vibration levels rarely affect human health.

The nearest residential buildings to active work areas are located as close as 25 feet west from proposed development and off-site improvements. Vibration-generating equipment that may potentially be used for project construction are listed in **Table NOI-12**, as are the vibration levels associated at a distance of 25 feet (the distance to the nearest residential structure) as well as at 50, 75, and 100 feet. The nearest residential buildings would be exposed to a vibration level of 94 VdB or less for all equipment except pile driving, which is below FTA's human response threshold of 98 VdB. Consequently, existing sensitive structures near the UWSP area would not be affected by substantial ground-borne vibration during project construction.

Offsite improvements associated with jack-and-bore methods of extending water lines beneath I-80 may require installation of sheet piles using vibratory pile driving. Such activity can generate vibration levels of up to 104 VdB at 25 feet, which would exceed the FTA's human response threshold of 98 VdB. However, entry and exit pits would likely not be located within such proximity to sensitive receptors, given the proximity to the freeway. Nonetheless, **Mitigation Measure NOI-3** is identified below to ensure that jack-and bore pits, if required, are located sufficiently distant from receptors and

structures to avoid vibration-related construction impacts. Therefore, the impact of the proposed UWSP with respect to generation of excessive groundborne vibration from onsite construction would also be **less than significant**.

Table NOI-12: Vibration Levels for Construction Activity

Equipment	Estimated Vibration Decibels (VdB)				
	At 25 Feet (reference)	At 50 Feet	At 75 Feet	At 100 Feet	At 170 Feet
Jackhammer	79	70	65	61	54
Loaded Trucks	86	77	72	68	61
Caisson Drilling	87	78	73	69	62
Large Bulldozer	87	78	73	69	62
Vibratory Roller	94	85	79	76	69
Vibratory Pile Driver	104	95	90	86	79
SOURCE: FTA 2018.					

Mitigation Measures

NOI-2 All entry and receiving pits for jack-and-bore or horizontal directional drilling activities requiring the installation of sheet piles shall be located by project engineers at a distance of 50 feet or more from the nearest residential use or modern structure to avoid annoyance and damage impacts. Additionally, a distance of 65 feet from historic structures shall be maintained.

Impact NOI-3: Increase in Traffic Noise at Existing Sensitive Receptors

Vehicle trips generated by development allowed under the proposed UWSP would generate roadway noise in the UWSP area and surrounding environment. Increases in traffic noise gradually degrade the environment in noise-sensitive areas. The proposed UWSP would also include a variety of offsite improvements as previously described. The proposed offsite improvements would occur within existing ROWs (e.g., within existing roadway corridors, facility footprints, and/or underground). Potential improvements or expansion of the I-80 interchange at West El Camino Avenue may require subsequent noise analysis by Caltrans and/or the Federal Highway Administration if such improvements would result in freeway lane or ramp relocations that would be closer to noise-sensitive receptors.

The significance of traffic noise levels was determined by comparing the increase in noise levels (from the traffic contribution only) to increments recognized by Sacramento County General Plan Policy NO-1, as significant.

Traffic noise was developed for the transportation analysis,[5] and assessed in the acoustical analysis for the following scenarios:

1. Existing traffic conditions during the weekday peak commute hour, (using data generated for the Transportation Analysis); and
2. Existing plus proposed full buildout of project mixed uses during the weekday peak commute hour.

All traffic volumes provided in the Local Transportation Analysis (Appendix TR-2) and used in the analysis of roadway noise reflect internal trip reduction resulting from the proposed mix of uses. Modeled estimates of weekday noise levels for the most highly affected roadway segments near the UWSP area are presented in **Table NOI-13** for full buildout of the mix of uses contained in the proposed UWSP by the using the DNL noise descriptor. Initial modeling of traffic noise increases along these roadway segments indicated that 12 of the 43 analyzed roadway segments could experience roadside noise increases that would be considered potentially significant. Each of these locations was examined to determine whether it includes existing sensitive receptors, or whether there are other factors relevant to identifying whether exceedances would be potential significant impacts. For this latter condition, a significant impact is not identified if the existing monitored condition exceeds the modeled noise level due to the presence of I-80 or I-5. When a receptor is within close proximity of either of these freeways, the contribution of noise from the freeway renders the modeled increase along the roadway segment unnoticeable. This assertion is supported by the existing DNL monitoring data for locations 12 and 13 in Table NOI-3. Of these impacted roadways, six of them have noise-sensitive land uses that would be potentially impacted by project traffic noise and are listed below.

- Arena Blvd. from El Centro Road to Stemmler Drive
- Arena Blvd. from Stemmler Drive to Duckhorn Drive
- El Centro Road from Arena Blvd. to San Juan Road
- San Juan Road from Garden Hwy. to El Centro Road
- San Juan Road from El Centro Road to the I-80/I-5 interchange
- W. El Camino Avenue from Orchard Lane to Gateway Oaks Drive

Therefore, noise increases along these roadway segments would be considered a significant roadway noise impact. As shown in Table NOI-13, the increase in traffic noise between existing and exiting plus project would be significant at six analyzed roadway segments where sensitive receptors are located. Therefore, the impact with respect to traffic noise at nearby existing receptors is considered **potentially significant**.

[5] Fehr & Peers Transportation Consultants; other inputs were obtained from published Caltrans traffic counts, SACOG, and observations and file data from Bollard Acoustical Consultants.

Table NOI-13: Predicted Traffic Noise Level Increases at Existing Sensitive Receptors – Existing vs. Existing Plus Project Conditions

#	Roadway	From	To	Predicted DNL, dBA			Significance Threshold[1]	Threshold Exceeded?	Sensitive Receptors Present?[2]	Significant Impact Identified?[3]
				Existing	Existing + Project	Increase				
1	Arena Blvd	El Centro Rd	Stemmler Dr	64.4	68.0	3.6	3	Yes	Yes	Yes
2	Arena Blvd	Stemmler Dr	Duckhorn Dr	65.9	68.6	2.7	1.5	Yes	Yes	Yes
3	Arena Blvd	Duckhorn Dr	Interstate 5	68.4	69.6	1.2	1.5	No	No	No
4	Arena Blvd	Interstate 5	E Commerce Way	68.0	68.2	0.2	1.5	No	No	No
5	Arena Blvd	E Commerce Way	Truxel Rd	68.8	69.1	0.3	1.5	No	Yes	No
6	Azevedo Dr	West El Camino Ave	San Juan Rd	66.3	66.2	-0.1	1.5	No	Yes	No
7	Del Paso Rd	Power Line Rd	Hovnanian Dr	58.0	58.0	0.0	5	No	Yes	No
8	Del Paso Rd	Hovnanian Dr	Natomas Central Dr	61.3	61.3	0.0	3	No	Yes	No
9	Del Paso Rd	Natomas Central Dr	El Centro Rd	67.2	67.5	0.4	1.5	No	Yes	No
10	Del Paso Rd	El Centro Rd	Interstate 5	63.0	64.4	1.3	3	No	Yes	No
11	Del Paso Rd	Interstate 5	E Commerce Way	67.8	68.2	0.4	1.5	No	Yes	No
12	Del Paso Rd	E Commerce Way	Truxel Rd	70.4	70.7	0.3	1.5	No	Yes	No
13	El Centro Rd	Del Paso Rd	Duckhorn Dr	65.4	67.4	2.0	1.5	Yes	No	No
14	El Centro Rd	Duckhorn Dr	Manera Rica Dr	58.4	61.3	2.9	5	No	Yes	No
15	El Centro Rd	Manera Rica Dr	Arena Blvd	62.2	64.3	2.2	3	No	Yes	No
16	El Centro Rd	Arena Blvd	San Juan Rd	60.7	66.0	5.3	3	Yes	Yes	Yes

#	Roadway	From	To	Predicted DNL, dBA			Significance Threshold[1]	Threshold Exceeded?	Sensitive Receptors Present?[2]	Significant Impact Identified?[3]
				Existing	Existing + Project	Increase				
17	El Centro Rd	San Juan Rd	W El Camino Ave	67.6	71.5	3.9	1.5	Yes	No	No
18	El Centro Rd	West El Camino Ave	South Terminus	59.3	68.8	9.5	5	Yes	No	No
19	Garden Highway	Truxel Road	Natomas Park Dr	60.5	60.5	0.0	3	No	No	No
20	Garden Highway	Natomas Park Dr	Interstate 5	64.7	64.8	0.1	3	No	Yes	No
21	Garden Highway	Interstate 5	Gateway Oaks Dr	61.7	62.5	0.7	3	No	Yes	No
22	Garden Highway	Gateway Oaks Dr	Orchard Lane	62.8	64.9	2.2	3	No	Yes	No
23	Garden Highway	Orchard Ln	Interstate 80	56.6	60.0	3.4	5	No	Yes	No
24	Garden Highway	Interstate 80	San Juan Rd	61.2	62.4	1.2	3	No	Yes	No
25	Garden Highway	San Juan Rd	Powerline Road	62.2	64.8	2.6	3	No	Yes	No
26	Natomas Central	Del Paso Rd	El Centro Rd	60.7	61.9	1.2	3	No	Yes	No
27	Power Line Rd	Garden Hwy	Del Paso Rd	61.3	63.7	2.5	3	No	No	No
28	Power Line Rd	Del Paso Rd	Interstate 5	61.9	64.1	2.2	3	No	No	No
29	San Juan Rd	Garden Hwy	El Centro Rd	64.2	67.3	3.1	3	Yes	Yes	Yes
30	San Juan Rd	El Centro Rd	80/5 Interchange	64.2	67.6	3.4	3	Yes	Yes	Yes
31	San Juan Rd	80/5 Interchange	Truxel Rd	68.9	69.7	0.8	1.5	No	Yes	No
32	W El Camino Ave	El Centro Rd	Interstate 80	64.9	72.6	7.7	3	Yes	Yes	No[4]
33	W El Camino Ave	Interstate 80	Orchard Lane	67.3	70.5	3.2	1.5	Yes	No	No

#	Roadway	From	To	Predicted DNL, dBA			Significance Threshold[1]	Threshold Exceeded?	Sensitive Receptors Present?[2]	Significant Impact Identified?[3]
				Existing	Existing + Project	Increase				
34	W El Camino Ave	Orchard Ln	Gateway Oaks Dr	68.3	71.5	3.3	1.5	Yes	Yes	Yes
35	W El Camino Ave	Gateway Oaks Dr	Interstate 5	67.4	70.2	2.8	1.5	Yes	Yes	Yes
36	W El Camino Ave	Interstate 5	Azevedo Dr	68.2	68.8	0.6	1.5	No	Yes	No
37	W El Camino Ave	Azevedo Dr	Truxel Rd	66.3	67.3	1.0	1.5	No	Yes	No
38	Interstate 80	Yolo County	W El Camino Ave	66.6	67.4	0.9	1.5	No	Yes	No
39	Interstate 80	West El Camino	Interstate 5	65.3	66.3	0.9	1.5	No	Yes	No
40	Interstate 5	Interstate 80	Arena Boulevard	74.3	74.7	0.4	1.5	No	Yes	No
41	Interstate 5	Arena Blvd	Del Paso Rd	72.8	73.1	0.3	1.5	No	Yes	No
42	Interstate 5	Del Paso Rd	Hwy 99	69.8	69.8	0.0	1.5	No	Yes	No
43	Interstate 5	Hwy 99	Airport Blvd	69.4	69.4	0.0	1.5	No	Yes	No

NOTES:

1 Significance threshold derived from Table NOI-10.
2 Sensitive receptors were considered to be residences of all densities, schools, & transient lodging facilities.
3 A significant impact is identified only along segments where the project-related traffic noise level increase would exceed the significance threshold AND where sensitive receptors are present along the roadway segment.
4 Significant impacts are not identified for the transient lodging facilities along these roadways because existing noise from I-80 would render the increase unnoticeable.

SOURCE: FHWA-RD-77-108 with inputs from project traffic impact study. Appendix NOI-1 contains FHWA Model inputs.

There are several methods that could be employed to reduce these projected roadway noise increases. A discussion of each method along with its feasibility is provided below.

- **Reduction in Traffic Volumes**: Because one of the primary components of traffic noise generation is daily vehicle volume, a reduction in traffic noise levels can be realized by reducing the overall volume of traffic which would be generated by the project. However, to achieve a 3 dB reduction in traffic noise levels would require a 50 percent reduction in projected traffic volumes.

  As discussed in Chapter 18, *Transportation*, Mitigation Measure TR-1 would implement bicycle and pedestrian improvements and Mitigation Measure TR-2 would provide additional transit facilities; however, the reduction in traffic volumes associated with these measures would be marginal and would not result in a meaningful reduction in the predicted noise level increases. As discussed in Chapter 6, *Air Quality*, an Air Quality Mitigation Plan has also been prepared for the proposed UWSP, which includes trip reduction measures such as membership in a transportation management association (TMA). It is conservatively estimated that membership in a TMA would result in a 3.8 percent reduction in vehicle miles traveled, which, even if directly applied to the noise-impacted roadway segments, would not reduce the traffic noise level increase by 1 dBA. Therefore, because all feasible trip reduction measures have been identified to reduce the significant and unavoidable air quality impact, there are no further trip volume reduction measures available.
- **Reduction in Vehicle Speeds**: Another factor in the generation of traffic noise is vehicle speed. Higher speeds translate to higher traffic noise levels. Each 5 miles per hour (mph) reduction in average speed provides approximately 1.4 dBA of noise reduction on an average basis (L_{eq}/DNL). Traffic calming measures that regulate speed improve the noise environment by smoothing out noise levels. To achieve the 2.4 dBA reduction, vehicle speeds along El Centro Road would need to be reduced from the existing 50 mph to 40 mph. It is noted that the portion of El Centro Road north of Arena Boulevard is currently posted at 45 mph. However, vehicle speed limits are set based on speed surveys, safety considerations, and other factors, and cannot be arbitrarily reduced to achieve lower traffic noise levels. As a result, this measure is a potentially available method of mitigating this noise impact along El Centro Road and coordination with the Sacramento County Department of Transportation (SACDOT) would be required to determine feasibility.
- **Construction of Noise Barriers**: Reductions in traffic noise levels can be achieved through the construction of traffic noise barriers. However, at locations where openings or gaps in the barriers would be required for driveway openings or to maintain safe sight distances, the effectiveness of noise barriers is severely compromised. In addition, this measure would typically require construction of noise barriers on the property of the impacted receptor, rather than within a public right-of-way, so there is no guarantee the impacted receptor would agree to the construction of such barriers. Furthermore, the construction of off-site traffic noise barriers could be extremely costly per benefitted receptor, potentially

rendering this measure infeasible. Finally, barriers already exist for impacted receptors along San Juan Road, El Centro Road, and West El Camino Avenue, the most impacted roadways, and are therefore not an available means of mitigation. However, barriers to protect impacted receptors along Arena Boulevard may be feasible.

- **Use of Setbacks**: A 4.5 dB decrease in traffic noise levels can be achieved for each doubling of distance between the roadway centerline and affected residences. However, because the locations of existing residences that would be impacted by project-generated increases in traffic noise are fixed, as are the roadways of concern, this measure is not viable for the existing impacted residences.
- **Engineered Asphalt**: Noise-reducing pavement types, such as rubberized asphalt, have been shown to provide an appreciable noise level reduction relative to other pavement types. Studies have demonstrated these measures help to reduce traffic noise levels along local roadways by 3 to 5 dBA DNL. Engineered asphalt intended to reduce tire-pavement noise could potentially reduce noise levels along impacted roadways. This approach would consist of the replacement of dense grade asphalt with open-grade or rubberized asphalt. While the FHWA currently does not endorse the use of quiet asphalt as a noise abatement measure,[6] SACDOT has indicated that use of engineered asphalt is standard practice for higher volume roadways.

Mitigation Measure NOI-3a is prescribed below and would require that that speed reductions be considered along El Centro Road with coordination with SACDOT to determine feasibility and that a cost-benefit analysis be performed to determine the feasibility of barriers along Arena Boulevard. **Mitigation Measure NOI-3b** is also prescribed below and would require the use of rubberized asphalt on noise impacted roadways, consistent with existing SACDOT practice for arterial roadways. As discussed above, studies have demonstrated these measures help to reduce traffic noise levels along local roadways by 3 to 5 dBA DNL. Given that the necessary decrease needed for the most impacted roadway (El Centro Road) would be 2.3 DNL, availability of feasible mitigation along many offsite segments is limited and largely unavailable. Because such measures may be infeasible from a cost, engineering, or safety standpoint, NOI-3a and NOI-3b may not fully mitigate noise impacts, or could require the consent of the impacted receptor, the successful implementation of these

[6] The Federal Highway Administration (FHWA) does not recognize special wearing surfaces as a noise abatement measure under 23 CFR 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise. The noise reduction properties degrade as traffic loads wear it out over time, resulting in the abatement measure no longer fulfilling its intended abatement commitment and requiring replacement, and replacement with standard pavement would in turn be a potentially substantial adverse environmental effect. Assuring similar continuing performance for a quiet pavement abatement technique, requires regular testing, because the acoustical benefits may deteriorate; also required is the highway agency's commitment, backed by funding, to maintain the acoustical properties of the pavement in perpetuity (FHWA 2017).

measures cannot be guaranteed. As a result, this impact would remain **significant and unavoidable**.

Mitigation Measures

NOI-3a Speed Reductions. The feasibility of speed reductions on El Centro Road, north of Arena Boulevard, shall be considered with coordination with the Sacramento County Department of Transportation. Furthermore, the feasibility of erecting noise barriers for existing residential uses along Arena Boulevard between El Centro Road and Duckhorn Drive shall be considered using a cost-benefit analysis to determine feasibility.

NOI-3b Rubberized Asphalt. The County shall require the use of rubberized asphalt rubberized hot-mix asphalt (RHMA) or another equally effective type of noise-reducing pavement along (a) future arterial and thoroughfare roadway construction within the plan area and (b) at the time of the next repaving of the roadway segment. The RHMA overlay shall be designed with appropriate thickness and rubber component quantity (typically 15 percent by weight of the total blend), such that traffic noise levels are reduced by an average of 4 to 6 dB (noise levels vary depending on travel speeds, meteorological conditions, and pavement quality) as compared to noise levels generated by vehicle traffic traveling on standard asphalt.

Impact NOI-4: Increase in Stationary Noise from Plan Components at Existing Receptors

Stationary sources of noise associated with implementation of the UWSP would include mechanical equipment such as heating, ventilation, and air conditioning (HVAC) systems or car wash systems, and vehicle noise from parking lots or commercial delivery docks. The proposed UWSP would also include a variety of offsite improvements as previously described. The proposed offsite improvements would occur within existing ROWs (e.g., within existing roadway corridors, facility footprints, and/or underground) and would not include new stationary noise sources.

Commercial Mixed-Use Parking Noise

Commercial mixed-use parking noise activities of multiple vehicle types arriving and departing a parking area (of 300 vehicle stalls), including engines starting and stopping, car doors opening and closing, and persons conversing as they enter and exit vehicles, have been documented to result in an exposure of 49 dB L_{50} and 65 dB L_{max} at a reference distance of 50 feet.

The Sacramento County General Plan establishes exterior noise level standards of 55 dB L_{50} / 75 dB L_{max} (daytime) and 50 dB L_{50} / 70 dB L_{max} (nighttime) for residential uses. The Sacramento County Municipal Code also establishes acceptable exterior noise level limits for residential uses. However, the relevant Municipal Code noise level criteria are consistent with that established in the General Plan. As a result, compliance

with the General Plan's exterior noise level criteria would ensure compliance with Municipal Code's exterior noise level limits.

The nearest existing noise-sensitive land uses to the proposed commercial mixed-use components are residences located approximately 800 feet to the south of the UWSP area across I-80. At this distance, the exposure of noise generated by commercial mixed-use parking at these residences would be approximately 25 dB L_{50} and 41 dB L_{max}. The predicted noise levels from the proposed commercial mixed-use parking meet the conditions of the Sacramento County General Plan daytime and nighttime exterior and interior noise level limits at the nearest existing noise-sensitive (residential) uses and are below the ambient noise level conditions at the nearest existing residential uses. Therefore, the impact of the proposed UWSP with respect to commercial mixed-use parking noise at existing sensitive uses would be **less than significant**.

Commercial Mixed-Use Delivery Truck Noise

Commercial heavy/medium-duty truck delivery truck noise activities are documented to generate a sound exposure level (SEL) of approximately 85 dB at a distance of 100 feet. Assuming loading movements of one semi-trailer delivery and three medium duty truck deliveries during any given hour, the predicted noise exposure of would be 46 dB L_{50} and 74 dB L_{max} at a reference distance of 100 feet.

The nearest existing noise-sensitive land uses to the proposed commercial mixed-use components are residences located approximately 800 feet to the south of the UWSP area across I-80. At this distance, the exposure of noise generated by commercial mixed-use delivery trucks at these residences would be approximately 28 dB L_{50} and 56 dB L_{max}. The noise levels from commercial mixed-use delivery truck operations would be consistent with the restrictions of the Sacramento County General Plan daytime and nighttime exterior and interior noise level limits at the nearest existing noise-sensitive (residential) uses and are below the ambient noise level conditions at the nearest existing residential uses. Therefore, the impact of the proposed UWSP with respect to commercial mixed-use delivery truck noise at existing sensitive uses would be **less than significant**.

Commercial Mixed-Use HVAC Equipment Noise

A typical commercial mixed-use rooftop HVAC unit generates a noise level of approximately 45 dB L_{eq}/L_{50} at a reference distance of 100 feet from a building facade, including shielding by the building parapet (estimated to provide approximately 10 dB of noise level reduction).

The nearest existing noise-sensitive land uses to the proposed commercial mixed-use components are residences located approximately 800 feet to the south of the UWSP area across I-80. At this distance, the exposure of noise generated by commercial mixed-use HVAC equipment at these residences would be approximately 27 dB L_{50}. The noise levels from a commercial mixed-use HVAC equipment meet the conditions of the Sacramento County General Plan daytime and nighttime exterior and interior noise level limits at the nearest existing noise-sensitive (residential) uses and are below the

ambient noise level conditions at the nearest existing residential uses. Therefore, the impact of the proposed UWSP with respect to commercial mixed-use HVAC equipment noise at existing sensitive uses would be **less than significant**.

Employment/Highway Commercial Use Parking Noise

As discussed above, a commercial mixed-use parking noise would result in an exposure of 49 dB L_{50} and 65 dB L_{max} at a reference distance of 50 feet, which is used for the analysis of employment/highway commercial use parking noise at existing sensitive uses.

The nearest existing noise-sensitive land uses to the proposed employment/highway commercial components are residences located approximately 400 feet to the south of the UWSP area across I-80. At this distance, the exposure of noise generated by employment/highway commercial use parking at these residences would be approximately 31 dB L_{50} and 47 dB L_{max}. The noise levels from an employment/highway commercial use parking meet the conditions of the Sacramento County General Plan daytime and nighttime exterior noise level limits at the nearest existing noise-sensitive (residential) uses and are below the ambient noise level conditions at the nearest existing residential uses. Therefore, the impact of the proposed UWSP with respect to employment/highway commercial use parking noise at existing sensitive uses would be **less than significant**.

Employment/Highway Commercial Use Delivery Truck Noise

Commercial mixed-use delivery truck noise is documented to result in an exposure of 46 dB L_{50} and 74 dB L_{max} at a reference distance of 100 feet, which is used for the analysis of employment/highway commercial use delivery truck noise at existing sensitive uses.

The nearest existing noise-sensitive land uses to the proposed employment/highway commercial components are residences located approximately 400 feet to the south of the UWSP area across I-80. At this distance, the exposure of noise generated by employment/highway commercial use delivery trucks at these residences would be approximately 34 dB L_{50} and 62 dB L_{max}. The noise levels from an employment/highway commercial use delivery truck would be consistent with the restrictions of the Sacramento County General Plan daytime and nighttime exterior and interior noise level limits at the nearest existing noise-sensitive (residential) uses and are below the ambient noise level conditions at the nearest existing residential uses. Therefore, the impact of the proposed UWSP with respect to employment/highway commercial use delivery truck noise at existing sensitive uses would be **less than significant**.

Employment/Highway Commercial Use HVAC Equipment Noise

A typical commercial mixed-use rooftop HVAC unit generates a noise level of approximately 45 dB L_{eq}/L_{50} at a reference distance of 100 feet from a building facade, including shielding by the building parapet (estimated to provide approximately 10 dB of noise level reduction).

The nearest existing noise-sensitive land uses to the proposed employment/highway commercial components are residences located approximately 400 feet to the south of the UWSP area across I-80. At this distance, the exposure of noise generated by employment/highway commercial use HVAC equipment at these residences would be approximately 33 dB L_{50}. The noise levels from an employment/highway commercial HVAC equipment would be consistent with the restrictions of the Sacramento County General Plan daytime and nighttime exterior and interior noise level limits at the nearest existing noise-sensitive (residential) uses and are below the ambient noise level conditions at the nearest existing residential uses. Therefore, the impact of the proposed UWSP with respect to employment/highway commercial use HVAC equipment noise at existing sensitive uses would be **less than significant**.

Employment/Highway Commercial Use Drive-Through Restaurant Noise

Drive-through restaurant noise of menu speaker boards generates a noise level of approximately 63 dB L_{50} and 67 dB L_{max} at a reference distance of 10 feet, and vehicle passbys at drive-throughs generate a noise level of approximately 60 dB L_{50} and 70 dB L_{max} at a reference distance of 5 feet, assuming a single speaker board. If two speaker board lanes were to be installed, the potential for an aggregate increase in noise levels would be minimal, because of the low potential for simultaneous operation.

The nearest existing noise-sensitive land uses to the proposed employment/highway commercial components are residences located approximately 400 feet to the south of the UWSP area across I-80. At this distance, the exposure of noise generated by employment/highway commercial use drive through restaurants at these residences would be approximately 31 dB L_{50} and 37 dB L_{max}. The noise levels from an employment/ highway commercial use drive-through would meet the conditions of the Sacramento County General Plan daytime and nighttime exterior and interior noise level limits at the nearest existing noise-sensitive (residential) uses and are below the ambient noise level conditions at the nearest existing residential uses. Therefore, the impact of the proposed UWSP with respect to employment/highway commercial use drive-through restaurant noise at existing sensitive uses would be **less than significant**.

Employment/Highway Commercial Use Car Wash Operations Noise

Many gas stations include car washes, which, if developed in the Employment/Highway Commercial areas, would also introduce noise associated with car wash dryers and vacuums. Noise levels generated by car washes are primarily due to the drying portion of the operation. The acoustical study estimated car wash operation noise levels based on equipment commonly used in gas station/car wash tunnels (Ryko 3-Fan Slimline Drying System and JE Adams Super Vac (2-motor) Model 9200 series vacuum system).

The nearest existing noise-sensitive land uses to the proposed employment/highway commercial components are residences located approximately 400 feet to the south of the UWSP area across I-80. At this distance, the exposure of noise generated by employment/highway commercial use car wash operations at these residences would be approximately 54 dB L_{50}. The noise levels from this use would meet the restrictions of the Sacramento County General Plan daytime and nighttime exterior and interior

noise level limits at the nearest existing noise-sensitive (residential) uses and is below the ambient noise level conditions at the nearest existing residential uses. Therefore, the impact of the proposed UWSP with respect to employment/highway commercial use car wash operations noise at existing sensitive uses would be **less than significant**.

School Use Parking Noise

As discussed above, commercial mixed-use parking noise has been documented to result in an exposure of 49 dB L_{50} and 65 dB L_{max} at a reference distance of 50 feet and these reference values are used for the analysis of school use parking noise at existing sensitive uses.

The nearest existing noise-sensitive land uses to a proposed school use are residences located approximately 50 feet distant. However, due to typical spatial requirements of typical parking areas, it is unlikely that a parking area would have an effective noise center 50 feet from its edge. A more conservative estimate would be 200 feet. At this distance, the exposure of noise generated by school use parking at these residences would be approximately 37 dB L_{50} and 53 dB L_{max}. Given that the parking lots within the school use areas are currently unknown, the noise levels from a school use parking may exceed the conditions of the Sacramento County General Plan daytime and nighttime noise level limits at the nearest existing noise-sensitive (residential) uses. Further, noise levels from school parking areas could potentially exceed existing ambient conditions at nearby residential uses. Therefore, the impact of the proposed UWSP with respect to school use parking noise at existing sensitive uses would be **potentially significant**.

To address this impact, **Mitigation Measure NOI-4a** is prescribed below, which would require the project applicant to submit an acoustical study prepared by a qualified noise consultant to the County Planning Department that evaluates the potential noise generated by school component parking activities at the nearest existing noise-sensitive uses, and identifies, as warranted, any noise controls necessary to meet a project-specific exterior noise performance standard of 55 dB L_{50} / 75 dB L_{max}, consistent with the County's General Plan requirements. With the implementation of this mitigation measure, the impact of school use parking noise at existing sensitive uses would be **less than significant**.

Elementary School Use Playground and Playing Field Noise

Noise from elementary school use playgrounds and playing field noise of outdoor play areas (of 50 children) generates a noise level of approximately 55 dB L_{eq} and 75 dB L_{max} at a reference distance of 50 feet.

The nearest existing noise-sensitive land uses to a proposed elementary school site are residences located approximately 800 feet distant. At this distance, the exposure of noise generated by employment/highway commercial use car wash operations at these residences would be approximately 31 dB L_{50} and 51 dB L_{max}. The noise levels from an elementary school use playground and playing field meet the conditions of the Sacramento County General Plan daytime and nighttime exterior and interior noise level

limits at the nearest existing noise-sensitive (residential) uses and are below the ambient noise level conditions at the nearest existing residential uses. Therefore, the impact of the proposed UWSP with respect to elementary school use playground and playing field noise at existing sensitive uses would be **less than significant**.

High School Use Sports Fields and Stadium Noise

High school use sports fields and stadium noise of a public address (PA) system during a stadium event generate a noise level of approximately 70 dB L_{50} and 85 dB L_{max} at a reference distance of 100 feet. Crowd noise in bleachers during a stadium event generates a noise level of approximately 75 dB L_{50} and 90 dB L_{max} at a reference distance of 100 feet. Less intensive (non-stadium) activities generate a noise level of approximately 55 dB L_{50} and 75 dB L_{max} at a reference distance of 50 feet.

The nearest existing noise-sensitive land uses are residences located directly adjacent to the proposed high school site in the River View subdivision. As the design of the high school site is unknown, the noise levels from high school activities may exceed the conditions of the Sacramento County General Plan daytime and nighttime exterior and interior noise level limits at the nearest existing noise-sensitive (residential) uses. Further, noise levels from stadium sporting events could potentially exceed existing ambient conditions at nearby residential uses. While it is noted that Section 6.68.090(C) of the County Code specifically exempts activities conducted on parks, public playgrounds, and school grounds, provided such parks, playgrounds, and school grounds are owned and operated by a public entity or private school, this exemption is not identified in the General Plan. Therefore, the impact of the proposed UWSP with respect to high school use sports fields and stadium noise at existing sensitive uses would be **potentially significant**.

To address this impact, **Mitigation Measure NOI-4b** is prescribed below, which requires the project applicant to submit an acoustical study to the County Building Department that includes an analysis of stadium noise exposure at the nearest existing noise-sensitive uses, and identifies, as warranted, any noise controls necessary to meet a project-specific exterior noise performance standard of 55 dB L_{50} / 75 dB L_{max}, consistent with the County's General Plan requirements. However, previous studies have indicated that while available noise control mitigation for noise from stadium events may reduce associated noise levels, given the overall size of crowds and the potential for nighttime events, noise impacts cannot always be mitigated, depending on the proximity of receptors (County of Sacramento 2023). Consequently, the impact of high school use sports fields and stadium noise at existing sensitive uses would be **significant and unavoidable**.

Park Activity Noise

Park activities (playing fields/playgrounds) generate a noise level of approximately 60 dB L_{50} and 70 dB L_{max} at a reference distance of 50 feet.

The nearest existing noise-sensitive land uses to a proposed park are residences located approximately 700 feet to the west of the UWSP area. At this distance, the exposure of

noise generated by the proposed park at these residences would be approximately 37 dB L_{50} and 47 dB L_{max}. The noise levels from park components meet the conditions of the Sacramento County General Plan daytime and nighttime exterior and interior noise level limits at the nearest existing noise-sensitive (residential) uses and are below the ambient noise level conditions at the nearest existing residential uses.

Additionally, the west-central portion of the proposed 25.8-acre park proposed in the west-central portion of the UWSP area would include an outdoor pavilion area where amplified music events may occur. Although specific designs for this park have yet to be developed, the pavilion area would likely be located approximately one-half mile from the nearest residences to the west along Garden Highway. Given this setback distance, the County's daytime noise standard of 50 dBA L_{50} (after application of the 5 dBA adjustment for sound consisting of music) could be exceeded if amplified sound levels were to exceed 80 dBA L_{50} at a reference distance of 100 feet from the music generation location (i.e., speakers). Therefore, the impact of the proposed UWSP with respect to amplified noise at existing sensitive uses would be **potentially significant**.

To address this impact, **Mitigation Measure NOI-4c** is prescribed below, and would require the applicant or operator of all amplified music events within the park to prepare and implement a Noise Control Plan for operations at the proposed entertainment venues to reduce the potential for noise impacts from public address and/or amplified music. However, it cannot be demonstrated with certainty that noise impacts can always be sufficiently mitigated to achieve noise standards, depending on proximity of receptors and the operational volume of the performer. Consequently, the impact of park activity noise at existing receptors would be **significant and unavoidable**.

Mitigation Measures

NOI-4a During subsequent application review for proposed school uses, when specific development plans are completed, the project applicant shall submit to the County Planning Department an acoustical study prepared by a qualified noise consultant that evaluates the potential noise generated by school component parking activities at the nearest existing noise-sensitive uses and identifies, as warranted, any noise controls, necessary to meet a project-specific exterior noise performance standard of 55 dB L_{50}/75 dB L_{max}, consistent with the County's General Plan requirements. Available methods of achieving this performance standard include provision of a buffer distance of 50 feet or more between parking areas and exterior building locations, or erection of a sound wall between along the parking area perimeter shielding the school use.

NOI-4b During subsequent application review for proposed high school use sports fields and stadium noise uses, when specific development plans are completed, the project applicant shall submit to the County Planning Department an acoustical study prepared by a qualified noise consultant that includes an analysis of stadium noise exposure at the nearest existing noise-sensitive uses (residential) and identifies mitigation measures (as appropriate) to reduce stadium noise levels, including crowd and PA system

noise, to a state of compliance with, a project-specific exterior noise performance standard of 55 dB L_{50}/75 dB L_{max}, consistent with the County's General Plan requirements. Available methods of achieving this performance standard include locating sports field as far from noise sensitive receptors as possible, erecting intervening structures between sports fields and existing noise sensitive receptors, and operational limits on amplified sound equipment.

NOI-4c The applicant or operator of all amplified music events within the park shall prepare and implement a Noise Control Plan for operations at the proposed entertainment venues to reduce the potential for noise impacts from public address and/or amplified music. This Noise Control Plan shall contain the following elements:

- The sound generation area of the pavilion shall be located as close as feasible to the eastern park boundary at Bryte Bend Road, and ideally at least 2,500 feet from the nearest residence to the west.
- All activities held at the pavilion consisting of amplified speech or music shall be limited to daytime hours of 7 am to 10 pm.
- Amplified speech or music levels shall be maintained at or below a median level of 80 dBA L_{50} at a distance of 100 feet from the sound source (i.e., speakers).

IMPACT NOI-5: NOISE FROM EXISTING AIRPORT OPERATIONS

The UWSP area is located approximately three miles from the Sacramento International Airport. Pursuant to Policy NO-2 of the Sacramento County General Plan Noise Element, proposals for new development within Sacramento County that may be affected by aircraft noise from Sacramento International Airport shall be evaluated relative to the Sacramento International Airport Land Use Compatibility Plan (ALUCP) prepared by the Sacramento Area Council of Governments (SACOG) dated December 12, 2013.

As shown in Plate NOI-2, the UWSP area is well outside of the 60 dB CNEL noise contours for the airport and is not located within the Noise Impact Area. However, as the UWSP area is located within Referral Area 2 of the Airport Influence Area, noise from aircraft overflights does have the potential to be a nuisance and could generate objections by residents and other sensitive receptors (such as schools, churches, theaters, etc.) within the UWSP area. Therefore, consistent with General Plan Policy NO-4, the following conditions would be applicable to all proposed residential uses within the UWSP area:

- Provide minimum noise insulation to 45 dB CNEL within new residential dwellings, including detached single-family dwellings, with windows closed in any habitable room.
- Notification in the Public Report prepared by the California Department of Real Estate disclosing the fact to prospective buyers that the parcel is located within an Airport Policy Area.

- An Avigation Easement prepared by the Sacramento County Counsel's Office granted to the County of Sacramento, recorded with the Sacramento County Recorder, and filed with Department of Airports. Such Avigation Easement shall acknowledge the property location within an Airport Planning Policy Area and shall grant the right of flight and unobstructed passage of all aircraft into and out of the subject Airport.

These conditions have been placed on the Project as a condition of approval to ensure that they are adhered to. Therefore, impacts related to airport noise levels are **less than significant**.

Mitigation Measures

None required.

Impact NOI-6: Increase in Traffic Noise at Proposed Sensitive Receptors

Future Exterior Traffic Noise Levels

Development allowed under the proposed UWSP could expose future occupants of the UWSP area to existing sources of noise. The proposed UWSP would also include a variety of offsite improvements as previously described. The proposed offsite improvements would occur within existing ROWs (e.g., within existing roadway corridors, facility footprints, and/or underground) and would not generate new vehicle trips.

The County of Sacramento uses land use compatibility guidelines to determine noise-affected uses from both transportation noise (refer to Table NOI-7) and non-transportation noise (refer to Table NOI-8). Non-transportation noise impacts of development allowed under the proposed UWSP on proposed residential uses are addressed below in the assessment of non-transportation sources of the proposed UWSP. The following analysis examines the impact of noise from internal roadways on the proposed receptors.

Interior spaces of residential uses share the same noise sensitivity regardless of density. However, the noise sensitivity of exterior areas varies according to the type of proposed residential use. Within single-family residential developments, the County's exterior noise standards are commonly applied to backyards. Within multi-family residential developments, such as apartments, the County's exterior noise standards are applied to common outdoor usage areas such as pool or park spaces rather than individual patios or balconies. For mixed-use developments that include a residential component, it is not unusual for no outdoor use areas to be proposed.

Because specific project-level site plans for individual developments have yet to be developed, potential transportation (traffic) noise impacts are assessed through prediction of distances to future traffic noise contours along the roadways that would potentially affect development within the UWSP area. Where noise contours exceeding the General Plan standards of 65 dB DNL for residential uses and 70 dB DNL for parks

and playgrounds extend into areas proposed for such uses, potentially significant noise impacts are identified, and consideration of exterior noise mitigation measures would be necessary.

The FHWA Model was used with future plus project traffic data to predict distances to future traffic noise contours for the roadways that would affect development within the UWSP area. Refer to Appendix NOI-1 for more detail on the methodology employed.

Table NOI-14 identifies the predicted future plus project (cumulative) traffic noise exposure at those locations along each roadway segment, a comparison of those predicted levels against the applicable Sacramento County exterior noise standards, and the distances to the future 65 and 70 dB DNL traffic noise contours.

As indicated in Table NOI-14, predicted future traffic noise level exposure could exceed the 65 dBA DNL standard for residential uses at the nearest potential outdoor activity areas along 14 roadway segments[7] within the UWSP area. However, no residential uses are proposed along West El Camino Avenue between El Centro Road and I-80, so the actual number of affected segments where projected future traffic noise exposure would exceed 65 dBA DNL at proposed residential uses is 12.

With the exception of I-80, traffic noise attenuation ranging from 1 to 5 dB would be required to reduce future traffic noise levels to a state of compliance with the County's 65 dBA DNL exterior noise standard. This degree of attenuation is relatively low and could be achieved through a variety of the noise control measures described above with respect to traffic noise impacts on existing receptors.

In summary, although the proposed UWSP contains the general locations of the proposed residential uses, the specific locations of the individual residences and outdoor activity areas are currently unknown. However, as residential outdoor activity areas could be located in areas where future traffic noise exposure is predicted to exceed 65 dBA DNL, the impact of the proposed UWSP with respect to future exterior traffic noise levels at proposed sensitive receptors would be **potentially significant**.

To address this impact, **Mitigation Measure NOI-6a** is prescribed below, and presents a menu of available measures to be implemented to address compliance with General Plan Policy NO-1 which establishes interior and exterior noise standards and guidelines for locating new development. With the implementation of this mitigation measure, the impact of future exterior traffic noise levels at proposed sensitive receptors would be **less than significant**.

[7] No residential uses are proposed along West El Camino Avenue between El Centro Road and Interstate 80.

Table NOI-14: Predicted Future Traffic Noise Levels along Proposed Roadways within the Upper Westside Specific Plan Area

Segment	Roadway	From	To	Contour Distance (ft)[1]					
				Distance[2]	DNL[3]	Level Above 65 DNL?[4]	dBA Above 65 DNL[5]	65 DNL	70 DNL
1	Bryte Bend Rd	Radio Road	San Juan Rd	100	59	No	0	37	17
2	Bryte Bend Rd	San Juan Rd	Street 7	75	62	No	0	48	22
3	Bryte Bend Rd	Street 7	Farm Rd	70	63	No	0	53	24
4	Bryte Bend Rd	Farm Rd	Street 10	75	59	No	0	29	14
5	Bryte Bend Rd	Street 10	W El Camino Ave	75	60	No	0	36	16
6	Bryte Bend Rd	W El Camino Ave	Street 8	75	58	No	0	27	13
7	Bryte Bend Rd	Street 8	Street 2	75	58	No	0	24	11
8	Bryte Bend Rd	Street 2	Street 1	70	60	No	0	30	14
9	Bryte Bend Rd	Street 1	Garden Highway	70	58	No	0	26	12
10	El Centro Rd	Arena Blvd	Radio Road	100	67	Yes	2	138	64
11	El Centro Rd	Radio Road	San Juan Rd	100	67	Yes	2	130	60
12	El Centro Rd	San Juan Rd	Street 7	80	69	Yes	4	153	71
13	El Centro Rd	Street 7	Farm Rd	80	70	Yes	5	162	75
14	El Centro Rd	Farm Rd	Street 6	90	71	Yes	6	228	106
15	El Centro Rd	Street 6	Street 5	90	71	Yes	6	246	114
16	El Centro Rd	Street 5	W El Camino Ave	90	72	Yes	7	249	116
17	El Centro Rd	W El Camino Ave	Street 4	80	66	Yes	1	96	45
18	El Centro Rd	Street 4	Street 3	80	65	No	0	83	39
19	El Centro Rd	Street 3	Street 2	80	62	No	0	51	24
20	El Centro Rd	Street 2	Street 1	80	53	No	0	12	5

Segment	Roadway	From	To	Contour Distance (ft)[1]					
				Distance[2]	DNL[3]	Level Above 65 DNL?[4]	dBA Above 65 DNL[5]	65 DNL	70 DNL
21	Farm Road	Street F	Bryte Bend Rd	60	60	No	0	27	12
22	Farm Road	Bryte Bend Rd	Street D	75	61	No	0	43	20
23	Farm Road	Street D	Street C	65	63	No	0	47	22
24	Farm Road	Street C	Street B	65	64	No	0	56	26
25	Farm Road	Street B	Street A	65	65	No	0	64	30
26	Farm Road	Street A	El Centro Rd	65	66	Yes	1	72	33
27	Farm Road	El Centro Rd	Street H	80	68	Yes	3	121	56
28	Garden Highway	San Juan Rd	Street 9	1300	39	No	0	23	11
29	Garden Highway	Street 9	Bryte Bend Rd	950	41	No	0	23	11
30	Orchard Lane	San Juan Rd	Street 7	60	59	No	0	23	11
31	Radio Road	Garden Highway	Street 12 W	75	60	No	0	33	16
32	Radio Road	Street 12 W	Bryte Bend Rd	75	53	No	0	13	6
33	Radio Road	Bryte Bend Rd	Street 12 E	75	60	No	0	33	16
34	Radio Road	Street 12 E	El Centro Rd	75	66	Yes	1	84	39
35	San Juan Rd	Garden Highway	Bryte Bend Rd	75	61	No	0	43	20
36	San Juan Rd	Bryte Bend Rd	El Centro Rd	130	60	No	0	57	27
37	San Juan Rd	El Centro Rd	Orchard Lane	130	62	No	0	79	37
38	Street 1	Street C	Bryte Bend Rd	60	55	No	0	13	6
39	Street 1	Street C	Street B	60	54	No	0	12	5
40	Street 1	Street B	El Centro Rd	60	54	No	0	12	5
41	Street 2	Bryte Bend Rd	Street 3	70	59	No	0	28	13
42	Street 2	Street D	Street C	70	60	No	0	32	15

Segment	Roadway	From	To	Contour Distance (ft)[1]					
				Distance[2]	DNL[3]	Level Above 65 DNL?[4]	dBA Above 65 DNL[5]	65 DNL	70 DNL
43	Street 2	Street C	Street B	70	61	No	0	37	17
44	Street 2	Street B	Street A	70	61	No	0	37	17
45	Street 2	Street A	El Centro Rd	70	61	No	0	38	18
46	Street 3	Street 2	Street C	60	45	No	0	3	1
47	Street 3	Street B	Street A	60	61	No	0	33	16
48	Street 3	Street A	El Centro Rd	60	62	No	0	36	16
49	Street 4	Street E	Street D	60	53	No	0	10	5
50	Street 4	Street D	Street C	60	55	No	0	13	6
51	Street 4	Street B	Street A	60	54	No	0	11	5
52	Street 4	Street A	El Centro Rd	60	61	No	0	33	15
53	Street 5	Street E	Street D	60	50	No	0	6	3
54	Street 5	Street D	Street C	60	63	No	0	44	20
55	Street 5	Street B	El Centro Rd	60	59	No	0	24	11
56	Street 6	Street E	Street C	60	48	No	0	4	2
57	Street 6	Street D	Street C	60	50	No	0	6	3
58	Street 6	Street B	Street A	60	57	No	0	19	9
59	Street 6	El Centro Rd	Street A	60	57	No	0	17	8
60	Street 7	Bryte Bend Rd	Street C	60	45	No	0	3	1
61	Street 7	Street C	Street B	60	50	No	0	6	3
62	Street 7	Street B	El Centro Rd	60	57	No	0	17	8
63	Street 7	El Centro Rd	Orchard Lane	60	60	No	0	29	13
64	Street 7	Orchard Lane	Street H	60	55	No	0	13	6

Segment	Roadway	From	To	Contour Distance (ft)[1]					
				Distance[2]	DNL[3]	Level Above 65 DNL?[4]	dBA Above 65 DNL[5]	65 DNL	70 DNL
65	Street 8	Street F	Bryte Bend Rd	50	56	No	0	12	5
66	Street 8	Street F	Street G	50	56	No	0	13	6
67	Street 8	Street G	Bryte Bend Rd	50	56	No	0	13	6
68	Street 10	Bryte Bend Rd	Street F	50	55	No	0	11	5
69	Street 10	Street F	Street G	50	46	No	0	3	1
70	Street A	Farm Rd	Street 6	60	59	No	0	23	11
71	Street A	Street 6	Street 5	60	60	No	0	26	12
72	Street A	Street 5	W El Camino Ave	60	63	No	0	47	22
73	Street A	W El Camino Ave	Street 4	60	61	No	0	31	15
74	Street A	Street 4	Street 3	60	50	No	0	6	3
75	Street A	Street 3	Street 2	60	50	No	0	6	3
76	Street B	Street 7	Farm Rd	60	57	No	0	18	8
77	Street B	Farm Rd	Street 6	60	58	No	0	21	10
78	Street B	Street 6	Street 5	60	58	No	0	21	10
79	Street B	Street 5	W El Camino Ave	60	55	No	0	13	6
80	Street B	W El Camino Ave	Street 4	60	56	No	0	14	7
81	Street B	Street 4	Street 3	60	54	No	0	11	5
82	Street B	Street 3	Street 2	60	45	No	0	3	1
83	Street B	Street 2	Street 1	60	50	No	0	6	3
84	Street C	Street 7	Farm Rd	60	54	No	0	11	5
85	Street C	Farm Rd	Street 6	60	58	No	0	22	10
86	Street C	Street 6	Street 5	60	57	No	0	17	8

Segment	Roadway	From	To	Contour Distance (ft)[1]					
				Distance[2]	DNL[3]	Level Above 65 DNL?[4]	dBA Above 65 DNL[5]	65 DNL	70 DNL
87	Street C	Street 5	W El Camino Ave	60	57	No	0	17	8
88	Street C	W El Camino Ave	Street 4	60	60	No	0	27	13
89	Street C	Street 4	Street 3	60	54	No	0	11	5
90	Street C	Street 3	Street 2	60	51	No	0	7	3
91	Street C	Street 2	Street 1	60	56	No	0	14	7
92	Street D	Farm Rd	Street 6	60	56	No	0	15	7
93	Street D	Street 6	Street 5	60	56	No	0	16	7
94	Street D	Street 5	W El Camino Ave	60	56	No	0	14	7
95	Street D	W El Camino Ave	Street 4	60	59	No	0	26	12
96	Street D	Street 4	Street 3	60	48	No	0	4	2
97	Street D	Street 3	Street 2	60	45	No	0	3	1
98	Street E	Street 5	W El Camino Ave	60	45	No	0	3	1
99	Street E	W El Camino Ave	Street 4	60	56	No	0	16	7
100	Street E	Street 4	Street 3	60	48	No	0	4	2
101	Street F	Street 8	Bryte Bend Rd	60	55	No	0	13	6
102	Street F	Farm Rd	Street 10	60	56	No	0	14	7
103	Street G	Street 9	Street 10	100	42	No	0	3	1
104	Street H	Street 7	Farm Rd	60	54	No	0	12	5
105	W El Camino Ave	Bryte Bend Rd	Street E	105	58	No	0	36	16
106	W El Camino Ave	Street E	Street D	105	56	No	0	25	11
107	W El Camino Ave	Street D	Street C	105	59	No	0	44	20
108	W El Camino Ave	Street C	Street B	105	62	No	0	65	30

Segment	Roadway	From	To	Contour Distance (ft)[1]					
				Distance[2]	DNL[3]	Level Above 65 DNL?[4]	dBA Above 65 DNL[5]	65 DNL	70 DNL
109	W El Camino Ave	Street B	Street A	105	62	No	0	63	29
110	W El Camino Ave	Street A	El Centro Rd	105	64	No	0	89	42
111	W El Camino Ave	El Centro Rd	Interstate 80	90	72	Yes	7	252	117
112	I-80	Yolo County	W El Camino Ave	220	76	Yes	11	1,270	590
113	I-80	W El Camino Ave	I-5	220	76	Yes	11	1,236	574

NOTES:

1 The contour distances represent the distance from the roadway segment centerline to the indicated contours.
2 The distance from the roadway segment centerline to the nearest potential location for an outdoor activity area based on proposed roadway cross-sections.
3 The Day/Night Average Level (DNL) computed at the distance cited in the “Distance” column.
4 If the predicted DNL at the nearest potential outdoor activity areas exceeds the County’s 65 dBA exterior noise level standard, this column is flagged as “Yes.”
5 The level above 65 dBA DNL represents the degree of sound attenuation that would be required to reduce traffic noise levels to 65 dBA DNL if the outdoor activity area were located at the distance from the centerline shown under the “Distance” column.

Future Interior Traffic Noise Levels

Standard building construction typically results in an exterior-to-interior noise reduction of at least 25 dBA with windows closed and approximately 15 dB with windows open (USEPA 1974). Therefore, provided predicted future traffic noise exposure at residential building facades does not exceed 70 dBA DNL, standard construction would be adequate to reduce interior noise levels to a state of compliance with the County's 45 dBA DNL interior noise level standard.

As indicated in Table NOI-14, future traffic noise levels are not predicted to exceed 70 dBA DNL adjacent to the majority of the project-area roadways where residential and other noise-sensitive land uses are proposed. However, at residential uses proposed adjacent to El Centro Road and in the vicinity of I-80, it is probable that future traffic noise exposure would exceed the County's 45 dBA DNL interior noise level standard without mitigation, particularly at upper floor locations, which would not likely be shielded from view of roadways by sound walls. As a result, this impact is identified as being **potentially significant**.

To address this impact, **Mitigation Measure NOI-6b** is prescribed below, and requires that project plans be reviewed to ensure that appropriate construction upgrades (typically higher-rated Sound Transmission Class values for windows) are specified to ensure compliance with the County's interior noise standard at locations where residential building facades are proposed in future noise environments exceeding 70 dBA DNL. With the implementation of this mitigation measure, the impact of future interior traffic noise levels at proposed sensitive receptors would be **less than significant**.

Mitigation Measures

NOI-6a To satisfy the Sacramento County General Plan 65 dB DNL exterior noise level standard at the outdoor activity areas of future residential uses proposed within the plan area, the following noise mitigation measures shall be implemented either singularly or in combination during project design as part of subsequent application review, depending on the level of sound attenuation required for the proposed location of residential uses.

- Residential outdoor activity areas may be located beyond the 65 dBA DNL noise contour distances shown in Table NOI-14. This includes individual backyards of single-family residences and common outdoor use areas of multi-family residences.

  OR

- Residential outdoor activity areas proposed within the 65 dBA DNL noise contour distances shown in Table NOI-14 may be screened from view of the roadway by intervening structures or sound barriers. If sound barriers are proposed, project-specific grading plans need to be considered to determine the location and heights of barrier necessary to achieve compliance with the County's noise standards. With the exception of residences proposed in proximity to I-80, noise barriers along other

roadways would not need to exceed 6 feet in height to provide the required traffic noise attenuation. For residential uses located within 500 feet of I-80, a potential barrier height would need to be determined based on a detailed site plan.

If noise barriers are to be constructed within the plan area, the traffic noise barriers shall take the form of a masonry wall, earthen berm, or combination of the two, or, if reviewed and approved by an acoustical consultant as providing comparable performance prior to construction, other materials may be acceptable (i.e., wood or wood composite fence with overlapping slat construction).

OR

- Single-family residences may be oriented such that the front of the residence faces the roadway segment where levels exceeding 65 dBA DNL would occur, thereby using the residence to shield the backyard from the roadway and creating a larger setback between the roadway centerline and backyard outdoor activity area.

NOI-6b At locations where residential building facades are proposed in future noise environments exceeding 70 dBA DNL, project plans shall reflect the recommendations of an acoustical analysis to be prepared by a qualified acoustical consultant to ensure that appropriate construction upgrades (typically higher-rated Sound Transmission Class values for windows) are specified to ensure compliance with the County's interior noise standard. Project plans and the acoustical report shall be provided to the Planning Department during subsequent application review.

IMPACT NOI-7: INCREASE IN STATIONARY NOISE FROM PLAN COMPONENTS AT PROPOSED SENSITIVE RECEPTORS

Stationary sources of noise associated with implementation of the UWSP would include mechanical equipment such as HVAC systems or car wash systems, and vehicle noise from parking lot or commercial delivery docks. The proposed UWSP would also include a variety of offsite improvements as previously described. The proposed offsite improvements would occur within existing ROWs (e.g., within existing roadway corridors, facility footprints, and/or underground) and would not include new stationary noise sources.

COMMERCIAL MIXED-USE PARKING NOISE

Commercial mixed-use parking lots have been documented to generate a noise exposure of 49 dB L_{50} and 65 dB L_{max} at a reference distance of 50 feet.

Given that the nearest proposed residential receptors located within proximity to commercial mixed-use components are unknown, the noise levels from commercial mixed-use components may exceed the conditions of the Sacramento County General Plan daytime and nighttime exterior and interior noise level limits at the nearest existing

noise-sensitive (residential) uses. Therefore, the project's impact with respect to commercial mixed-use parking noise at proposed sensitive uses would be **potentially significant**.

To address this impact, **Mitigation Measure NOI-7a** is prescribed below, and would require the project applicant to submit an acoustical study prepared by a qualified noise consultant to the County Planning Department that evaluates the potential noise generated by commercial mixed-use component parking activities at the nearest proposed noise-sensitive uses, and identifies, as warranted, any noise controls necessary to meet a project-specific exterior noise performance standard of 55 dB L_{50} / 75 dB L_{max}, consistent with the County's General Plan requirements. Available methods of achieving this performance standard include provision of a buffer distance of 50 feet or more between parking areas and exterior building locations, or erection of a sound wall between along the parking area perimeter shielding the noise-sensitive land use. With the implementation of this mitigation measure, the impact of commercial mixed-use parking noise at proposed sensitive uses would be **less than significant**.

Commercial Mixed-Use Delivery Truck Noise

As discussed above for delivery truck impacts at existing uses, noise exposure from commercial delivery truck activities was calculated to be 46 dB L_{50} and 74 dB L_{max} at a distance of 100 feet from the unloading area.

The nearest proposed sensitive uses (residential) would be located within the commercial mixed-use components themselves. However, future locations of delivery unloading areas and related distances to residential uses within those components are currently not known at this time. Thus, it is possible that commercial mixed-use delivery truck activity noise exposure could exceed the General Plan's exterior and interior daytime and nighttime standards at nearby proposed residential uses. As a result, this impact is identified as being **potentially significant**.

To address this impact, **Mitigation Measure NOI-7b** is prescribed below, and would require that truck delivery unloading areas within commercial components be located 150 feet from proposed residential uses, or alternatively, that specific measures be designed to shield noise and/or that restrictions be placed on the hours for commercial deliveries. With the implementation of this mitigation measure, the impact of commercial mixed-use delivery truck activity noise at proposed sensitive uses within commercial mixed-use area would be **less than significant**.

Commercial Mixed-Use HVAC Equipment Noise

As discussed above for commercial mixed-use HVAC equipment impacts at existing uses, noise exposure from commercial mixed-use HVAC equipment was calculated to be 45 dB L_{50} at a distance of 100 feet from the building facade.

The nearest proposed sensitive uses (residential) would be located within the Commercial Mixed-Use components themselves. However, future locations of buildings and related distances to residential uses within those components are currently not

known at this time. Thus, it is possible that commercial mixed-use HVAC equipment noise exposure could exceed the General Plan's exterior and interior daytime and nighttime standards at nearby proposed residential uses. As a result, this impact is identified as being **potentially significant**.

To address this impact, **Mitigation Measure NOI-7c** is prescribed below, which would require the project applicant to ensure that all mechanical equipment is selected and designed to reduce impacts on surrounding uses by meeting a project-specific exterior nighttime noise performance standard of 50 dB L_{50}, and an interior (anytime) noise level standard of 35 dB L_{50}, consistent with the County's General Plan requirements. With the implementation of this mitigation measure, the impact of commercial mixed-use HVAC equipment noise at proposed sensitive uses within commercial mixed-use area would be **less than significant**.

Employment/Highway Commercial Parking Noise

The acoustical analysis indicates that commercial mixed-use parking noise would result in an exposure of 49 dB L_{50} and 65 dB L_{max} at a reference distance of 50 feet, which is used for the analysis of employment/highway commercial use parking noise at proposed sensitive uses.

The nearest proposed residential receptors located within proximity to employment/ highway commercial components are unknown; therefore, the noise levels from employment/highway commercial components may exceed the conditions of the Sacramento County General Plan daytime and nighttime exterior and interior noise level limits at the nearest existing noise-sensitive (residential) uses. Therefore, the project's impact with respect to employment/highway commercial use parking noise at proposed sensitive uses would be **potentially significant**.

To address this impact, **Mitigation Measure NOI-7d** is prescribed below, and would require the project applicant to submit an acoustical study prepared by a qualified noise consultant to the County Planning Department that evaluates the potential noise generated by employment/highway commercial parking activities at the nearest proposed noise-sensitive uses and identifies, as warranted, any noise controls, necessary to meet a project-specific exterior noise performance standard of 55 dB L_{50} / 75 dB L_{max}, consistent with the County's General Plan requirements. With the implementation of this mitigation measure, the impact of employment/highway commercial parking noise at proposed sensitive uses near employment/highway commercial components would be **less than significant**.

Employment/Highway Commercial Delivery Truck Noise

As discussed above for employment/highway commercial delivery truck impacts at existing uses, noise exposure from employment/highway commercial delivery trucks was calculated to be 46 dB L_{50} and 74 dB L_{max} at a distance of 100 feet from the unloading area.

The nearest proposed residential receptors located within proximity to employment/ highway commercial components are unknown; therefore, the noise levels from employment/highway commercial components may exceed the restrictions of the Sacramento County General Plan daytime and nighttime exterior and interior noise level limits at the nearest existing noise-sensitive (residential) uses. Therefore, the project's impact with respect to employment/highway commercial delivery truck noise at proposed sensitive uses would be **potentially significant**.

To address this impact, **Mitigation Measure NOI-7e** is prescribed below, and would require that truck delivery unloading areas within employment/highway commercial components be located 150 feet from proposed residential uses. With the implementation of this mitigation measure, the impact of employment/highway commercial delivery truck noise at proposed sensitive uses near employment/highway commercial components would be **less than significant**.

Employment/Highway Commercial HVAC Equipment Noise

As discussed above, noise exposure from commercial HVAC equipment is calculated to be 45 dB L_{50} at a distance of 100 feet from the building façade.

The nearest proposed sensitive uses (residential) are located adjacent to an Employment/Highway Commercial component. However, future locations of buildings and related distances to adjacent residential uses are currently not known at this time. Thus, it is possible that employment/highway commercial HVAC equipment noise exposure could exceed the General Plan's exterior and interior daytime and nighttime standards at nearby proposed residential uses. As a result, the project's impact with respect to employment/highway commercial HVAC equipment noise at proposed sensitive use would be **potentially significant**.

To address this impact, **Mitigation Measure NOI-7c** is again prescribed, and would require the project applicant to ensure that all mechanical equipment is selected and designed to reduce impacts on surrounding uses by meeting a project-specific exterior nighttime noise performance standard of 50 dB L_{50}, and an interior (anytime) noise level standard of 35 dB L_{50}, consistent with the County's General Plan requirements. With the implementation of this mitigation measure, the impact of employment/highway commercial HVAC equipment noise at proposed sensitive uses near employment/ highway commercial components would be **less than significant**.

Employment/Highway Commercial Drive-Through Restaurant Noise

Drive-through restaurant noise of menu speaker boards generates a noise level of approximately 63 dB L_{50} and 67 dB L_{max} at a reference distance of 10 feet, and vehicle passbys at drive-throughs generate a noise level of approximately 60 dB L_{50} and 70 dB L_{max} at a reference distance of 5 feet, assuming a single speaker board. If two speaker board lanes were to be installed, the potential for an aggregate increase in noise levels would be minimal, because of the low potential for simultaneous operation.

The nearest proposed residential receptors would be located adjacent to an employment/highway commercial component. Because the related distances are unknown, the noise levels from employment/highway commercial drive-through operation components may exceed the conditions of the Sacramento County General Plan daytime and nighttime exterior and interior noise level limits at the nearest proposed noise-sensitive (residential) uses. Therefore, the project's impact with respect to employment/highway commercial drive-through restaurant noise at proposed sensitive uses is **potentially significant**.

To address this impact, **Mitigation Measure NOI-7f** is prescribed below, and would require that restaurant drive-through lanes be 85 feet from proposed residences, which would be sufficient distance to meet the County's exterior nighttime noise level standards of 45 dB L_{50} and 65 dB L_{max}, and interior (anytime) noise level standards of 30 dB L_{50} and 50 dB L_{max}; and if restaurant drive-through lanes are less than 85 feet from proposed residences, would require that an acoustical study be prepared by a qualified noise consultant to evaluate the potential noise generated by drive-through operations at the nearest proposed noise-sensitive uses (residential) and identify any necessary noise controls needed to meet County requirements. With the implementation of this mitigation measure, the impact of employment/highway commercial drive-through restaurant noise at proposed sensitive uses near employment/highway commercial components would be **less than significant**.

Employment/Highway Commercial Car Wash Operations Noise

Many gas stations include car washes which, if developed in the Employment/Highway Commercial areas, would also introduce noise associated with car wash dryers and vacuums. Noise levels generated by car washes are primarily due to the drying portion of the operation. The acoustical study estimated car wash operation noise levels based on equipment commonly used in gas station/car wash tunnels (Ryko 3-Fan Slimline Drying System and JE Adams Super Vac (2-motor) Model 9200 series vacuum system.

The nearest proposed residential receptors would be located within the proximity to employment/highway commercial components; however, the related distances are unknown. Therefore, the noise levels from car wash drying assembly and vacuum equipment components may exceed the conditions of the Sacramento County General Plan daytime and nighttime exterior and interior noise level limits at the nearest proposed noise-sensitive (residential) uses and the project's impact with respect to car wash operations noise at proposed sensitive uses would be **potentially significant**.

To address this impact, **Mitigation Measure NOI-7g** is prescribed below, and would require that a site-specific acoustical study be prepared by a qualified noise consultant to evaluate the potential noise generated by car wash drying assembly and vacuum equipment at the nearest proposed noise-sensitive uses (residential) and to provide an analysis to identify the necessary noise controls necessary to meet the County's exterior nighttime noise level standards of 45 dB L_{50} and 65 dB L_{max}, and interior (anytime) noise level standards of 30 dB L_{50} and 50 dB L_{max}. This acoustical study and the final plans for car wash facilities shall be submitted to the Planning Department as part of subsequent application review. With the implementation of this mitigation

measure, the impact of employment/highway commercial car wash operations noise at proposed sensitive uses near employment/highway commercial components would be **less than significant**.

School Parking Noise

The acoustical analysis indicates that commercial mixed-use parking noise would result in an exposure of 49 dB L_{50} and 65 dB L_{max} at a reference distance of 50 feet, which is used for the analysis of school parking noise at proposed sensitive uses.

The nearest proposed residential receptors are located adjacent to school components. However, the related distances are unknown; therefore, the noise levels from School components may exceed the conditions of the Sacramento County General Plan daytime and nighttime exterior and interior noise level limits at the nearest existing noise-sensitive (residential) uses. Therefore, the project's impact with respect to school parking noise at proposed sensitive uses would be **potentially significant**.

To address this impact, **Mitigation Measure NOI-7h** is prescribed below, and would require that an acoustical study be prepared by a qualified noise consultant that evaluates the potential noise generated by school component parking activities at the nearest proposed noise-sensitive uses and identifies, as warranted, any noise controls necessary to meet a project-specific exterior noise performance standard of 55 dB L_{50}/ 75 dB L_{max}. With the implementation of this mitigation measure, the impact of school parking noise at proposed sensitive uses near school components would be **less than significant**.

School Playground Noise

Noise from elementary school use playgrounds and playing field noise of outdoor play areas (of 50 children) generates a noise level of approximately 55 dB L_{eq} and 75 dB L_{max} at a reference distance of 50 feet.

The nearest proposed sensitive uses (residential) are located adjacent to school components. Because future locations, sizes, and distances to adjacent proposed residential uses within the UWSP area are currently not known at this time, it is possible that school playground activity noise exposure could exceed the General Plan's exterior and interior daytime standards at nearby proposed residential uses. While it is noted that Section 6.68.090 (C) of the County Code specifically exempts activities conducted on parks, public playgrounds, and school grounds, provided such parks, playgrounds, and school grounds are owned and operated by a public entity or private school, this exemption is not identified in the General Plan. As a result, the project's impact with respect to school playground noise at proposed sensitive uses would be **potentially significant**.

To address this impact, **Mitigation Measure NOI-7i** is prescribed below, and would require that future school components maintain a minimum setback of 90 feet of play area centroids from proposed residential boundaries within the UWSP area. With the

implementation of this mitigation measure, the impact of school playground noise at proposed sensitive uses near school components would be **less than significant**.

School Sports Stadium Noise

The acoustical analysis indicates that high school use sports fields and stadium noise of a PA system during a stadium event generate a noise level of approximately 70 dB L_{50} and 85 dB L_{max} at a reference distance of 100 feet. Crowd noise in bleachers during a stadium event generates a noise level of approximately 75 dB L_{50} and 90 dB L_{max} at a reference distance of 100 feet. Less intensive (non-stadium) activities generate a noise level of approximately 70 dB L_{50} and 85 dB L_{max} at a reference distance of 50 feet.

The nearest proposed sensitive uses (residential) are located adjacent to a school component. However, future locations and sizes of outdoor playing fields/sports stadiums, PA system configurations, and associated distances to adjacent residential uses are currently not known at this time. Thus, it is possible that noise from events at school sports stadiums could exceed the General Plan's exterior and interior daytime standards at nearby proposed residential uses. As a result, the project's impact with respect to school sports stadium noise at proposed sensitive uses would be **potentially significant**.

To address this impact, **Mitigation Measure NOI-7j** is prescribed below, and would require that an acoustical study be prepared by a qualified noise consultant that evaluates the potential noise generated by school stadium and sports field activities at the nearest existing noise-sensitive uses and identifies, as warranted, any noise controls necessary to meet a project-specific exterior noise performance standard of 55 dB L_{50}/75 dB L_{max}. However, previous studies have indicated that while available noise control mitigation for noise from stadium events may reduce associated noise levels, given the overall size of crowds and the potential for nighttime evets, noise impacts cannot always be mitigated, depending on proximity of receptors (County of Sacramento 2023). Consequently, with the implementation of this mitigation measure, the impact of school sports stadium noise at proposed sensitive uses near school components would be **significant and unavoidable**.

Park Activity Noise

Park activities (playing fields/playgrounds) generate a noise level of approximately 60 dB L_{50} and 70 dB L_{max} at a reference distance of 50 feet.

The nearest proposed noise-sensitive uses (residential) are located adjacent to park components. However, future locations of playing fields/playgrounds and associated distances to adjacent residential uses are currently not known at this time. Thus, it is possible that noise from park activities could exceed the General Plan's exterior and interior daytime standards at nearby proposed residential uses. As a result, the project's impact with respect to noise from park activities at proposed sensitive uses would be **potentially significant**.

To address this impact, **Mitigation Measure NOI-7k** is prescribed below, and would require that active park components be designed to be 150 feet from proposed residences, which would be sufficient distance to meet the County's exterior daytime noise level standards of 50 dB L_{50} and 70 dB L_{max}, and interior (anytime) noise level standards of 30 dB L_{50} and 50 dB L_{max}. With the implementation of this mitigation measure, the impact of park activity noise at proposed sensitive uses near park components would be **less than significant**.

Mitigation Measures

NOI-7a As part of the subsequent application review process and prior to issuance of a building permit for any proposed commercial mixed-use land uses, when specific development plans are completed, the project applicant shall submit to the County Planning Department an acoustical study prepared by a qualified noise consultant that evaluates the potential noise generated by commercial mixed-use component parking activities at the nearest proposed noise-sensitive uses and identifies, as warranted, any noise controls necessary to meet a project-specific exterior noise performance standard of 55 dB L_{50}/75 dB L_{max}, consistent with the County's General Plan requirements. Available methods of achieving this performance standard include provision of a buffer distance of 150 feet or more between parking areas and exterior building locations, or erection of a sound wall along the parking area perimeter shielding the adjacent residential uses.

NOI-7b Truck delivery unloading areas within commercial components shall be 150 feet from proposed residential boundaries. The combined commercial delivery truck activities would result in an exposure of 42 dB L_{50} and 70 dB L_{max} at a reference distance of 150 feet. This would ensure compliance with the County's requirement of exterior nighttime noise level standards of 50 dB L_{50} and 70 dB L_{max}, and would satisfy the County's requirement of interior (anytime) noise level standards of 35 dB L_{50} and 55 dB L_{max} with standard residential building construction.[8]

Alternatively, specific design measures could be implemented that may include but are not limited to shielding from features integrated into site design, and/or restrictions on hours for commercial deliveries within the Commercial Mixed-Use areas. Such measures shall be determined by a site-specific noise impact study that addresses Commercial Mixed-Use truck delivery activities to be completed by a qualified noise consultant once site-specific development plans are completed but must be designed to sufficiently achieve the County's requirement of exterior nighttime noise level standards of 50 dB L_{50} and 70 dB L_{max}.

[8] Standard residential building construction would result in a noise reduction of approximately 25 dB with windows closed and approximately 15 dB with windows open.

NOI-7c As part of the subsequent application review process and prior to the issuance of any building permit for commercial mixed use and employment/ highway commercial uses within 100 feet of noise-sensitive land uses, the project applicant shall ensure that all mechanical equipment is selected and designed to reduce impacts on surrounding uses by meeting a project-specific exterior nighttime noise performance standard of 50 dB L_{50}, and an interior (anytime) noise level standard of 35 dB L_{50}, consistent with the County's General Plan requirements. Methods of achieving these standards include using low-noise-emitting HVAC equipment, locating HVAC and other mechanical equipment within a rooftop mechanical penthouse, and using shields and parapets to reduce noise levels to adjacent land uses.

An acoustical study shall be prepared by a qualified acoustical engineer during final building design and submitted to the County as part of the subsequent application review process to evaluate the potential noise generated by building mechanical equipment and to identify the necessary design measures to be incorporated to meet the County's standards.

NOI-7d To address the project's impact with respect to employment/highway commercial use parking noise at proposed sensitive uses, prior to issuance of a building permit for any proposed Employment/Highway Commercial land uses, when specific development plans are completed, the project applicant shall submit to the County Building Department an acoustical study prepared by a qualified noise consultant that evaluates the potential noise generated by Employment/Highway Commercial land uses at the nearest existing noise-sensitive uses and identifies, as warranted, any noise controls necessary to meet a project-specific exterior noise performance standard of 55 dB L_{50}/ 75 dB L_{max}, consistent with the County's General Plan requirements. Available methods of achieving this performance standard include provision of a buffer distance of 150 feet or more between parking areas and exterior building locations, or erection of a sound wall between along the parking area perimeter shielding the nearest proposed residential uses.

NOI-7e Truck delivery unloading areas within employment/highway commercial components shall be 150 feet from proposed residential boundaries. The combined commercial delivery truck activities would result in an exposure of 42 dB L_{50} and 70 dB L_{max} at a reference distance of 150 feet. This would ensure compliance with the County's requirement of exterior nighttime noise level standards of 50 dB L_{50} and 70 dB L_{max}, and would satisfy the County's requirement of interior (anytime) noise level standards of 35 dB L_{50} and 55 dB L_{max} with standard residential building construction. Such construction would result in a noise reduction of approximately 25 dB with windows closed and approximately 15 dB with windows open.

Alternatively, if delivery unloading areas of employment/highway commercial components are proposed within 150 feet from residential boundaries within the plan area, a noise impact study that addresses parking activities shall be

completed by a qualified noise consultant once site-specific development plans are completed. The noise impact study shall include an analysis of Employment/Highway Commercial parking area noise exposure at the nearest proposed noise-sensitive uses (residential). The analysis shall include associated mitigation measures (as appropriate) to reduce Employment/Highway Commercial parking noise levels to ensure compliance with the County's requirement of exterior nighttime noise level standards of 50 dB L_{50} and 70 dB L_{max}.

NOI-7f Restaurant drive-through lanes within employment/highway commercial components shall be 85 feet from proposed residential boundaries, which would be sufficient distance to meet the County's requirement of exterior nighttime noise level standards of 45 dB L_{50} and 65 dB L_{max}, and interior (anytime) noise level standards of 30 dB L_{50} and 50 dB L_{max}.

If employment/highway commercial components are proposed within 85 feet from residential boundaries, an acoustical study shall be prepared by a qualified noise consultant to evaluate the potential noise generated by employment/highway commercial drive-through operations at the nearest proposed noise-sensitive uses (residential) and to provide an analysis to identify the necessary noise controls that are included in the design to meet the County's requirements. Available methods of achieving the performance standard include site design so the menu board/speaker post and ordering patron windows are located on the building side away from receptor locations such that the building acts as a sound barrier or provision of a sound wall between ordering areas and sensitive receptors.

NOI-7g As part of the subsequent application review process and prior to issuance of a building permit for any proposed car wash uses proposed within Employment/Highway Commercial components, when specific development plans are completed, the project applicant shall submit to the County Planning Department an acoustical study prepared by a qualified noise consultant that evaluates the potential noise generated by car wash activities at the nearest existing noise-sensitive uses and identifies, as warranted, any noise controls necessary to meet a project-specific exterior noise performance standard of 55 dB L_{50}/75 dB L_{max}, consistent with the County's General Plan requirements. The noise impact study shall include an analysis of Employment/Highway Commercial car wash drying assembly and vacuum equipment operations noise exposure at the nearest proposed noise-sensitive uses. The analysis shall include associated mitigation measures necessary to reduce Employment/Highway Commercial car wash and vacuum system operations noise levels to a state of compliance with applicable Sacramento County General Plan exterior and interior noise level limits at nearby proposed sensitive receptors.

After construction but prior to issuance of a certificate of occupancy, a second acoustical analysis shall be prepared by a qualified acoustical consultant that

shall monitor operational noise levels of the car wash facility demonstrating the operational noise of equipment with recommended design measures achieves the performance standard of 55 dB L_{50}/75 dB L_{max}, consistent with the County's General Plan requirements.

NOI-7h Prior to issuance of a building permit for any proposed school uses, when specific development plans are completed, the project applicant shall submit to the County Building Department an acoustical study prepared by a qualified noise consultant that evaluates the potential noise generated by school component parking activities at the nearest existing noise-sensitive uses and identifies, as warranted, any noise controls necessary to meet a project-specific exterior noise performance standard of 55 dB L_{50}/75 dB L_{max}, consistent with the County's General Plan requirements. Available methods of achieving this performance standard include provision of a buffer distance of 50 feet or more between parking areas and exterior building locations of proposed residential uses, or erection of a sound wall along the parking area perimeter shielding the proposed residential use.

NOI-7i Development Plans for future school components under the Specific Plan shall maintain a minimum setback of 90 feet of play area centroids from proposed residential boundaries within the plan area. When projected to a distance of 90 feet, playground activity noise levels are calculated to be 50 dB L_{50} and 70 dB L_{max}, which would meet the General Plan's downward-adjusted exterior daytime noise level standards. After consideration of the exterior-to-interior noise reduction provided by standard residential construction (approximately 25 dB with windows closed and approximately 15 dB with windows open), predicted playground activity noise levels at a distance of 90 feet would also satisfy the General Plan's downward adjusted interior (anytime) noise level standards of 30 dB L_{50} and 50 dB L_{max}.

NOI-7j Prior to issuance of a building permit for proposed school uses, when specific development plans are completed, the project applicant shall submit to the County Building Department an acoustical study prepared by a qualified noise consultant that evaluates the potential noise generated by school stadium and sports field activities at the nearest existing noise-sensitive uses and identifies, as warranted, any noise controls necessary to meet a project-specific exterior noise performance standard of 55 dB L_{50}/75 dB L_{max}, consistent with the County's General Plan requirements. Available methods of achieving this performance standard include locating sports fields as far from proposed noise sensitive receptors as possible, erecting intervening structures between sports fields and proposed noise sensitive receptors, and operational limits on amplified sound equipment.

NOI-7k Active uses within park components shall designed to be 150 feet from proposed residential boundaries. Park activity would result in an exposure of 50 dB L_{50} and 60 dB L_{max} at a reference distance of 150 feet. This would satisfy the County's requirement of exterior daytime noise level standards of

50 dB L_{50} and 70 dB L_{max}, and would satisfy the County's requirement of interior (anytime) noise level standards of 30 dB L_{50} and 50 dB L_{max} with standard residential building construction. Such construction would result in a noise reduction of approximately 25 dB with windows closed and approximately 15 dB with windows open.

Alternatively, when site-specific development plans are completed, an acoustical study shall be prepared by a qualified noise consultant to evaluate the potential noise generated by park activity at the nearest noise-sensitive uses (residential) and to provide an analysis to identify the necessary noise controls that are included in the design to meet the County's requirements. Available methods of achieving this performance standard include locating play areas as far from noise sensitive receptors as possible, erecting intervening structures between sports fields and proposed noise sensitive receptors, and operational limits on amplified sound equipment.

IMPACT NOI-8: INCREASE IN STATIONARY NOISE FROM EXISTING COMMERCIAL OPERATIONS AT PROPOSED SENSITIVE USES (NON-CEQA ASSESSMENT)

Development allowed under the proposed UWSP could expose future occupants of the UWSP area to existing sources of noise. However, CEQA does not require that potential effects of the environment on the project be analyzed or mitigated. Nevertheless, an analysis of existing noise effects on development allowed under the proposed UWSP is included to provide information to the public and decision-makers and to comply with General Plan policies.

An existing Travel Plaza is located within the UWSP area on the east side of El Centro Road adjacent to the westbound I-80 off-ramp. The primary noise sources associated with the Travel Plaza are heavy truck traffic on El Centro Road and West El Camino Avenue, and on-site truck circulation activities.

Noise measurement site 10 was selected to be representative of the ambient noise level environment at the portion of the UWSP area proposed for commercial/mixed-use and very high-density residential uses nearest the Travel Plaza. These noise monitoring data are inclusive of vehicle passby noise on El Centro Road, including heavy truck passby events associated with the Travel Plaza, but also include background noise from I-80. Noise measurement Site 11 was specifically selected to be representative of noise generated at the Travel Plaza, but it also includes noise from traffic on I-80. Analysis of the measured ambient noise data at these sites indicate that noise levels associated with the Travel Plaza were elevated. Based on the measured ambient noise level data, it is possible that noise from activities at the Travel Plaza could exceed the General Plan's exterior and interior daytime and nighttime standards at residential uses proposed in the immediate vicinity of the Travel Plaza. As a result, the potential exists for a non-CEQA impact with respect to existing noise sources adversely affecting proposed noise-sensitive receptors.

To address this impact, **Noise Control Measure NOI-8** is prescribed below, and would require that a noise impact study be prepared by a qualified noise consultant once site-specific development plans are completed that addresses the impact of noise generated by the Travel Plaza noise generation residential components proposed adjacent to either El Centro Road near the Travel Plaza or on properties immediately adjacent to the Travel Plaza. With the implementation of this noise control measure, the adverse effects of stationary noise from existing commercial operations at the Travel Plaza at proposed sensitive uses near the Travel Plaza would be ameliorated.

Noise Control Measures

NOI-8 To satisfy the Sacramento County General Plan 65 dB DNL exterior noise level standard at the outdoor activity areas of future residential uses proposed within the plan area, a noise impact study that addresses Travel Plaza noise generation shall be completed by a qualified noise consultant once site-specific development plans are completed for the residential components of the project located adjacent to either El Centro Road near the Travel Plaza or on properties immediately adjacent to the Travel Plaza. The noise impact study shall include an analysis of existing Travel Plaza noise exposure at the nearest proposed uses within the plan area. The analysis shall include associated measures (as appropriate) to reduce Travel Plaza noise levels to a state of compliance with applicable Sacramento County General Plan exterior and interior noise level limits at nearby proposed uses. Specific measures could include but are not limited to the following:

- The construction of solid noise barriers that effectively attenuate Travel Plaza noise exposure to a state of compliance with the applicable noise limits at existing sensitive receptors.
- A site design that integrates intervening shielding and setbacks.

16 POPULATION AND HOUSING

INTRODUCTION

This chapter evaluates effects related to population and housing that would occur with implementation of the proposed UWSP. It includes the environmental and regulatory setting, the criteria used to evaluate the significance of potential impacts, the methods used in evaluating these impacts, and the results of the impact assessment. This chapter also describes existing employment levels and the existing jobs/housing relationship in Sacramento County and evaluates the potential for employment increases that would result from implementation of the proposed UWSP to potentially result in substantial changes to the jobs/housing relationship.

While an EIR may provide information regarding economic and social changes resulting from a project, which may include land use, socioeconomic, population, employment, or housing issues, CEQA does not recognize these issues as direct physical effects on the environment (CEQA Guidelines Sections 15064(d)(1)(e)). Environmental effects that could result from changes in population related to the proposed UWSP are evaluated and disclosed in the appropriate topical chapters in this Draft EIR.

The Notice of Preparation (NOP) for the EIR was circulated on October 5, 2020. The County received several comments related to population and housing.

Comments from the Sacramento Area Council of Governments (SACOG) noted that the proposed UWSP and the UWSP area itself are not anticipated for development in either the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) or the Sacramento Region Blueprint. The comments stated, however, that the proposed UWSP's concept of higher densities and mixed use in and around the proposed UWSP Town Center District is supportive of Blueprint principles, including the principles of housing choice and diversity. On this topic, the comments noted that most of the proposed UWSP's contribution to housing choice and diversity is contingent upon the proposed mixed-use Town Center District developing as planned. SACOG stated there is a potential risk that the Town Center District could develop as employment-only uses due to the challenges of bringing vertical mixed-use products to market in a developing community. Comments from SACOG included additional related comments pertaining to land use, transportation, natural resources conservation, and other topics, which are discussed in this and other applicable chapters of this Draft EIR.

Comments from the City of Sacramento stated that the proposed UWSP and the UWSP area are not anticipated for development in the MTP/SCS, and the proposed UWSP would remove barriers to development and bring development to an area that has not been included in the long-range plans approved by the County or the City. The City's comments stated that, in addition to analyzing the effects of the proposed UWSP itself, the EIR should carefully evaluate the growth-inducing effects of the proposed UWSP. The City stated that, for example, the proposed UWSP would require at least the

extension of urban utilities to the UWSP area, which currently lacks sufficient water, wastewater, stormwater, and energy infrastructure to support the proposed development. The City's comments stated that CEQA recognizes that the extension of urban infrastructure to a site or area may lead to future development in nearby areas that, as a result of the infrastructure extension, may now feasibly extend and connect, thus leading to additional new development and associated environmental effects. The growth inducing effects of the proposed UWSP are discussed in Chapter 24, *Other CEQA Considerations*.

Comments received from the Sacramento Local Agency Formation Commission (LAFCo) stated that the EIR should evaluate and state whether implementation of the proposed UWSP would result in a direct or net loss of Countywide affordable housing and/or affect the County's contribution to regional affordable housing needs. The comments stated that the EIR should identify mitigation for any loss of affordable housing.

Comments received from Sacramento Regional Transit (SacRT) stated that SacRT recognizes and supports the UWSP objective to provide a variety of housing choices in varying densities, as higher-density housing is supportive of transit.

The information and analysis included in this chapter was developed based on a review of the Draft Upper Westside Specific Plan, the Sacramento County 2030 General Plan, the Sacramento County Housing Element of 2021−2029, the Sacramento County Zoning Code, and the SACOG MTP/SCS.

Environmental Setting

Physical Setting

As described in Chapter 2, *Project Description*, agriculture is the predominant land use within the UWSP area with large parcels devoted to growing crops. Agricultural residential homes are located within the northeastern portion of the UWSP area near El Centro Road and within the southwestern portion of the plan area along Garden Highway. Residential uses within the North Natomas community are located to the north and east of the UWSP area, including the Sundance Lake neighborhood north of Fisherman's Lake Slough, the Gateway West subdivision east of the West Drainage Canal (Witter Canal), and the River View subdivision west of El Centro Road. Similarly, residential uses within the South Natomas community, including the Willow Creek neighborhood, are located to the south of I-80. The Sacramento River and land in agricultural production in Yolo County are located to the west of Garden Highway.

Population Trends

Sacramento County is a member jurisdiction of SACOG, which comprises six counties and 22 cities. **Table PH-1** shows the population of Sacramento County as compared to the other counties in the SACOG region. Sacramento County's 6.2 percent population growth between 2015 and 2022 was the third highest increase behind Yuba County's

10.8 percent growth and Placer County's 10.2 growth during this same period. Sutter County experienced the lowest population growth (2.9 percent) between 2015 and 2022.

Table PH-1: Regional Population Trends (2010−2022)

Jurisdiction	2010	2015	2022	Percent Change 2010−2015	Percent Change 2015−2022
El Dorado County	181,058	183,172	190,465	1.2%	4.0%
Placer County	348,432	371,326	409,025	6.6%	10.2%
Sacramento County	1,418,788	1,484,379	1,576,618	4.6%	6.2%
Sutter County	94,737	96,383	99,145	1.7%	2.9%
Yolo County	200,849	211,361	221,165	5.2%	4.6%
Yuba County	72,155	74,282	82,275	3.0%	10.8%
SOURCES: County of Sacramento 2022; DOF 2022.					

Table PH-2 shows the population of the incorporated cities within Sacramento County as well as the population of the unincorporated area. The cities of Rancho Cordova and Folsom had the highest percentage population growth between 2015 and 2022.

Between 2015 and 2022, the population of unincorporated Sacramento County increased from 579,180 to 604,272, an increase of 25,092 persons (or 4.3 percent).

Table PH-2: City and County Population Growth (2010−2022)

Jurisdiction	2010	2015	2022	Percent Change 2010−2015	Percent Change 2015−2022
Citrus Heights	83,301	86,152	86,367	3.4%	0.2%
Elk Grove	153,015	164,369	176,972	7.4%	7.7%
Folsom	72,203	75,687	84,592	4.8%	11.8%
Galt	23,647	24,856	25,239	5.1%	1.5%
Isleton	804	826	780	2.7%	-5.6%
Rancho Cordova	64,776	70,006	80,359	8.1%	14.8%
Sacramento City	466,488	483,303	518,037	3.6%	7.2%
Unincorporated Sacramento County	554,554	579,180	604,272	4.4%	4.3%
Total	**1,418,788**	**1,484,379**	**1,576,618**	**4.6%**	**6.2%**
SOURCES: County of Sacramento 2022; DOF 2022.					

HOUSING

The economic recession of 2008 caused a downturn in housing values and new-home construction across the Sacramento region, in line with general statewide and national trends. However, the region has subsequently experienced a period of economic growth. In addition, housing values across the region are considerably lower than in the Bay Area. As such, the Sacramento region remains a more affordable housing option for people working and commuting to other regions in Northern California. According to the California Department of Finance, there are 227,590 housing units in unincorporated Sacramento County in 2022 and a vacancy rate of 3.7 percent (DOF 2022). **Table PH-3** shows the change in housing unit type in Sacramento County between 2010 and 2022.

Table PH-3: Housing Units by Type in Unincorporated Sacramento County

	2010	2015	2022	Percent Change 2010−2015	Percent Change 2010−2022
Single-Family Detached	141,152	142,273	147,390	0.79%	3.60%
Single-Family Attached	14,064	14,074	14,231	0.07%	1.12%
Two to Four	18,533	18,561	18,814	0.15%	1.36%
Five+	39,219	39,749	40,281	1.35%	1.34%
Mobile Home	6,653	6,698	6,874	0.68%	2.63%
Total	**219,621**	**221,355**	**227,590**	**0.79%**	2.82%
SOURCES: County of Sacramento 2022; DOF 2022.					

EMPLOYMENT

According to the Sacramento County Housing Element of 2021−2029, there were 249,282 jobs in unincorporated Sacramento County in 2017. As shown in Table 12 of the Housing Element, the 2020 Economic Overview for the entire County projects that the educational services, health care, and social assistance industries will be the fastest growing sectors between 2020 and 2023. The COVID-19 pandemic has increased the unemployment rate of Sacramento County in the short term; however, the long-term impacts on employment rate are not yet known (County of Sacramento 2022).

JOBS/HOUSING RELATIONSHIP

The jobs-housing relationship is a concept that describes the ratio of residences (or households) to employment in a particular geographically defined area. A low jobs-housing ratio (i.e., few jobs relative to the number of households in the area) indicates that many workers commute out of their area of residence to another location for employment. In areas containing a high jobs-housing ratio (i.e., many jobs for the number of households in the area), jobs are filled by workers who commute from

outside the area. A jobs-housing ratio of 1.0 reflects that there is one job available per household and is considered to be in “balance.” Areas with low jobs-housing ratios are likely to generate more and longer home-to-work commutes.

When assuming that the affordability of housing and the range of employment income in the local market are paired reasonably closely, if the quantity and proximity of housing units is proportionate to the quantity and proximity of jobs, the majority of employees would be able to work and reside in the same community. A more balanced relationship between jobs and housing can help reduce the number of vehicle trips and overall vehicle miles traveled (VMT) as a result of shorter commutes to employment within the same proximate residential areas. Such a reduction in vehicle trips and VMT would tend to reduce levels of air pollutant emissions (including greenhouse gas emissions) and create less vehicular congestion on area roadways and intersections (i.e., fewer automobiles on the roads). The availability of an adequate housing supply, presenting a range of price levels that include reasonably affordable prices for local employees, could potentially reduce commute mileage between homes and work sites.

In 2022, there were approximately 699,500 employees in Sacramento County and 595,939 housing units. This generates a jobs/housing ratio of 1.2 (State of California, Employment Development Department 2022).

Regional Projections

SACOG is an association of local governments in the six-county Sacramento region that includes El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba counties. SACOG’s primary responsibility is the development and implementation of the MTP/SCS. The focus of the MTP/SCS is on the intersection of land use and transportation: it identifies the region’s strategies for meeting the regional greenhouse gas (GHG) emissions reduction target; establishes conformity with state and federal clean air act requirements; provides the foundation for the regional housing needs allocation and establishes a plan for housing the population of the region; considers the impact of the plan on regional resources, including financial, biological, agricultural and farming resources; and identifies a transportation network to serve the transportation needs of the region, and to reduce VMT to, among other things, support achievement of the region’s GHG emissions reduction target. The MTP/SCS provides a 20-year transportation vision and corresponding list of projects and is federally required to be updated every four years. The current 2020 MTP/SCS was adopted by the SACOG board in November 2019.

Table PH-4 summarizes projections from the 2020 MTP/SCS for population, employment, and housing in the six-county Sacramento region through 2040.

Table PH-5 summarizes projections from the 2020 MTP/SCS for population, employment, and housing in unincorporated Sacramento County through 2040.

Table PH-4: SACOG Population, Employment, and Housing Projections for the Sacramento Region

Year	Population	Employees	Housing Units
2016	2,376,311	1,060,742	921,142
2040	2,996,832	1,332,308	1,181,270
Percent Increase	26%	26%	28%
SOURCE: SACOG 2019.			

Table PH-5: SACOG Population, Employment, and Housing Projections for Unincorporated Sacramento County

Year	Population	Employees	Housing Units
2016	577,323	205,391	223,991
2040	669,296	252,834	262,697
Percent Increase	16%	23%	17%
SOURCE: SACOG 2019.			

Regulatory Setting

Federal

Fair Housing Act

The federal Fair Housing Act (42 U.S.C. 3601 *et seq*.), enacted in 1968, prohibits discrimination by direct providers of housing, such as property owners and real estate companies as well as other entities, such as municipalities, banks or other lending institutions and homeowners insurance companies whose discriminatory practices make housing unavailable to persons because of race or color, religion, sex, national origin, familial status, or disability.

State

California Housing Element Requirements and Regional Housing Needs Assessment

California law (Government Code Section 65580, *et seq*.) requires cities and counties to include a Housing Element as a part of their General Plans to address housing conditions and needs in the community. Housing Elements are prepared approximately every eight years, following timetables set forth in the law. The Housing Element must identify and analyze existing and projected housing needs and “make adequate provision for the existing and projected needs of all economic segments of the

community," among other requirements. The County adopted its current Housing Element on March 8, 2022 (County of Sacramento 2022).

In accordance with California housing law, a Regional Housing Needs Allocation (RHNA) is established for each region in the state by the California Department of Housing and Community Development. The RHNA for the 2021−2029 planning period for SACOG's six-county region is 153,512 housing units.

The overall allocation of housing units is divided into four income categories:

- Very low-income: up to 50 percent of median countywide income, which also includes extremely low-income at less than 30 percent of median countywide income (Health and Safety Code Section 50105);
- Low-income: 50 to 80 percent of median countywide income (Health and Safety Code Section 50079.5);
- Moderate-income: 80 to 120 percent of median countywide income (Health and Safety Code Section 50093); and
- Above moderate-income: over 120 percent of median countywide income.

Due to unmet needs for housing, the state and regional housing projections are substantially higher than in prior periods. The 2021−2029 RHNA for unincorporated Sacramento County is 21,272 new units, which is an increase of 7,428 units over the previous 2013−2021 planning period of 13,844 units. As a percentage of the 153,512 units in the SACOG region, unincorporated Sacramento County is assigned approximately 14 percent of units. The unincorporated Sacramento County allocation is a one percent increase from its regional share in the prior cycle. And, while the overall number of units allocated to the unincorporated County is substantially increased (including the total number of affordable units needed), the share of very low- and low-income units decreased by 5.1 percent from 38.7 to 33.6 percent from the previous cycle allocation.

Local

Sacramento County 2030 General Plan

The Sacramento County 2030 General Plan provides an inventory of land supply within the County and projects the amount and location of land and development that will be required to accommodate future populations and economic growth through 2030. The land use strategies and policies of the Sacramento County 2030 General Plan are designed to promote the efficient use of land, encourage economic vitality and job growth, reduce urban sprawl and its impacts, preserve habitat and open space, and protect agricultural and rangeland operations. The Housing Element is one of eight mandatory elements of the General Plan. The purpose of the Housing Element is to identify and analyze existing and projected housing needs for all income groups; to include goals, policies and programs to address the identified needs; and to provide enough sites for new housing development to occur during the 2021−2029 planning period. The County adopted its current Housing Element on March 8, 2022 (County of

Sacramento 2022). The following policies from the Housing and Land Use elements of the Sacramento County 2030 General Plan are applicable to the proposed UWSP.

HOUSING

HE 1.1.1 The County will provide an adequate supply of land for housing affordable to all income groups with public services and facilities needed to facilitate the development of housing to accommodate projected housing needs based on the SACOG Regional Housing Needs Plan. The Plan requires that the County accommodate 4,466 very low-income units, 2,692 low-income units, 4,186 moderate-income units, and 9,928 above moderate-income units.

HE 2.2.2 The County will provide flexibility of development standards, or flexibility within the adopted development ordinances, to accommodate residential projects that provide housing that helps to address identified needs in the County.

HE 7.1.2 The County shall promote fair housing choice for all residents regardless of race, color, national origin, religion, sex, sexual orientation, gender identity and expression, marital status, source of income, disability or familial status.

HE 7.1.3 The County will encourage the development of new affordable housing in areas of opportunity, or areas which offer low-income families the best chance at economic advancement, high educational attainment, and good physical and mental health. The County will accomplish this by rezoning sites to allow multifamily uses in high and moderate resource areas during the Countywide Rezone Program.

HE 7.1.5 The County shall work to make all communities places of opportunity and encourage future investments and development while minimizing the involuntary displacement of vulnerable populations, such as low-income households, People of Color, seniors, and people with disabilities due to the influx of less vulnerable populations attracted by increased opportunities and/or investments.

LAND USE

LU-1 The County shall not provide urban services beyond the Urban Policy Area (UPA), except when the County determines the need for health and safety purposes and the extension provisions as provided in Policy LU-1.1.

LU-3 It is the intent of the County to focus investment of public resources on revitalization efforts within existing communities, especially within commercial corridors, while also allowing planning and development to occur within strategic new growth areas.

LU-120 The County shall only consider approval of a proposed UPA expansion and/or Master Plan outside of the existing UPA if the Board finds that the proposed project is planned and will be built in a manner that:

- meets all of the requirements per PC-1 through PC-10; and;
- meets ONE of two alternative performance metrics:
  - *Alternative #1 - Criteria-Based*
  - *Alternative #2 - VMT/Greenhouse Gas (GHG) Emissions Reduction Metric*

Sacramento Area Council of Governments Metropolitan Transportation Plan/Sustainable Communities Strategy and Sacramento Region Blueprint

The focus of the SACOG MTP/SCS is on the intersection of land use and transportation: it identifies the region's strategies for meeting the regional GHG emissions reduction target; establishes conformity with state and federal clean air act requirements; provides the foundation for the regional housing needs allocation and establishes a plan for housing the population of the region; considers the impact of the plan on regional resources, including financial, biological, agricultural and farming resources; and identifies a transportation network to serve the transportation needs of the region, and to reduce VMT to, among other things, support achievement of the region's GHG emissions reduction target. The MTP/SCS provides a 20-year transportation vision and corresponding list of projects and is federally required to be updated every four years. The current 2020 MTP/SCS was adopted by the SACOG board in November 2019.

The foundation for the MTP/SCS land use forecast includes local government general plans, community plans, specific plans, and other local policies and regulations, and the Sacramento Region Blueprint. Adopted by the SACOG Board of Directors in 2004, SACOG's Blueprint is intended to be advisory and to guide the region's transportation planning and funding decisions. The Blueprint is based on the following principles.

Transportation Choice

Developments should encourage people to walk, bike, use public transit or carpool to their destinations.

Compact Development

Creating environments that are more compactly built and use space in an efficient but attractive manner helps to encourage more walking, biking, and transit use and shorter auto trips.

Mixed-Use Development

Building homes, shops, entertainment, offices, and even light industrial uses near each other can create active, vital neighborhoods. The mix of uses can occur on many different scales and be either vertical (such as a single building with a ground floor business and residences on upper floors) or horizontal (with a combination of uses in

close proximity). Mixed use projects function as local activity centers, contributing to a sense of community, where people tend to walk or bike to destinations and interact more with each other.

HOUSING CHOICE AND DIVERSITY

Providing a variety of places where people can live—apartments, townhomes, condominiums and single-family detached homes of varying lot sizes—creates opportunities for the variety of people who need them: families, singles, seniors and people with special needs.

USE OF EXISTING ASSETS

In urbanized areas, development on infill or vacant lands, intensification of the existing use (for example, adding additional buildings to a low-density shopping center), or redevelopment can make better use of existing public infrastructure, including roads.

NATURAL RESOURCE CONSERVATION

Developments should incorporate public use open space (such as parks, town squares, trails, and greenbelts) to help create a sense of community and attractive neighborhoods. Additionally, conserving natural places and resources including open space, agriculture, and wildlife and habitat areas contributes to improving quality of life by providing cleaner air and outdoor experiences.

QUALITY DESIGN

The design details of any land development (such as relationship to the street, placement of garages, facades, sidewalks, street widths, landscaping, etc.) are all factors that influence the attractiveness of living in a compact development and facilitate the ease of walking within and in and out of a community.

IMPACTS AND ANALYSIS

SIGNIFICANCE CRITERIA

For purposes of this EIR and consistent with the criteria presented in Appendix G of the CEQA Guidelines, impacts related to population and housing may be considered significant if implementation of the proposed UWSP would:

- Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure); or
- Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

Issues Not Discussed in Impacts

All potential issues related to population and housing identified in the significance criteria above are evaluated below.

Methodology and Assumptions

The proposed UWSP's effects related to population and housing are evaluated by assessing anticipated population growth under the proposed UWSP in relation to adopted regional and local growth projections, including projections included in the SACOG MTP/SCS. While an EIR may provide information regarding economic and social changes resulting from a project, which may include land use, socioeconomic, population, employment, or housing issues, CEQA does not recognize these issues as direct physical effects on the environment (CEQA Guidelines Sections 15064(d)(1)(e)). Environmental effects that could result from changes in population related to the proposed UWSP are evaluated and disclosed in the appropriate topical chapter in this Draft EIR.

Impact PH-1: Induce Substantial Unplanned Population Growth

As described in Chapter 2, *Project Description*, the UWSP would guide development on 2,066± acres of unincorporated land in northwestern Sacramento County. A summary of proposed land uses within the UWSP area is included in Table PD-1. As shown, the portion of the plan area set aside for urban development would total 1,532 acres, or approximately 75 percent of the UWSP area, while the portion of the UWSP area set aside for the Ag Buffer would total 534 acres, or about 25 percent of the area. Overall, the UWSP would include 9,356 dwelling units with an estimated population of 25,578 residents and approximately 3.1 million square feet of non-residential space.

As depicted on Plate PD-20, the proposed UWSP would also include offsite improvements, including roadway and infrastructure improvements, that would occur within existing rights-of-way (ROWs).

Sacramento County 2030 General Plan

As discussed in Chapter 14, *Land Use*, the Sacramento County 2030 General Plan provides an inventory of land supply within the County, and projects the amount and location of land and development that will be required to accommodate future populations and economic growth through 2030. The land use strategies and policies of the Sacramento County 2030 General Plan are designed to promote the efficient use of land, encourage economic vitality and job growth, reduce urban sprawl and its impacts, preserve habitat and open space, and protect agricultural and rangeland operations. Two growth boundaries are identified to help implement this vision: the Urban Services Boundary (USB) and the Urban Policy Area (UPA). The USB is the ultimate growth boundary for the unincorporated area. The UPA defines the area within the USB expected to receive urban services in the near term. Together, the UPA and the USB promote orderly growth and the efficient extension of infrastructure and the provision of urban services. The Sacramento County 2030 General Plan includes a framework for

considering requests to expand the UPA and requires any expansion to meet a series of "smart growth" performance criteria (see in particular policies LU-1, LU-3, and LU-120 in the *Regulatory Setting* above).

As discussed in Chapter 14, *Land Use*, the proposed UWSP would be generally consistent with General Plan policies intended to protect the environment. One of the requested entitlements for the proposed UWSP is an expansion of the UPA. If approved, urban services would be extended to the 1,532± acre Development Area, and the proposed UWSP would be consistent with Sacramento County 2030 General Plan policies related to urban growth and expansion of the UPA. Consequently, the proposed UWSP would not induce substantial unplanned population growth as defined in the Sacramento County 2030 General Plan.

SACOG Blueprint and MTP/SCS

As previously noted in the Introduction of this chapter, the UWSP area is not anticipated for development in either the Blueprint or the current MTP/SCS. Chapter 14, *Land Use*, includes an evaluation of the proposed UWSP's consistency with SACOG's MTP/SCS and Blueprint. This discussion includes the relevant portions of the aforementioned evaluation that are pertinent to population and housing.

With regard to housing choice and diversity, the Blueprint includes the principle that providing a variety of places where people can live (e.g., apartments, townhomes, condominiums and single-family detached homes of varying lot sizes) creates opportunities for the variety of people who need them: families, singles, seniors, and people with special needs. Consistent with this principle, the proposed UWSP includes a wide variety of residential designations, ranging from Very Low Density Residential (VLDR) at the north end of the UWSP area to Very High Density Residential (VHDR) and Commercial Mixed Use (CMU) Residential within the Town Center District. This approach allows for a diverse range of lifestyles to all be included within one community and housing types to meet a variety of income levels.

With regard to mixed-use development, the Blueprint includes the principle that building homes, shops, entertainment, offices, and even light industrial uses near each other can create active, vital neighborhoods. The mix of uses can occur on many different scales and be either vertical (such as a single building with a ground floor business and residences on upper floors) or horizontal (with a combination of uses in close proximity). Mixed use projects function as local activity centers, contributing to a sense of community, where people tend to walk or bike to destinations and interact more with each other. Consistent with this principle, the CMU land use designation within the proposed UWSP would allow both residential and commercial uses. Within the Town Center District, the portion of CMU-designated land located directly adjacent to the West El Camino Avenue "main street" is envisioned to include vertically integrated buildings (e.g., 3 over 1) with residential, office, hotel or other uses over ground floor commercial (e.g., food shops, services, entertainment, etc.). The anticipated residential density would allow four story apartments while the anticipated commercial intensity would allow four or five-story mid-rise office or hotel buildings.

As discussed in Chapter 14, *Land Use*, while the UWSP area is not anticipated for development in either the Blueprint or the current MTP/SCS, the proposed UWSP aligns with many of the principles contained in the Blueprint, including principles related to housing choice and diversity and mixed-use development.

Regional Housing Needs

A discussed in the *Environmental Setting* above, and in Chapter 14, *Land Use*, the 2021−2029 RHNA Plan identifies the need for a total 21,272 units within the unincorporated portions of Sacramento County to accommodate the projected overall housing demand, and allocates 7,158 units, or 33.6 percent, of this projected housing demand to the very low and low-income affordable housing categories. The proposed UWSP is required to accommodate greater than 90 percent of its share of the unincorporated County's proportional obligation of low- and very low-income residential units of the current RHNA. Ninety percent of 33.6 percent is 30.24 percent. The seven high-density sites and one of the mixed-use sites in the UWSP area would meet the criteria for providing affordable housing and would accommodate a total of up to 2,137 units. This accounts for 34.8 percent of the units in the UWSP area and satisfies the proposed UWSP's share of the County's overall RHNA obligation.

Jobs-Housing Relationship

The UWSP area is in close proximity to existing job centers. According to SACOG, there are over 200,000 existing jobs within 5 miles of the plan area. In addition, the UWSP land use plan proposes a balanced, mixed-use community with approximately 3.10 million square feet of employment and commercial uses, schools, services and other uses that will provide on-site jobs. As a result, home to work trips would be concentrated within the North Natomas area. The location of the UWSP area in relation to existing job centers and the degree of onsite capture will result in less VMT and GHG emissions, critical to meeting important regional air quality and climate action goals.

As discussed in the *Environmental Setting* above, in 2022, there were approximately 699,500 employees in Sacramento County and 595,939 housing units. This generates a jobs/housing ratio of 1.2 (State of California, Employment Development Department 2022). The proposed UWSP would include 9,356 dwelling units and employment-generating land uses (e.g., commercial, mixed-use, school) that would accommodate approximately 10,300 employees. The internal jobs/housing ratio would be approximately 0.91 jobs per housing unit. The proposed UWSP jobs-housing relationship would largely be balanced.

Summary

As a condition of approval of the USWP, the proposed UWSP and subsequent development would be consistent with Sacramento County 2030 General Plan policies related to urban growth and expansion of the USB and UPA. Consequently, the proposed UWSP would not induce substantial unplanned population growth as identified in the Sacramento County 2030 General Plan. The UWSP area and the proposed UWSP were not anticipated for development in either the SACOG Blueprint or the current MTP/SCS. However, as demonstrated above, the proposed UWSP aligns

with many of the principles contained in the Blueprint and the County's smart growth policy LU-120. Finally, as discussed above, the proposed UWSP's jobs-housing relationship would largely be balanced, and thus would not result in a more substantial increase GHG emissions, traffic congestion, and a variety of other environmental effects. In particular, the proposed UWSP would make it possible for employees generated by the project to live close to their jobs and thereby avoid seeking housing in other, more distant communities. For these reasons, the proposed UWSP would not be anticipated to induce substantial unplanned population growth. However, because the UWSP area and the proposed UWSP were not anticipated for development in either the SACOG Blueprint or the current MTP/SCS, this impact is considered to be **significant and unavoidable**.

Mitigation Measures

None available.

Impact PH-2: Displacement of Housing

As discussed in the *Environmental Setting above*, agriculture is the predominate land use within the UWSP area with large parcels devoted to growing crops. Agricultural residential homes are located within the northeastern portion of the UWSP area near El Centro Road and within the southwestern portion of the plan area along Garden Highway. The proposed UWSP does not propose changes to these properties, nor would the uses allowed under the proposed UWSP cause the displacement of housing. Rather, the proposed UWSP would substantially add new housing to the UWSP area. Consequently, the impact related to displacement of housing would be **less than significant**.

Mitigation Measures

None required.

17 PUBLIC SERVICES AND RECREATION

INTRODUCTION

This chapter discusses existing public services available in the vicinity of the UWSP area and analyzes the effects of implementation of the proposed UWSP on those services. The services evaluated in this chapter include police protection, fire protection, public schools, libraries, and parks and recreation.

The Notice of Preparation (NOP) for the EIR was circulated on October 5, 2020. The County received several comments related to public services and recreation from state and local public agencies as well as the general public. Comments related police and fire protection services requested that an assessment be conducted to ensure that service providers have the service capability and capacity to serve the UWSP area, and whether they can provide services to the plan area without adversely affecting existing service levels elsewhere in their respective service areas.

With respect to schools, comments requested that the impacts of residential development on existing school services and facilities be studied, as well as impacts that could result if there are insufficient school sites near students' homes. Furthermore, commenters requested that appropriate survey work be conducted to establish an environmental baseline on which to base the impact discussion. Finally, the Natomas Unified School District (NUSD) requested that language be included that requires the developer to enter into an agreement with the NUSD to fully mitigate and address the costs associated with housing students generated by the proposed development, and that the analysis address which schools would serve residents that may be located outside of the UWSP area, including those that may serve the area while schools are built.

Comments related to parks and recreation requested that the analysis address whether detention basins would be considered for joint use as parks. Furthermore, comments also stated that parks should incorporate connections to adjacent uses, and that the proposed urban farms should operate as private facilities.

Finally, with respect to libraries, comments requested that a community center and library be provided within the UWSP area, and that, until library and recreational facilities are constructed and operational in the plan area, that the analysis address service impacts to existing nearby library facilities as well as how additional demand for services would be funded.

The information and analysis included in this chapter was developed based on a review of the Upper Westside Specific Plan, relevant policies of the Sacramento County 2030 General Plan, the City of Sacramento Parks and Recreation Master Plan, the City of Sacramento 2040 Parks Plan, as well as the City of Sacramento Public Library, Department of Parks and Recreation, and Fire Department websites. Additionally, Sacramento County Sheriff and City of Sacramento Fire Department staff members were consulted.

ENVIRONMENTAL SETTING

POLICE PROTECTION

SACRAMENTO COUNTY SHERIFF'S OFFICE

Sacramento County Sheriff's Office currently provides law enforcement services within the UWSP area and would continue to do so upon implementation of the proposed UWSP. The Sacramento County Sheriff's Office provides service to unincorporated portions of Sacramento County, or a total of 944 square miles, and is headquartered in the Sheriff's Office Community Services Building located at 4510 Orange Grove Avenue in North Highlands, approximately 10 miles east of the UWSP area. The Sheriff's Department currently has a sworn force of 1,250 deputies and a civilian force of 660 personnel.

The Sheriff's Department is organized into three divisions: North, Central and East. The UWSP area is located in Northwest District 1 of the North Division, a subarea that wraps around the northerly edge of the of the Sacramento city limits and stretches between the Sacramento River and I-80 on the east, and the Sutter County line to the north. The North Division operates out of two facilities, the Community Services Building in North Highlands, and the Garfield Station, located at 5510 Garfield Avenue in Foothill Farms, approximately 11 miles east of the UWSP area. District 1 currently has a staff of approximately 20-22 officers serving the area (O'Brien, pers. comm. 2022).

CALIFORNIA HIGHWAY PATROL

The California Highway Patrol is responsible for law enforcement along I-80, which runs along the southeastern edge of the UWSP area. Following a merger in 1995, California Highway Patrol also protects State property, such as the State Capitol, as well as State employees, the Governor, and other dignitaries. CHP operations in Sacramento are headquartered at 1801 9th Street, approximately 3.5 miles southeast of the UWSP area.

FIRE PROTECTION

SACRAMENTO FIRE DEPARTMENT – NATOMAS FIRE PROTECTION DISTRICT

Natomas Fire Protection District currently provides fire protection and emergency medical services within the UWSP area through a contract with the City of Sacramento Fire Department (SFD) and would continue to do so after approval of the proposed UWSP (LAFCo 2010). The SFD operates 24 fire stations and provides service to a total area of 146 square miles. In 2020, it responded to approximately 80,000 calls (SFD 2022). In the 2021-2022 fiscal year, SFD was budgeted with approximately 717.50 full time equivalent positions, comprised of the following staffing levels: three staff in the Office of the Fire Chief Division, 614 staff in the Fire Ops/Emergency Medical Services Division, 35.50 in the Training/Professional Standards Division, 51 in the Tech Services Division, and 14 in the fire Administrative Services Division (City of Sacramento 2022a).

The UWSP area is currently served by multiple stations in North and South Natomas. The closest fire station to the UWSP plan area is Station 43, located at 4201 El Centro Road bordering the northeastern edge of the UWSP area. Station 43 received a call volume of approximately 1951 dispatches in 2017 (SFD 2018). Other stations in the vicinity include Station 3, located at 7208 West Elkhorn Boulevard, approximately five miles northwest of the UWSP area, and Station 15, located at 1640 West El Camino Avenue, approximately two miles southeast of the plan area. In 2017, Stations 3 and 15 received call volumes of about 916 and 4,117 dispatches, respectively (SFD 2018). In 2017, the average response time for engines in the service area was approximately 5 minutes (SFD 2018).

Public Schools

Natomas Unified School District

The UWSP area is located entirely within the boundaries of the NUSD. The NUSD currently operates 19 schools:

- Five elementary schools, all of which serve grades K–5 and one of which is a charter school;
- Six K–8 schools, one of which is a charter school;
- Two middle schools, one of which is a charter school;
- Four high schools, one of which is a charter school, with three schools serving grades 9–12 and one school serving grades 6–12;
- One charter school serving grades K–12; and
- One school that is operated as a virtual academy (NUSD 2022).

In the 2021–2022 school year, NUSD had an enrollment of 8,276 elementary school students (K–6), 2,486 middle school students (7–8), and 5,347 high school students (9–12) for a district total of 16,109 enrolled students (NUSD 2022). **Table PS-1** lists enrollment and capacity data for NUSD by school level.

The northern portion of the UWSP area is located within the attendance boundaries of Witter Ranch Elementary School (grades Transitional Kindergarten-5), located at 3790 Poppy Hill Way, and Inderkum High School (grades 9-12), located at 2500 New Market Drive, while the southern portion of the plan area within the attendance boundaries of Two Rivers Elementary School (grades Transitional Kindergarten-5), located at 3201 West River Drive, and Natomas High School (grades 9-12), located at 3301 Fong Ranch Road. The entire UWSP area is located within the attendance boundaries of Natomas Middle School (grades 6-8), located at 3200 North Park Drive. **Table PS-2** presents enrollment and capacity data for the schools that serve the UWSP area.

Table PS-1: Natomas Unified School District Schools, Enrollment, and Capacities

School Level[1]	2021–2022 Facilities Design Capacity	2021–2022 Student Enrollment[2]	Excess/ (Shortage) Capacity
Elementary School (Grades K–6)	9,973	8,276	1,697
Middle School (Grades 7–8)	3,305	2,486	819
High School (Grades 9–12)	5,066	5,347	(281)
Total	18,344	16,109	2,235

NOTES:

1 Natomas Unified School District (NUSD) operates elementary schools that serve grades K–5 and middle schools that serve grades 6–8. To compare this capacity and enrollment consistent with State Allocation Board Form 50-02, the NUSD school-level configuration was altered for the purposes of this calculation.
2 Student enrollment for this calculation was taken from Fall 2021.

SOURCE: Cooperative Strategies 2022. Page 15.

Table PS-2: Natomas Unified School District Schools, Enrollment, and Capacities in the UWSP Area

School Name	Design Capacity[1]	Current Enrollment[2]	Excess Capacity
Witter Ranch Elementary School	1,050	587	463
Two Rivers Elementary School	930	596	334
Inderkum High School	2,146	2,347	(201)
Natomas High School	2,407	1,203	1,204
Natomas Middle School	1,131	619	512

SOURCES:

1 City of Sacramento 2015. Page 5-69.
2 California Department of Education 2022.

Furthermore, through the open enrollment process, students living within the boundaries of NUSD can also apply for enrollment at other NUSD schools, depending on the availability of enrollment capacity at those facilities.

Parks and Recreation

The UWSP area is not currently located within the boundary of a parks and recreation district and no parks are located directly within the plan area. However, local parks, such as neighborhood and community parks, owned and maintained by the City of

Sacramento Department of Youth, Parks, & Community Enrichment, are located nearby within North and South Natomas. In addition, regional parks owned and maintained by the Sacramento County Department of Regional Parks are located within two miles of the of the UWSP area.

The City of Sacramento Department of Youth, Parks, and Community Enrichment maintains approximately 4,265 acres of park land, including a mix of regional parks, community parks, neighborhood parks, and parkways. There are 127 soccer fields, 138 group picnic areas, 213 play structures, and 19 community centers in parks throughout the City (City of Sacramento 2022b).

Within a 1-mile radius of the UWSP area, there are approximately 20 parks, comprising a total of 160 acres of parklands. The closest parks to the UWSP area include River Otter Park, located directly adjacent to the southeastern edge of the UWSP area, Peregrine Park, located directly adjacent to the eastern edge of the area, and San Juan Reservoir Park, located directly adjacent to the northwestern edge of the area.

Regional Parks

The UWSP area is served by Sacramento County's Department of Regional Parks. The Department maintains and operates more than 15,000 acres of parks throughout the county, including open spaces, multi-use trails, sports facilities, golf courses, river access, and picnic areas (County of Sacramento Department of Regional Parks 2022). There are no County-managed regional parks within the UWSP plan area. However, there are regional parks within the vicinity of the UWSP area. A description of these facilities is provided below.

North Natomas Regional Park

North Natomas Regional Park is located approximately 1.6 miles to the northeast of the UWSP area. The park is 212.3 acres in size and includes baseball/softball/little league facilities, bikeways, bridges, dog parks, a farmer's market, a lake, picnic area, walkways, a stage, and play areas.

Sacramento River Parkway

The Sacramento River is located along the western edge of the proposed UWSP area. The river is a popular location for recreational fishing and boating activities. Access via motorized vehicle to the Sacramento River is limited by the Union Pacific Railroad right-of-way, private industrial properties, I-5, and the highly variable water elevations of the river. Although access to the levee along urbanized portions is difficult due to the steep nature of the levees and proximity of adjacent uses, fishing and other natural recreational uses continue to be popular in the area. The Sacramento River Parkway currently exists as a walking and bicycling trail that runs from the confluence of the American River, where it connects with the Jedediah Smith Memorial Trail in the north and extends to Captains Table Road in the Little Pocket neighborhood to the south.

AMERICAN RIVER PARKWAY

The American River Parkway is located approximately 1.7 miles southeast of the UWSP area. The Jedediah Smith Memorial Trail extends for approximately 20 miles east to Folsom Lake and provides opportunities for bicycle and pedestrian uses, as well as picnic areas and camping. Discovery Park, Paradise Beach, William B. Pond Recreation Area, River Bend Park, Ancil Hoffman Park, Rossmoor Bar, Sacramento Bar, Sailor Bar, Mississippi Bar, and Negro Bar are located along the Jedediah Smith Memorial Trail and provide additional recreational opportunities in the Parkway.

LIBRARIES

The Sacramento Public Library System, which is operated by the Sacramento Public Library Authority, provides library services to the residents of Sacramento County. The library system is comprised of interdependent branches providing services to all residents. Branches are grouped by services, geography, and usage patterns to provide efficient and economical services to the residents of the county. The Sacramento Public Library serves the County of Sacramento, as well as the incorporated cities of Sacramento, Elk Grove, Rancho Cordova, Citrus Heights, Galt, and Isleton.

The South Natomas and North Natomas libraries are the closest branches to the UWSP area (Sacramento Public Library 2022a). The South Natomas Library is located at 2901 Truxel Road, approximately 1.3 miles from the eastern edge of the UWSP area. It offers 17 internet workstations and a meeting room with a capacity of 57 patrons (Sacramento Public Library 2022b). The North Natomas Library is located at 4660 Via Ingoglia, approximately 1.8 miles from the northern edge of the plan area. This library offers 92 internet workstations, four early learning workstations, three study rooms, one quiet room, and a meeting room with a capacity of 140 patrons (Sacramento Public Library 2022c). The North Natomas Library is currently operated in coordination with the Los Rios Community College District and is shared between Inderkum High School and the Natomas Center satellite campus of American River College.

REGULATORY SETTING

FEDERAL

There are no federal policies or regulations applicable to the analysis of public services.

STATE

ESSENTIAL SERVICES BUILDING ACT

The Essential Services Building Act of 1986, found in Chapter 2, Section 16000 of the California Health and Safety Code, applies to fire stations, police stations and other public facilities that respond to emergencies. It is intended to ensure that essential services buildings are capable of providing essential services to the public after a disaster, are designed and constructed to minimize fire hazards, and are capable of resisting, insofar

as practical, the forces generated by earthquakes and winds. In addition, nonstructural components vital to the operation of essential services buildings must be able to resist, insofar as practical, the forces created by earthquakes, fire, and wind.

California Occupational Safety and Health Administration

In accordance with the California Code of Regulations, Title 8, Sections 1270 ("Fire Prevention") and 6773 ("Fire Protection and Fire Equipment"), California Occupational Safety and Health Administration has established minimum standards for fire suppression and Emergency Medical Services. The standards include, but are not limited to, guidelines on the handling of highly combustible materials, requirements for the sizing of fire hoses, restrictions on the use of compressed air, access roads, and the testing, maintenance, and use of all firefighting and emergency medical equipment.

California Health and Safety Code

State fire regulations are set forth in Sections 13000 et seq. of the California Health and Safety Code, which includes regulations for building standards (as set forth in the California Building Code), fire protection and notification systems, fire protection devices such as extinguishers, smoke alarms, high-rise building, childcare facility standards, and fire suppression training.

Uniform Fire Code

The Uniform Fire Code (UFC) provides regulations involving construction, maintenance, and the use of buildings, and is the primary fire code throughout the United States. This code is used in the development of the California Fire Code as well. Topics addressed in the UFC include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and the surrounding premises. The UFC contains specialized technical regulations related to fire and life safety. Sprinkler system standards and requirements for different types of buildings, including hospitals, are provided in the UFC.

California Fire Code

California Fire Code Section 5306 requires the storage of medical gas systems to occur within dedicated areas that involve no other uses or storage. Section 1103 provides fire safety requirements for existing buildings and Section 1103.7.3.1 additionally states that hospital facilities that do not have an automatic sprinkler system must provide automatic fire alarm system that responds to the products of combustion other than heat. All buildings are also now required to provide automatic sprinkler systems.

California School Facility Program

Proposition 1A/Senate Bill (SB) 50 (Chapter 407, Statues of 1998) is a school construction funding measure that was approved by voters on November 3, 1998. SB 50 created the School Facility Program enabling eligible school districts to obtain state bond funds. State funding requires matching local funds that generally come from

developer fees. The passage of SB 50 eliminated the ability of cities and counties to require full mitigation of school impacts and replaced it with the ability for school districts to assess fees directly to offset the costs associated with increasing school capacity as a result of new development. The old “Stirling” fees were incorporated into SB 50 and are referred to as Level 1 fees.

As of January 2020, the State Allocation Board authorized an adjustment in the Statutory School Fee amounts (Level 1 fees) for unified school districts pursuant to Government Code Section 65995(b)(3) to $4.08 per square foot for new residential development and $0.66 per square foot for commercial and industrial (non-residential) development (Lozano Smith 2020). Districts meeting certain criteria may collect Level 2 fees as an alternative to Level 1 fees. Level 2 fees are calculated under a formula in SB 50. Level 3 fees are approximately double Level 2 fees and are implemented only when the State Allocation Board is not apportioning state bond funds. The passage of Proposition 51 on November 8, 2016 authorized an additional $9 billion in general obligation bonds for the construction and modernization of schools across California. These fees and state funding together do not always fully fund new school facilities; however, SB 50 states that, for the purposes of CEQA, payment of developer fees are “deemed to be complete and full mitigation” of the impacts of new development.

California Education Code

The California Education Code authorizes the California Department of Education (“Department”) to develop site selection standards for school districts. These standards are found in the California Code of Regulations and require that districts select a site that conforms to certain net acreage requirements established in the Department's 2000 “School Site Analysis and Development” guidebook. The Guide includes the assumption that the land purchased for school sites would be in a ratio of approximately 2 to 1 between the developed grounds and the building area. For example, for a school that houses kindergarten through sixth grade and has an enrollment of 600 children, the recommended acreage is 9.2 acres.

The Department's 2000 Guide includes exceptions to its recommended site size that allow smaller school sites. Additionally, the Department has the policy that if the “availability of land is scarce and real estate prices are exorbitant” the site size may be reduced. It is the Department's policy that if a school site is less than the recommended acreage required, the district shall demonstrate how the students would be provided an adequate educational program including physical education as described in the district's adopted course of study. Through careful planning, a reduced Plan Area school site could follow the recent trend of school downsizing and meet the Department's criteria.

Quimby Act

California Government Code Section 66477, referred to as the Quimby Act, permits local jurisdictions to require the dedication of land and/or payment of in-lieu fees solely for park and recreation purposes. The required dedication and/or fee are based upon the residential density and housing type, land cost, and other factors. Land dedicated

and fees collected pursuant to the Quimby Act may be used for developing new, or rehabilitating existing, park or recreational facilities.

LOCAL

SACRAMENTO COUNTY 2030 GENERAL PLAN

The following policies from the Public Facilities Element of the Sacramento County 2030 General Plan are applicable to the proposed UWSP.

PF-28 Community and Specific Plans shall consider the needs of community colleges and address the feasibility and appropriateness of off-campus facilities, particularly in TODs [Transit Oriented Developments].

PF-29 Schools shall be planned as a focal point of neighborhood activity and interrelated with neighborhood retail uses, churches, neighborhood and community parks, greenways and off-street paths whenever possible.

PF-30 New elementary schools in the urban area should be planned whenever possible so that almost all residences will be within walking distance of the school (one mile or less) and all residences are within two miles of a school.

PF-31 Schools shall be planned adjacent to neighborhood parks whenever possible and designed to promote joint use of appropriate facilities. The interface between the school and park shall be planned with an open design and offer unobstructed views to promote safety.

PF-32 Elementary schools shall not be located along arterials and thoroughfares. Junior high and high schools should be located near roadways with adequate capacity and should provide adequate facilities for the transport of students.

PF-33 New community college campuses and high schools within the urban service boundary shall be located along arterial or thoroughfare streets, with high priority to location adjacent to transportation corridors identified on the Transportation Plan Map.

PF-34 All school site plans shall be designed to minimize traffic speed and maximize traffic flow around the school, allowing for several access points to and from the site.

PF-35 New schools should link with planned bikeways and pedestrian paths wherever possible.

PF-38 Land dedications or reservations for schools should meet state guidelines for school parcel size. Where more than one owner or development project is involved, there shall be appropriate assurances and conditions to assure that requisite acreage can and will be assembled to meet facility site requirements.

PF-39 Specific Plans shall show the location of future school sites based upon adopted school district master plans and criteria in the General Plan.

PF-40 New and remodeled library facilities shall meet adopted standards for square footage and parcel size; materials and equipment; and services programs and staffing commensurate with the population served.

PF-46 Incorporate planned libraries into community and specific plans for new development.

PF-51 Plan and develop law enforcement facilities in keeping with overall needs and the distribution of growth.

PF-54 Require new development to install fire hydrants and associated water supply systems which meet the fire flow requirements of the appropriate fire district.

PF-55 New development shall provide access arrangements pursuant to the requirements of the California Fire Code.

PF-57 New development, redevelopment or traffic signal replacement shall require the installation of emergency signal activation systems in all street improvements requiring signalization when requested by a fire district.

PF-60 Require that structures of four stories or more in height provide on-site equipment and facilities to the satisfaction of the appropriate fire district, consistent with industry norms and standards.

PF-122 To help assure that local recreation and park district Master Plan standards for levels of service may be achieved and maintained, the County may require new development to dedicate land, pay in-lieu fees, development impact fees, or otherwise contribute a fair share to the acquisition and development of parks and recreation facilities.

PF-123 At a minimum, new residential developments approved by the County shall provide sites for local parks for their prospective residents consistent with the Quimby Act and the land dedication standards for each local recreation and park district adopted by Sacramento County in Chapter 22.40 of the Sacramento County Code. These requirements may be satisfied by land dedication, payment of fees in lieu of dedication, or on-site improvements per the provisions of Chapter 22.40, which will be regularly updated to reflect changing demography. These include the baseline standard of three acres of land for parks per 1,000 residents or in cases where existing parklands within a park district exceed three acres per 1,000 population, that higher ratio shall be the standard for new developments up to a maximum of five acres of land for parks per 1,000 residents based on calculations specified in SCC [Sacramento County Code] Chapter 22.40.

PF-125 The County shall promote the provision of on-site recreational amenities and gathering places that are available to the public by large scale development projects and may consider providing incentives such as density bonuses or increases in building coverage for that purpose.

NATOMAS UNIFIED SCHOOL DISTRICT FACILITIES MASTER PLAN

The NUSD 2017 Facilities Master Plan (NUSD 2017) is used by the district to determine the needs and projects to be completed, both short and long-term, under possible future District general obligation bonds, state funding or developer-based fees, and provides a roadmap and vision of school sites 10–15 years into the future. The plan identifies the overall costs of immediate repairs and upgrades, expanding and transforming school sites, and adding new school sites throughout the district, as well as outlines the needs and amounts for future potential funding. The purpose of the 2017 Facilities Master Plan is to identify individual school site needs, update current projects, and identify needs of a growing and diverse community. School district enrollment projections, broken down by campus, are also provided in the plan to identify potential growth patterns in the district and provide adequate educational facilities and equipment.

LIBRARY FACILITY MASTER PLAN

The Library Facility Master Plan for the Sacramento Public Library Authority (2007-2025) sets forth general standards and criteria for the renovation and construction of all new libraries. Existing and future library needs are largely population driven (e.g., for every 30,000 residents in a community, at least one full-service library is required). Ideally, new libraries would have 0.4 to 0.6 square feet per capita with some basic minimum and maximum sizes. The Library Facility Master Plan also establishes preferred sizing and footprint and desirable components such as volumes and collection, meeting rooms, study areas, computer terminals, and so on. One of the most critical items for future library development is location, in which criteria such as land availability, cost, quality of the site, size, accessibility, and synergy with other public and private uses should be considered (Sacramento Public Library Authority 2007).

IMPACTS AND ANALYSIS

SIGNIFICANCE CRITERIA

For purposes of this EIR, and consistent with the criteria presented in Appendix G of the CEQA Guidelines, impacts related to public services may be considered significant if implementation of the proposed project would:

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

  - Police protection;
  - Schools;
  - Parks; or
  - Other public facilities.
- Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.
- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

Issues Not Discussed Further

All potential issues related to public services identified in the significance criteria above are evaluated below.

Methodology and Assumptions

Police Protection

The impact analysis for the provision of police protection services examines whether the proposed UWSP would require new or expanded police protection facilities to accommodate additional staffing or equipment, *the construction of which would result in physical environmental effects*. Increases in development have the potential to create the need for additional staff and/or police facilities. Maintaining adequate staffing levels ensures appropriate service levels and response times for police protection. This analysis uses the typical assumption of 1 police officer per every 1,000 residents in the UWSP area to determine the impact of the proposed UWSP. A need for increased staffing or equipment in and of itself is not grounds for a significant impact.

Fire Protection

The impact analysis for the provision of fire protection services determines whether the proposed UWSP would require new or expanded fire protection facilities, the construction of which would result in substantial adverse physical environmental effects. The proposed UWSP would result in an increase in the number of residents, employees, and non-residential uses in the UWSP area. Increases in population and commercial activity in the UWSP area could result in a need for additional SFD staff, and/or a need for additional fire protection equipment or facilities. This analysis utilizes the assumption that construction of a new fire station is necessary from the generation of 16,000 residents or more in the Plan Area to determine the impact of the proposed UWSP (Tunson 2022). A need for increased staffing or equipment in and of itself is not grounds for a significant impact.

Public Schools

Because future development that could generate increased enrollment is anticipated to occur solely within the boundaries of the NUSD, this analysis only addresses impacts to NUSD.

Student generation rates to calculate potential future student generation resulting from implementation of the proposed UWSP were taken from the NUSD School Facilities Needs Analysis (NUSD 2022). **Table PS-3** provides details regarding student generation in the Plan Area.

Table PS-3: Student Generation Rates for Single-Family Detached, Single-Family Attached, and Multi-family Units in the Plan Area

School Level	Single-Family Detached Student Generation Rates[1]	Single-Family Attached Student Generation Rates[a]	Multi-Family Student Generation Rates[a]
Elementary School	0.2090	0.0950	0.1400
Middle School	0.0933	0.0362	0.0600
High School	0.1159	0.0588	0.0900
Total	0.4182	0.1900	0.2900

NOTES:

1 Analysis for Natomas Unified School District dated February 2022.

SOURCE: NUSD 2022. pp. 10–12.

It should be noted that student enrollment levels may shift over time depending on the demographics of residential areas within the attendance zones of each school and may also be influenced by individual families' decisions to send student to magnet schools, private schools, or open-enrollments schools in other districts.

Parks and Recreation

This analysis considers whether an increase in use of public parks and recreation facilities resulting from the UWSP would cause the substantial physical deterioration of those facilities (e.g., damage to vegetation, accelerated wear on sports facilities and fields, or erosion along trails) or in the need for new or expanded facilities, the construction or operation of which would result in substantial adverse physical effects. This analysis further considers whether implementation of the proposed UWSP would diminish or otherwise adversely affect recreational opportunities and existing facilities within the UWSP area based on facility capacity.

Libraries

This analysis considers whether an increase in the use of library facilities resulting from the UWSP would cause the substantial physical deterioration of those facilities or in the

need for new or expanded facilities, the construction or operation of which would result in substantial adverse physical effects.

IMPACT PS-1: INCREASE DEMAND FOR POLICE PROTECTION SERVICES WITHIN SACRAMENTO COUNTY

As discussed previously, the Sacramento County Sheriff's Office would be responsible for police protection services throughout the UWSP area. The proposed UWSP would generate approximately 9,356 housing units and 25,460 residents. This increase in housing units and population would create an additional demand for police protection services within the UWSP area.

As described in the *Environmental Setting* above, the Sheriff's Office Community Services Building and Garfield station provide police protection services to North Division, in which the UWSP area is located. Staffing levels at present are sufficient to provide efficient response per capita with very little wait time (O'Brien, pers. comm. 2022).

The proposed UWSP has identified a new 2.0-acre sheriff's substation within land designated for Employment/Highway Commercial at the east end of Farm Road to provide a local presence for Sheriff's Department staff. Note that as allowed by the proposed UWSP,[1] administrative modifications to the land use plan are allowed to reconfigure or realign land uses, including public facilities such as the sheriff's substation. This proposed substation would support the population generated from the proposed UWSP. Based on the typical requirement of 1 police officer per every 1,000 residents, the UWSP could eventually require 26 new officers to serve the UWSP area.

The new sheriff's substation would be constructed as part of Phase 3 of the development plan. The North Division of the Sacramento County Sheriff's Office service area, of which the UWSP area is part, has two existing stations which would adequately serve the plan area in the interim before substation buildout.

As a new sheriff's substation is proposed as part of the proposed UWSP, its impacts are included as part of the analysis of physical impacts to the environment resulting from development of the UWSP area. As discussed in the relevant chapters of this EIR, compliance with mitigation measures and other construction-related regulatory requirements would reduce construction-related effects to the extent feasible. Therefore, the physical impacts of the proposed sheriff's substation have been accounted for in the analysis, and the impact with respect to police protection services is **less than significant**.

MITIGATION MEASURES

None required.

[1] See Section 3.5 and Section 8.8.4 of the proposed UWSP.

IMPACT PS-2: INCREASE DEMAND FOR FIRE PROTECTION SERVICES WITHIN THE COUNTY OF SACRAMENTO

As discussed previously, the SFD would be responsible for fire protection services throughout the UWSP area. The proposed UWSP would generate approximately 9,356 housing units and 25,460 residents. This increase in housing units and population would create an additional demand for fire protection within the UWSP area.

As mentioned above, the closest fire station to the UWSP area is Fire Station 43, located approximately 2.0 miles north of the intersection of El Centro Road and West El Camino Boulevard. Though the existing station is located centrally to provide adequate response times to future UWSP area residents, additional fire protection is needed based on the SFD's standard of one station for every 16,000 new residents (Tunson 2022). Therefore, the increase in population associated with the proposed UWSP would require the construction of one new fire station. As part of the proposed UWSP, a site for a new fire station is reserved at the southeast corner of Bryte Bend Road and Street 2, approximately 2.7 miles from Station 43. Note that as allowed by the proposed UWSP,[2] administrative modifications to the land use plan are allowed to reconfigure or realign land uses, including public facilities such as the sheriff's substation. The fire station would be constructed as part of Phase 1 of the development plan and would therefore have no impact on capacity of existing stations within the SFD service area. The site would be well-located to provide effective response times to future UWSP area residents.

As a new fire protection facility is proposed as part of the proposed UWSP, its impacts are included as part of the analysis of physical impacts to the environment resulting from development of the UWSP area. As discussed in the relevant chapters of this EIR, compliance with mitigation measures and other construction-related regulatory requirements would reduce construction-related effects to the extent feasible. Therefore, the physical impacts of the proposed fire station have been accounted for in the analysis, and the impact with respect to fire protection services is **less than significant**.

MITIGATION MEASURES

None required.

IMPACT PS-3: RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH THE PROVISION OF SCHOOLS

As discussed previously, the NUSD would be responsible for education services throughout the UWSP area. Based on a potential introduction of 9,356 total dwelling units, the proposed plan could generate 2,799 students: 1,374 elementary school students, 588 middle school students, and 837 high school students (**Table PS-4**).

[2] See Section 3.5 and Section 8.8.4 of the proposed UWSP.

Table PS-4: Student Generation Associated with the Proposed UWSP

School Level	Student Generation Rate1	Number of Dwelling Units2	Students Generated
SINGLE-FAMILY DETACHED			
Elementary School	0.209	2,317	484
Middle School	0.0933	2,317	216
High School	0.1159	2,317	269
SINGLE-FAMILY ATTACHED			
Elementary School	0.095	2,122	202
Middle School	0.0362	2,122	77
High School	0.0588	2,122	125
MULTI-FAMILY			
Elementary School	0.14	4,917	688
Middle School	0.06	4,917	295
High School	0.09	4,917	443
TOTALS			
Elementary School	–	–	1,374
Middle School	–	–	588
High School	–	–	837
Total	**–**	**–**	**2,799**

NOTE:

1 Student Generation Rates were obtained from the Natomas Unified School District School Facilities Needs Analysis, February 2022.

2 Single-Family Detached assumed to include all units under the VLDR and LDR land use designations; Single-Family Attached assumed to include all units under the LMDR and MDR land use designations as well as those units set aside for the Missing Middle Reserve; and Multi-Family assumed to include all units under the HDR, VHDR, and CMU land uses designations.

SOURCE: Cooperative Strategies. 2022. Pages 10–12.

As shown in Table PS-1, during the 2021/2022 school year, Natomas Unified School District had a total excess capacity of 2,235 students consisting of 1,697 elementary school students and 819 middle school students, while the high school level is over enrolled by 281 high school students. Therefore, with the addition of 1,374 elementary school students and 588 middle school students generated by the proposed UWSP, there would be a remaining capacity of 323 elementary spots and 231 middle school spots. However, with respect to the high school capacity, the proposed UWSP would

generate 837 high school students, resulting in an over enrollment of 1,118 high school spots in the District.

The proposed UWSP would include sites for three K-8 Schools (K-8), a High School, and a Community College within the Development Area. All three K-8 school sites would be strategically distributed throughout the Development Area with one K-8 school site located in the Young Scholar's District so that over 90 percent of the proposed residential units would be within three-quarters of a mile of a K-8 School site. Each K-8 School site would be a minimum of 16 acres in size and be located adjacent to a park site to allow shared use of facilities. K-8 School Site No. 1 is oversized at 17.1 acres to account for the potential additional student demand. The High School site is ±90 acres in size, which is larger than the 50 acres typically required for a high school and is also located in the Young Scholar's District. Finally, the Community College site is +11 acres in size and is envisioned as a vocational training campus.

As the existing elementary and middle schools in the NUSD have capacity for the elementary and middle school students generated by the proposed UWSP, there will not be an increased demand for public elementary and middle school services within the NUSD. In addition, the three proposed K-8 School sites within the Development Area would ensure that there is more than adequate capacity for students generated by the plan. As there is a high school shortage capacity of 281 students in the NUSD, there is not enough existing capacity for the approximately 841 high school students to be generated from the proposed UWSP. However, there is a high school site proposed to be included in the proposed UWSP which would be approximately 30 acres larger than typically required for a high school. As typical high schools in the NUSD enroll over 1,500 students per year, the proposed high school would have adequate capacity for the existing shortage (281 students) and project demand (837 students).

As new school facilities are proposed as part of the proposed UWSP, their impacts are included as part of the analysis of physical impacts to the environment resulting from development of the UWSP area. As discussed in the relevant chapters of this EIR, compliance with mitigation measures and other construction-related regulatory requirements would reduce construction-related effects to the extent feasible. Therefore, the physical impacts of the proposed school facilities have been accounted for in the analysis. Furthermore, with respect to K-12 schools, pursuant to SB 50, the project would be required to pay school impact fees, which is considered full mitigation for any impacts to school services that would result from the proposed plan. Therefore, the impact with respect to schools is **less than significant**.

Mitigation Measures

None required.

Impact PS-4: Cause Existing Parks to Physically Deteriorate, Requiring Additional Parks to be Constructed

The proposed UWSP would facilitate development of up to 9,356 housing units and yield 25,460 residents. This increase in resident population as well as employees would

create an additional demand for parks and recreation facilities within and outside of the UWSP area. As described in the Sacramento County 2030 General Plan, Policy PF-123 requires 5.0 acres of parkland per 1,000 residents. As a result, approximately 127.9 acres of parkland is required to serve the needs of the proposed UWSP (**Table PS-5**).

Table PS-5: Parkland Associated with the Proposed Plan

Parkland Generation Factor[1]	Residents Proposed	Parkland Required	Parkland Provided
5.0 acres per 1,000 residents	25,460	127.4 acres	146.6 acres

NOTE:

1 Parkland Generation Factor provided by Sacramento County General Plan Policy PF-123, as specified in the Upper Westside Specific Plan p. 6-2.

As there are no parks currently located directly within the UWSP area, the 160 acres of nearby parks previously described could be adversely affected by the increase of residents generated by the proposed UWSP. The areas surrounding the UWSP area, in which the existing parks are located, are developed, and contain existing residents that utilize these facilities. Therefore, there is a need for new parks to serve the UWSP area and to alleviate pressure which would occur to nearby parks from increased residential uses in this area.

To accommodate the increase in residents resulting from the proposed UWSP, the plan includes a parks program, which outlines the proposed parks and recreational facilities to be implemented in the UWSP area. The proposed UWSP parks program proposes a diverse mix of recreational amenities and public gathering spaces which are sized and distributed to serve the anticipated needs of the residents within the UWSP.

A total of 146.6 acres of parks and amenities would be provided in the UWSP area, which accounts for 11 percent of the Development Area. Parks and amenities would include 76.5 of active parks and the 2.6-acre Town Center median park as well as the 15-acre Westside Canal, 34.1 acres of greenbelt space, a 10-acre urban farm, a 12.1-acre West Edge Buffer, and a 14.7-acre Basin Edge Parkways trail. These facilities would be sufficient to accommodate the 25,460 proposed residents.

As new park facilities are proposed as part of the proposed UWSP, their impacts are included as part of the analysis of physical impacts to the environment resulting from development of the UWSP area. As discussed in the relevant chapters of this EIR, compliance with mitigation measures and other construction-related regulatory requirements would reduce construction-related effects to the extent feasible. Therefore, the physical impacts of the proposed parks facilities have been accounted for in the analysis, and the impact with respect to parks is **less than significant**.

Mitigation Measure

None required.

Impact PS-5: Result in Substantial Adverse Physical Impacts Associated with the Provision of Parks and Recreation Services

Buildout of the UWSP area would result in a demand for a total of 127.9 acres of parkland. A total of 170 acres of parks and amenities would be constructed as part of the proposed UWSP parks program, accounting for 11 percent of the Development Area. The physical impacts of the construction and operation of these proposed parks are analyzed in the appropriate technical sections of this EIR.

The proposed UWSP Parks Program would meet the requirements for parkland under the Sacramento County 2030 General Plan. Therefore, no additional means would need to be utilized to meet any demands in the UWSP area for parks and recreation services. Objectives for parks and recreation in the UWSP area would be met under the proposed plan, and the impact would be **less than significant**.

Mitigation Measure

None required.

Impact PS-6: Result in Substantial Adverse Physical Impacts Associated with the Provision of Libraries

As discussed previously, the Sacramento Public Library System would be responsible for providing library services within the UWSP area. The proposed UWSP would generate approximately 9,356 housing units and 25,460 residents. This increase in housing units and population would create an additional demand for library services.

In the 2020-2021 fiscal year, the Sacramento Public Library System served a total population of 1,478,711 and received 369,551 annual visits (Sacramento Public Library 2021). The proposed UWSP would introduce an estimated 25,460 residents. The new residents introduced by the proposed UWSP would only represent about 6.9 percent of the Sacramento Public Library System's total annual visitors.

As described in the *Environmental Setting* above, the nearest existing library facilities to the Plan Area are the North Natomas and South Natomas libraries. As discussed above, the library system aims to provide 0.4 to 0.6 square feet of library space per capita. As both the North Natomas and South Natomas libraries at present only provide 0.3 square feet of library space per capita,[3] these facilities are not currently meeting the

[3] North Natomas Library: 22,648 square feet of library space / service population of 66,655 = 0.34 square feet of library space per capita; South Natomas Library: 13,615 square feet of library space / service population of 43,178 = 0.32 square feet of library space per capita (Clark 2022).

minimum standard, and the addition of new residents by the proposed UWSP would further exacerbate this deficiency.

To meet future demand for library services a new library to be shared with the Los Rios Community College District or NUSD is proposed within the Development Area. The new facility would likely be located within the educational node proposed in the northern portion of the UWSP area, either on the site of the proposed vocational training center owned by the Los Rios Community College District or on the parcel for the proposed high school owned by the NUSD. With the provision of the proposed library, it is anticipated this new facility would meet the library needs of future residents within the UWSP area.

As a new library facility is proposed as part of the proposed UWSP, its impacts are included as part of the analysis of physical impacts to the environment resulting from development of the UWSP area. As discussed in the relevant chapters of this EIR, compliance with mitigation measures and other construction-related regulatory requirements would reduce construction-related effects to the extent feasible. Therefore, the physical impacts of the proposed library facility have been accounted for in the analysis, and the impact with respect to libraries is **less than significant**.

Mitigation Measures

None required.

18 TRANSPORTATION

INTRODUCTION

This chapter addresses potential impacts of the proposed UWSP on transportation. CEQA issues evaluated include the following: consistency with plans, ordinances, and policies governing the circulation system; vehicle miles traveled (VMT); hazards from geometric design features; and emergency access. The chapter first describes the existing environmental setting for transportation facilities and the applicable regulatory framework, then describes the methodology and assumptions used to conduct the analysis and evaluates the potential transportation impacts of project construction and operation. Feasible mitigation measures are identified to avoid or reduce potentially significant impacts.

The Notice of Preparation (NOP) for the EIR was circulated on October 5, 2020. The County received several comments related to transportation from state and local public agencies as well as the general public. Comments focused on addressing commute-period congestion on roadways serving the proposed UWSP (i.e., El Centro Road, West El Camino Avenue), as well as local roadways providing access to local residents (i.e., San Juan Road, Garden Highway); consistency of the proposed UWSP with the County's Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), with a specific focus on exploring ways to make the area outside the proposed mixed-use town center more attractive to non-auto modes (i.e., higher intersection density, traffic calming, or other design elements), and extending existing or creating new local and regional transit connections to and within the proposed UWSP. Furthermore, other comments requested relocating the proposed public school site in the UWSP to a location closer to West El Camino Avenue that would be better served by future transit service envisioned by Sacramento Regional Transit (SacRT); recognizing that any proposed roadway widening within Sacramento city limits meant to mitigate project impacts may be inconsistent with the City's climate change goals and that any assumed implementation responsibility or funding agreements may be problematic; and voicing concern about development within the proposed UWSP attracting growth that would have otherwise occurred in urban areas of the city of Sacramento, and the effect of this redistribution of grown on VMT for the city and the region.

In addition, prior to the release of the NOP, the California Department of Transportation (Caltrans) provided advanced feedback to the Sacramento County Department of Transportation (SacDOT) on the scope of work for the transportation analysis being prepared for the proposed UWSP. After circulation of the NOP, inter-agency coordination between SacDOT and Caltrans continued in 2021. On August 6, 2021, Caltrans issued a comment letter based on their staff review of an administrative draft of the Transportation Impact Analysis (TIA) and Local Transportation Analysis (LTA) (see

Appendix TR-1 and TR-2, respectively). The following key points related to safety were raised or requested in that letter:

1. Potential safety issues related to the I-80/W. El Camino Avenue interchange from the Sacramento 49er Travel Plaza Truck Stop driveway(s) should be analyzed.
2. Caltrans will provide an analysis of the current collision patterns on the State Highway System relative to the project for the use in the County's Safety Analysis in the TIA/DEIR. Two to three years prior to the start of construction for Phase 1 of the project, Caltrans will provide an updated collisions patterns analysis to the County to ensure the current operational and safety conditions are represented.
3. Safety analysis should be conducted to demonstrate that safety impacts are being feasibly mitigated by discussing implementation of the "Four Pillars of Traffic Safety."
4. Cumulative safety impacts should be evaluated on the segment of West El Camino Avenue between the I-80 and I-5 interchanges so that the full safety impact can be examined, and improvements can be proposed when local/state projects are proposed in the area.

Each of the above items is addressed directly in this Draft EIR. The August 6, 2021 comment letter also included reference to specific impacts and mitigation measures and responsibilities, which are included in the impact analysis.

The information and analysis in this chapter was adapted from a CEQA TIA prepared by Fehr & Peers in March 2022 and provided in Appendix TR-1 of this EIR. The analysis provided in the TIA was conducted consistent with the County's *Transportation Analysis Guidelines* (TAG) (County of Sacramento 2020). In part, the TAG establishes the guidelines and methodology for assessing transportation impacts for development projects based on the updated CEQA guidelines from the State of California that require transportation impacts be evaluated based on VMT rather than level of service (LOS) or any other measure of a project's effect on automobile delay.

A separate document, the LTA prepared by Fehr & Peers in March 2022, analyzes non-CEQA transportation issues and is provided in Appendix TR-2 for informational purposes only. Consistent with guidance in the TAG for non-CEQA transportation analysis requirements, the LTA evaluates the proposed UWSP's effects on traffic operations at potentially affected roadways and intersections.

Environmental Setting

The location of the UWSP area in the context of the Sacramento region is shown in Plate PD-1. Specifically, the UWSP area is located in unincorporated Sacramento County adjacent to the existing city of Sacramento communities of North and South Natomas (see Plate PD-2). The UWSP area is bounded by Fisherman's Lake Slough to

the north, the West Drainage Canal (Witter Canal) to the east, Interstate 80 to the south, and Garden Highway to the west (see Plate PD-3).

Regional Access

The following freeway facilities provide regional vehicular access to the UWSP area:

Interstate I-80 (I-80) is a Caltrans facility. It is a major east-west freeway that connects Sacramento westerly to the Bay Area and easterly to Nevada and beyond. It is a six-lane freeway at the Yolo/Sacramento County Line, widening to add a carpool lane in each direction approaching the West El Camino Avenue interchange. Between this interchange and I-5 (one mile further east), it consists of three general purpose lanes, one carpool lane, and one auxiliary/weaving lane in each direction. The posted speed limit is 65 miles per hour (mph).

Interstate 5 (I-5) is a Caltrans facility. It is California's major north-south freeway that connects California to the Pacific Northwest. It also serves interstate and interregional travel for commerce, commute, and recreational purposes. Between Del Paso Road and Arena Boulevard, it consists of three general purpose lanes and one auxiliary/ weaving lane in each direction. Between Arena Boulevard and I-80, it consists of four general purpose lanes and one auxiliary/weaving lane in each direction. The posted speed limit is 65 mph.

Local Access

The following roadways provide local vehicular access to the UWSP area:

West El Camino Avenue is a four-lane east-west, median-divided arterial for its 1.25-mile distance between I-80 and I-5. This segment, which is within the City of Sacramento limits, has a posted speed limit of 40 mph. West of I-80, West El Camino Avenue is within unincorporated Sacramento County and extends for a short distance, terminating at El Centro Road and serving various retail, hotel and industrial uses (including the Sacramento 49er Travel Plaza Truck Stop).

El Centro Road is a north-south arterial that begins a short distance south of West El Camino Avenue, extending about 3.5 miles to where it connects with Bayou Way near the I-5/SR 99 interchange. Between West El Camino Avenue and Arena Boulevard, it is situated primarily within unincorporated Sacramento County and is a two-lane moderate access arterial with a 50-mph posted speed limit. North of Arena Boulevard, it widens to a four-lane arterial within the City of Sacramento limits.

Arena Boulevard is an east-west four- to eight-lane arterial within the City of Sacramento limits. It begins at El Centro Road and extends easterly to its interchange with I-5 and along the southern boundary of the SleepTrain Arena property. West of I-5, it has four lanes and a posted speed limit of 40 mph.

Del Paso Road is an east-west street that parallels Arena Boulevard approximately one mile to the north. Between El Centro Road and its interchange with I-5, it is a four-lane arterial within the City of Sacramento limits. It continues east of I-5 as a four to six lane arterial. About 0.85 miles west of El Centro Road, it becomes a rural road within unincorporated Sacramento County, terminating one mile to the west at Powerline Road.

San Juan Road begins at Garden Highway in unincorporated Sacramento County as a two-lane rural road with a posted speed limit of 55 mph. East of El Centro Road, it becomes a two-lane arterial within the City of Sacramento. Continuing easterly, it features an undercrossing of I-5, followed by an overcrossing of I-80.

Garden Highway is a two-lane rural road that parallels the Sacramento River within unincorporated Sacramento County west and south of the UWSP area. This segment has a posted speed limit of 45 mph. East of its undercrossing of I-80, the speed limit is reduced to 40 mph west of Orchard Lane where the roadway is within the City of Sacramento limits. It continues easterly with an interchange at I-5.

Transit Facilities and Routes

Plate TR-1 displays the existing transit facilities and routes in the study area. Fixed-route bus service is provided within the study area by SacRT as well as the Natomas Jibe Express. As shown, no routes currently operate within the UWSP area. However, bus routes do operate on a number of study roadways including portions of El Centro Road, Del Paso Road, Arena Boulevard, San Juan Road, West El Camino Avenue, and Garden Highway.

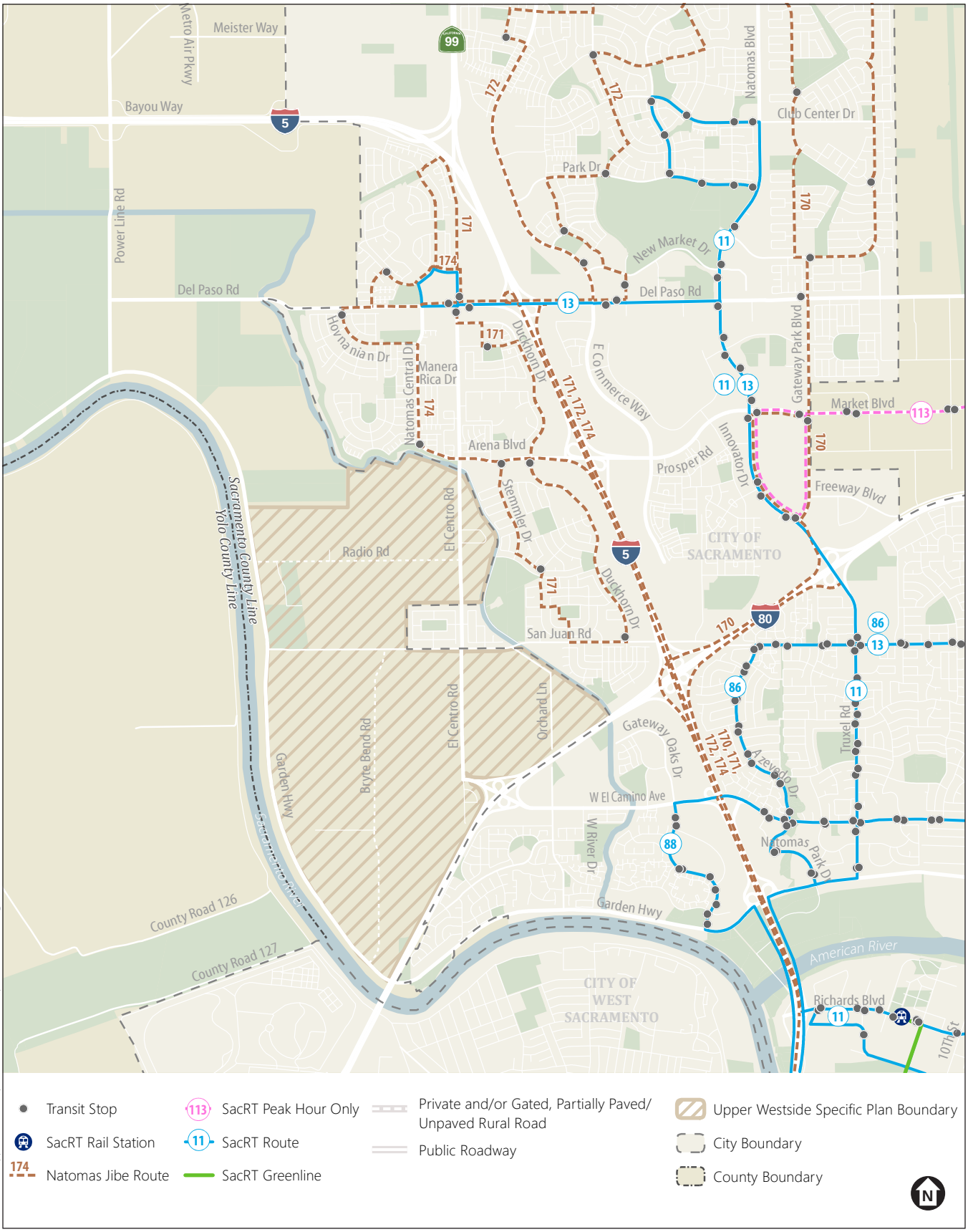
Bicycle and Pedestrian Facilities

Plate TR-2 displays the existing bicycle and pedestrian facilities in the study area. As shown, various facility types such as Class I multi-use bike/pedestrian paths, Class II on-street bicycle lanes, sidewalks, and crosswalks exist. Bicycle and pedestrian facilities are present at all three of the primary freeway interchanges that would serve the project (i.e., I-80/West El Camino Avenue, I-5/Del Paso Road, and I-5/Arena Boulevard).

Regulatory Setting

Federal

There are no federal laws or regulations that are relevant to potential transportation impacts of the proposed UWSP.



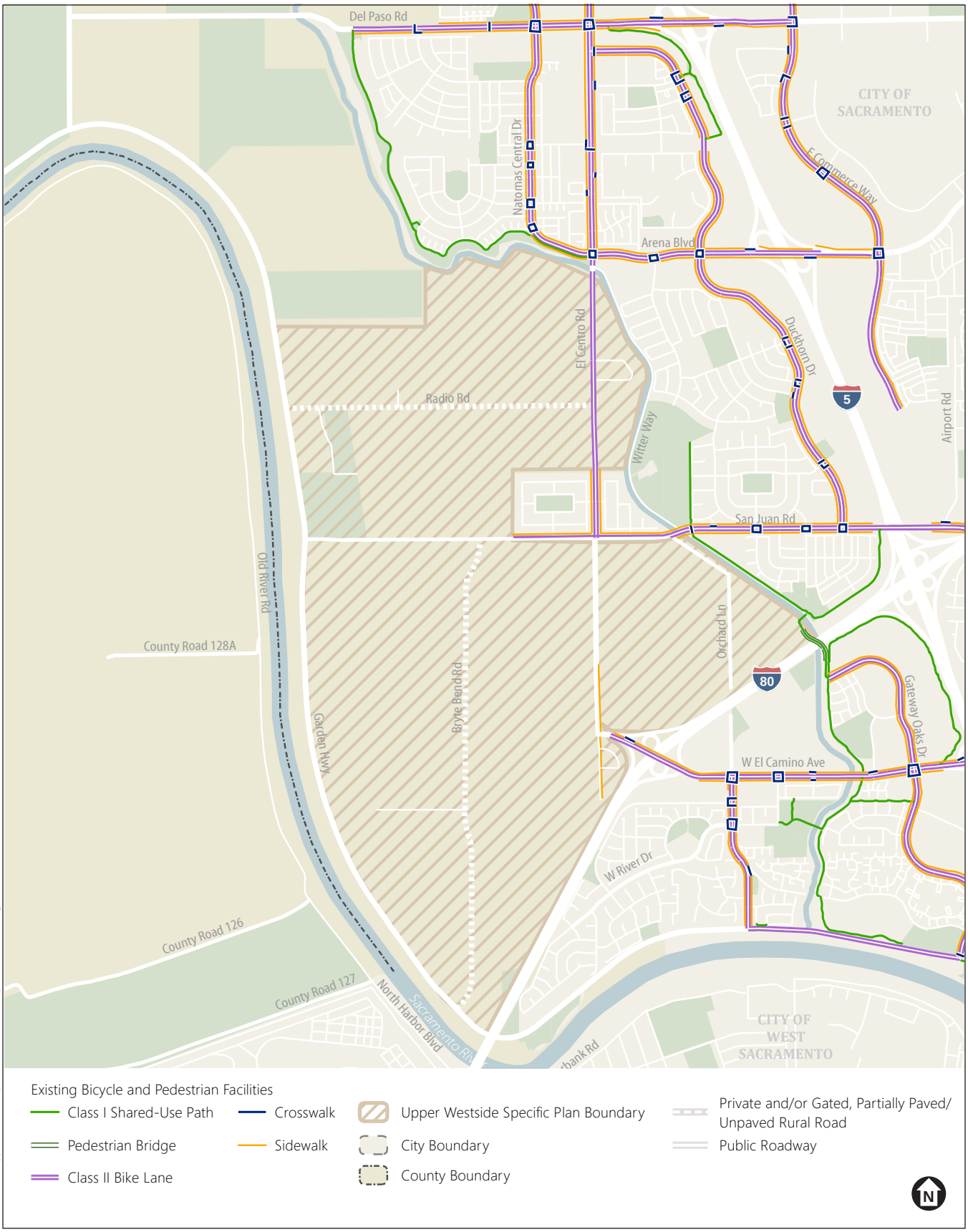
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SOURCE: Fehr & Peers, 2022

Upper Westside Specific Plan EIR

Plate TR-1
Existing Transit Facilities

ESA



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SOURCE: Fehr & Peers, 2022

Upper Westside Specific Plan EIR

Plate TR-2
Existing Bicycle and Pedestrian Facilities

ESA

STATE

SENATE BILL 743

SB 743, passed in 2013, required the California Governor's Office of Planning and Research to develop new CEQA guidelines that address traffic metrics under CEQA. As stated in the legislation, upon adoption of the new guidelines, "automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the guidelines, if any." In December 2018, the Office of Planning and Research published *Technical Advisory on Evaluating Transportation Impacts in CEQA* ("Technical Advisory") (OPR 2018), which provided guidance for implementing SB 743. On December 28, 2018, the Resources Agency adopted CEQA Guidelines Section 15064.3. Under this guideline, VMT is the primary metric used to identify transportation impacts. On July 1, 2020, the provisions of Section 15064.3 became effective statewide.

CALTRANS SAFETY REVIEW

In December 2020, Caltrans published the *Interim Local Land Development and Intergovernmental Review Safety Review Practitioners Guidance* (Caltrans 2020). This document provides guidance for conducting safety reviews of land use projects and plans that may affect the State Highway System. Although it stops short of including specific thresholds of significance or providing specific recommendations for how safety evaluations should be included in CEQA documents, it does clearly indicate the State's expectation that, when appropriate, CEQA studies of land use projects should include safety investigations of the State Highway System.

CALTRANS 2020-2024 STRATEGIC PLAN

Caltrans's 2020-2024 Strategic Plan (Caltrans 2021a) lists "Safety First" as its top goal through 2024. The 2020 Caltrans Annual Accomplishments Report describes the Four Pillars of Traffic Safety, which will help guide the department toward the ultimate goal of zero deaths or severe injuries on California roads by 2050. The Four Pillars of Traffic Safety are:

1. Double Down on What Works
2. Accelerate Advanced Technology
3. Lead Safety Culture Change
4. Integrate Equity

DOUBLE DOWN ON WHAT WORKS

This pillar focuses on implementing applicable countermeasures from Federal Highway Administration's Proven Safety Countermeasures program (FHWA 2022). This program contains 20 types of countermeasures including several crosscutting strategies that address multiple safety focus areas.

ACCELERATE ADVANCED TECHNOLOGY

This pillar refers to increased and proactive usage of advanced technologies known to improve safety. Examples at traffic signals include vehicle queue spillback detection, coupled with a fixed Changeable Message Sign upstream to alert drivers of either slowed or stopped traffic ahead. Other examples include extinguishable/blank-out signs placed on traffic signal poles to advise travelers of regulatory or advisory conditions (e.g., no right-turn on red, look left for vehicles, etc.). Additionally, adaptive traffic signal systems are now being implemented in a number of corridors in urban areas. These systems can update their traffic signal timings in real-time, in response to changes in traffic flows, to better serve travelers.

LEAD SAFETY CULTURE CHANGE

The Safe System approach represents a paradigm shift in roadway safety philosophy. Whereas previously the focus of roadway safety was on preventing collisions, now it is on preventing fatal and severe collisions. Before, the emphasis was on improving human behavior to reduce collision frequency, but now it is recognized that humans make mistakes and are vulnerable, and that roadway design must consider these factors. The Safe System approach refocuses transportation system design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives. In the Safe System approach, the principles related to prevention of collision-related deaths and serious injuries are:

- Reduce System Kinetic Energy/Control Speeding
- Coordinate and Share Responsibility
- Proactively Address Risks

INTEGRATE EQUITY

The 2020-2024 Strategic Highway Safety Plan (Caltrans 2021b) lists “Integrate Equity” as one of its four guiding principles and a way to address institutional and systemic biases. This principle supports a better understanding of the effects of socioeconomic and demographic influences on fatal and serious injury crashes. Understanding these effects includes use of data related to race, income, population density, and other demographic, socioeconomic, and location-based information. Equity in safety may also relate to disparate treatment of different modes of travel.

LOCAL

METROPOLITAN TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY

The Sacramento Area Council of Governments (SACOG) is responsible for the preparation of, and updates to, the MTP/SCS and the corresponding Metropolitan Transportation Improvement Program for the six-county Sacramento region. The MTP/SCS provides a 20-year transportation vision and corresponding list of projects. The Metropolitan Transportation Improvement Program identifies short-term projects (7year horizon) in more detail. The current (2020) MTP/SCS was adopted by the SACOG board in 2019 and has a horizon year of 2040 (SACOG 2019). The UWSP area

is not identified for development in the regional growth forecast of the 2020 MTP/SCS, which is consistent with the 2040 buildout assumed in this analysis.

Sacramento County Transportation Analysis Guidelines

The TAG was adopted by the County in September 2020 and provides considerable guidance regarding the County's preferred methods for analyzing the VMT of land use and transportation projects. The TAG incorporates various elements of the Office of Planning and Research's Technical Advisory, but refinements and clarifications have been added to reflect local conditions. Technical guidance from the TAG is referenced throughout this section.

Sacramento County 2030 General Plan

The following policies from the Circulation and Land Use elements of the Sacramento County 2030 General Plan (County of Sacramento 2011) are applicable to the proposed UWSP.

CIRCULATION

CI-7 Plan and construct transportation facilities as delineated on the Transportation Plan of the Sacramento County General Plan.

CI-8 Maintain and rehabilitate the roadway system to maximize safety, mobility, and cost efficiency.

CI-9 Plan and design the roadway system in a manner that meets Level of Service (LOS) D on rural roadways and LOS E on urban roadways, unless it is infeasible to implement project alternatives or improvements that would achieve LOS D on rural roadways or LOS E on urban roadways.

CI-10 Land development projects shall be responsible to mitigate the project's adverse impacts to local and regional roadways.

CI-11 To preserve public mobility, freeways and thoroughfares should have limited access and maintain functional characteristics that predominantly accommodate through traffic.

CI-12 To preserve public safety and local quality of life on collector and local roadways, land development projects shall incorporate appropriate treatments of the Neighborhood Traffic Management Program.

CI-13 Collaborate with regional transportation planning agencies and neighboring jurisdictions to provide cross jurisdictional mobility.

CI-19 Collaborate with transit service providers to provide transit services within the County that are responsive to existing and future transit demand.

CI-32 Develop a comprehensive, safe, convenient and accessible bicycle and pedestrian system that serves and connects the County's employment,

commercial, recreational, educational, social services, housing and other transportation modes.

CI-35 The applicant/developer of land development projects shall be responsible to install bicycle and pedestrian facilities in accordance with Sacramento County Improvement Standards and may be responsible to participate in the fair share funding of regional multi-use trails identified in the Sacramento County Bicycle Master Plan.

CI-39 Plan and implement intelligent transportation system (ITS) strategies within the County's high-demand travel corridors and support efforts to deploy ITS strategies on a regional level.

CI-40 Whenever possible, the applicant/developer of new and infill development projects shall be conditioned to fund, implement, operate and/or participate in transportation systems management programs to manage travel demand associated with the project.

CI-43 The County shall promote transit-supportive programs in new development, including employer-based trip-reduction programs (employer incentives to use transit or nonmotorized modes), "guaranteed ride home" for commute trips, and car-share or bikeshare programs.

LAND USE

LU-120 The County shall only consider approval of a proposed UPA [Urban Policy Area] expansion and/or Master Plan outside of the existing UPA if the Board finds that the proposed project is planned and will be built in a manner that:

- meets all of the requirements per PC-1 through PC-10; and
- meets ONE of two alternative performance metrics:
  - Alternative #1 - Criteria-Based
  - Alternative #2 - VMT/Greenhouse Gas Emissions Reduction Metric

Only those transportation-related Performance Criteria (PC) that are relevant to the proposed UWSP are described below (the list is extensive and primarily relates to land use).

PC-1 Vision for connection to other adjacent existing and potential future development areas. Required: Include a vision of how the development will connect to other adjacent existing and potential future development areas.

PC-5 Pedestrian- and transit-oriented design. Required: Pedestrian- and transit-oriented design, including:

- Sidewalks and bike routes along interconnected streets with short block lengths and a high intersection density,

- Prominent pedestrian and bicycle network,
- Few if any cul-de-sacs, and
- Pedestrian and bike connections at the ends of all cul-de-sacs unless infeasible due to topography or similar impediments inherent in the project site.

Alternative #1 – Criteria-Based

To satisfy this alternative, the Board must find that the proposed project is planned and will be built in a manner that:

- meets all of the requirements per the criteria below, and;
- qualifies for a minimum of 18 points (out of a possible 24) per the criteria below

Most criteria-based policies are land-use related and thus not listed here. However, the one criterion related to transportation is CB-4, which is described below:

CB-4 Requires at least 65 percent of all residential units to be located within ½ mile of existing or planned transit service, which consists of light rail, streetcars, buses, vanpools, and/or shuttles that connects with regional public transit service.

As indicated on page 146 of the Land Use Element, points are assigned for the proportion of the dwelling units situated within one-half mile of existing or planned transit service. Points are also assigned depending on whether transit service headways are 60, 30, or 15 minutes during weekday peak periods.

Alternative #2 – Vehicle Miles Traveled/Greenhouse Gas Emission Metrics

To satisfy this alternative, the Board must find that the proposed project is planned and will be built in a manner that results in:

- ≤ 14 VMT per resident per day (or the equivalent VMT per household per day); OR
- ≤ Equivalent GHG [greenhouse gas] per capita per day from cars, light trucks, and medium trucks (less than 8,500 Gross Vehicle Weight).

Sacramento County Active Transportation Plan

The Sacramento County Active Transportation Plan (SCATP) (County of Sacramento, 2022) is a tool for guiding County staff, public officials, residents, and developers to build a balanced transportation system that supports and encourages active modes of travel. Active transportation includes walking, biking, and rolling (mobility devices, skateboards, scooters, etc.). The primary purpose of the Plan is to promote and encourage people to choose walking, biking, and rolling through the creation of safe,

comfortable, connected, and accessible walking, rolling and biking networks, encourage alternatives to single-occupancy vehicle trips and improve access to transit.

The SCATP was developed via a robust community engagement process, with input provided by hundreds of residents and thousands of online interactions from various stakeholders. The engagement process led to recommendations of 194 pedestrian improvement locations, 192 miles of sidewalk gap closures, 1,218 miles of bicycle facilities, and a collection of policy and programmatic recommendations. The County prioritized infrastructure projects for implementation based on the following factors: Safety and Comfort, Connectivity and Access, Equity, and Project Complexity. The SCATP ranked all recommendations, then determined a priority network which includes 55 pedestrian spot improvement locations, 32 miles of sidewalk gap closures, and 185 miles of bicycle recommendations. Priority network projects directly respond to the safety, connectivity, comfort, and equity concerns raised through the needs analysis and community engagement process. Many prioritized projects fall on either the pedestrian or bicycle-high injury network, directly responding to safety needs, or close a vital gap/remove a barrier to walking, biking, and rolling in unincorporated Sacramento County.

The SCATP describes the following types of bicycle facilities:

- **Class I Shared-Use Path (trails)**: Dedicated paths for walking and bicycling completely separate from the roadway.
- **Class II Bicycle Lane:** Striped lanes for people bicycling.
- **Class IIB Buffered Bicycle Lane**: Bicycle lanes that include a striped “buffer” area either between the bicycle lane and the travel lane or between the bicycle lane and parked cars (sometimes in both locations).
- **Class IIIB Bicycle Boulevard**: Routes on low-speed, low-volume streets where roadway space is shared with people driving, enhanced with traffic calming features or other treatments to prioritize the comfort of people biking.
- **Class IV Separated Bikeway:** On-street bicycle facilities with a physical barrier between the bicycle lane and motor vehicle lane(s). Barriers can include bollards, curbs, elevation, or parking. These facilities may be bidirectional or unidirectional.

Pedestrian facilities described in the SCATP range from sidewalks and crosswalks, typically found along roadways, to more innovative pedestrian crossing features such as pedestrian hybrid beacons, Rectangular Rapid Flashing Beacons, median islands, and other features.

As shown above in Plate TR-2, there are various existing bikeway facilities such as Class I shared-use bike/pedestrian paths and Class II on-street bicycle lanes located in the study area. Bicycle facilities are present at all three of the primary freeway interchanges that would serve the UWSP area (i.e., I-80/West El Camino Avenue, I-5/ Del Paso Road, and I-5/Arena Boulevard). Class II bike lanes are planned along

portions of El Centro Road, San Juan Road, and Radio Road, both within and adjacent to the UWSP area.

Chapter 4 of the SCATP includes maps of recommended bicycle and pedestrian network improvements.

Impacts And Analysis

Significance Criteria

For purposes of this EIR and consistent with the criteria presented in Appendix G of the CEQA Guidelines, impacts related to transportation may be considered significant if implementation of the proposed UWSP would:

- Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities;
- Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b);
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or
- Result in inadequate emergency access.

Issues Not Discussed in Impacts

All potential issues related to transportation identified in the significance criteria above are evaluated below.

Methodology and Assumptions

The methodology and assumptions outlined below are based on guidance provided in the TAG.

Vehicle Miles Traveled

Per the TAG, the VMT analysis was performed using the SACOG's SACSIM19 tour-based travel demand model. The version of the model that was used is similar to what was used as the basis for SACOG's 2020 MTP/SCS, but has been improved upon by considering the length of trips generated by land uses within the SACOG region that have an origin or destination outside the region.

SACSIM19 simulates people's activities on a typical weekday and tracks travel of individuals throughout the day in trip tours. The model allocates household and employment at a parcel level, which allows the model to capture smaller-scale land use changes and demographic differences. SACSIM19 is sensitive to the local physical environment, including the presence (or absence) of pedestrian and bicycle facilities, the patterns of local street networks (e.g., grid vs. cul-de-sacs), and the density,

proximity and mix of surrounding land uses (i.e., employment destinations, schools, retail, parks, etc.). SACSIM19 forecasts automobile, transit, bicycle, and walk trips. SACSIM19 requires a detailed definition of household characteristics, population/ demographics and employment by type at a parcel-level of geography.

Key metrics from SACSIM19 used in the VMT analysis include the following:

- **VMT per Capita** includes all vehicle tours (both work/commute vehicle tours and non-work vehicle tours) that start and end at residential units. Tours made by a household resident that do not begin or end at home (e.g., mid-day travel from a worksite for lunch or personal business) are not included in the VMT per Capita estimates. Per the TAG, Household VMT includes trip types #1, 2, 5, 6 & 7 from the diagram below. It excludes work-based subtours (Trips #3 and #4).
- **VMT per Employee** applies to office/business professional and industrial employment projects and includes all work/commute vehicle tours that start and end at the worksite (including intermediate stops). Per the TAG, Household VMT includes trips #1, 2, and 5 from the diagram below.

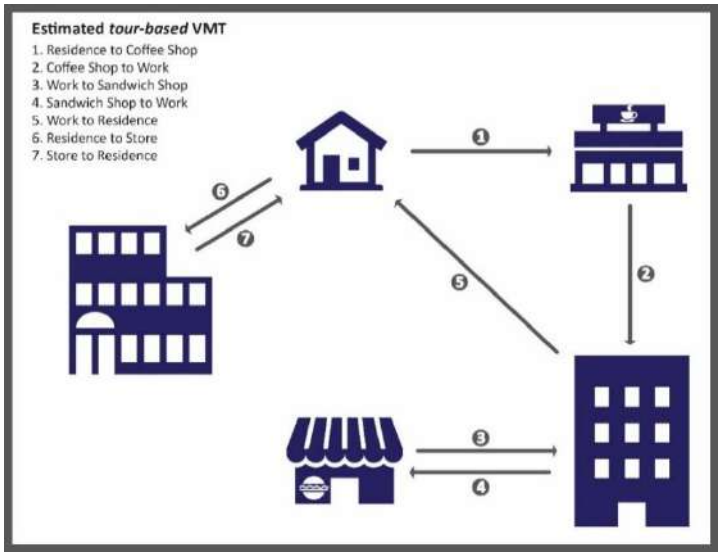


Table 3-3 of the TAG identifies significance thresholds for various types of land development projects. These significance thresholds also reflect the thresholds identified in the County General Plan Circulation Element, policy CI-5 and Table CI-1. The following thresholds were applied to the VMT analysis for the proposed UWSP:

- Residential: Project VMT per capita exceeds 85 percent of the regional average VMT per capita.
- Office/Business Professional: Project VMT per employee exceeds 85 percent of the regional average VMT per employee.
- The project's regional retail land uses causes a net increase in regional VMT.

- The project's proposed widening of "regional roadways" is expected to result in an increase in regional VMT.

When reviewing the proposed UWSP's VMT effects relative to the above thresholds, it is important to consider its overall VMT efficiency. In other words, the broader view of VMT properly considers the net effect, for instance, of a slight exceedance of one threshold versus a "substantially below threshold" outcome for another.

ROADWAY SAFETY/DESIGN STANDARDS

The proposed UWSP would cause a significant impact if it would:

- Cause a substandard rural roadway (i.e., less than 24 feet of pavement width and less than a six foot shoulder) to exceed an average daily traffic volume of 6,000 daily vehicles;
- Add 600 or more new daily vehicle trips to a substandard rural roadway that already carries 6,000 or more daily vehicles;
- Cause the maximum queue length at a freeway off-ramp to extend beyond the gore point onto the mainline (or exacerbate a current or future condition by increasing the maximum queue by one or more vehicles); or
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

Caltrans' *Interim Local Land Development and Intergovernmental Review Safety Review Practitioners Guidance* provides practitioners with specific guidance on analysis of project effects on freeway off-ramp queuing. That information along with supplemental explanations provided by Caltrans staff in a webinar on January 20, 2021 is used as the basis for the freeway off-ramp queuing analysis presented in this Draft EIR.

BICYCLE AND PEDESTRIAN FACILITIES

The proposed UWSP would cause a significant impact if it would:

- Eliminate or adversely affect an existing bikeway or pedestrian facility in a way that would discourage its use;
- Be in conflict with or interfere with the implementation of a planned bikeway or pedestrian improvement described in the Sacramento County Active Transportation Plan; or
- Fail to provide adequate access for bicyclists and pedestrians, resulting in unsafe conditions, including unsafe bicycle/pedestrian, bicycle/motor vehicle, or pedestrian/motor vehicle conflicts.

TRANSIT SERVICE AND FACILITIES

The proposed UWSP would cause a significant impact if it would:

- Eliminate or adversely affect existing transit access, service, or operations;

- Interfere with the implementation of transit service as planned in the MTP/SCS; or
- Substantially increase transit demand and fail to provide adequate transit service.

PROJECT CHARACTERISTICS

PROPOSED TRANSPORTATION FACILITIES

ROADWAYS

Plate TR-3 shows the proposed internal roadway network included in the proposed UWSP. As shown, West El Camino Avenue would extend westerly from El Centro Road as the Main Street of the Town Center, which would be a dense, mixed-use environment. Other key project roadways include: El Centro Road, Bryte Bend Road, Farm Road, San Juan Road, and Radio Road.

The Town Center would consist of a grid-based street system. North-south streets are labeled Street A through Street E (from right to left) from West El Camino Avenue to Bryte Bend Road. East-west streets are labeled Street 1 through Street 7 (from bottom to top) starting south of West El Camino Avenue to San Juan Road.

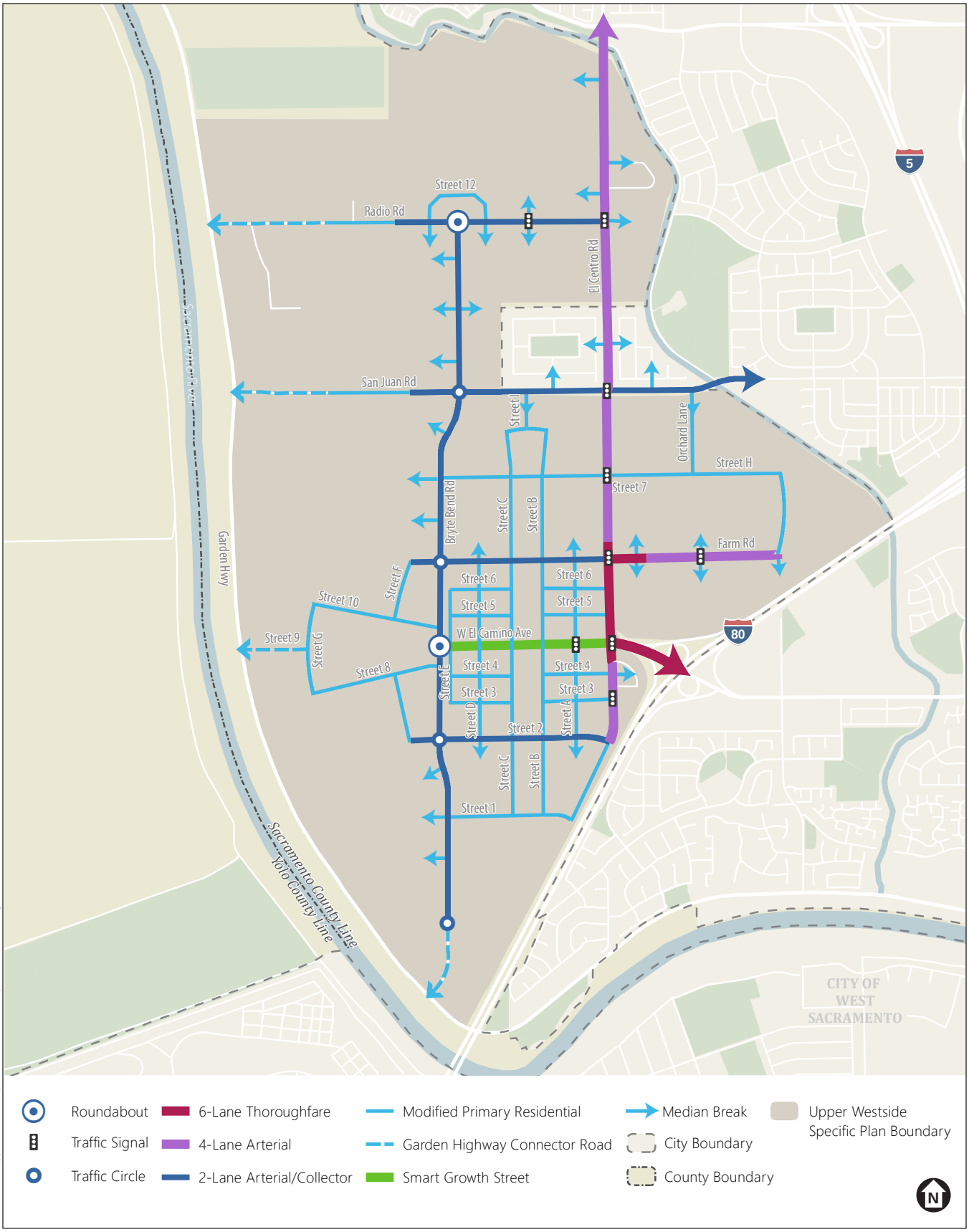
The proposed UWSP would widen parts of El Centro Road and West El Camino Avenue from the current two lanes to the number of lanes shown in Plate TR-3.

Additionally, as depicted on Plate PD-20, the proposed UWSP would include offsite roadway improvements, including offsite road improvements at the intersection of El Centro and Natomas Central Drive/Arena Boulevard; El Centro and San Juan roads; new roadway connections to Garden Highway at Radio Road, San Juan Road, Street 9, and Bryte Bend Road; and potential improvements to the I-80/El Camino Avenue interchange. The proposed UWSP would be responsible for funding and implementing the proposed reconstructed interchange – the timing of which would be dependent upon traffic volume "triggers," which would be developed using a dynamic implementation tool.

BICYCLE FACILITIES

Plate TR-4 shows the proposed bicycle network included in the proposed UWSP. Key components of the proposed bicycle network include:

- A set of north-south and east-west Class I (off-street) bicycle/pedestrian paths would be constructed. The north-south path would extend southerly from San Juan Road through the Town Center to El Centro Road. The east-west path would extend parallel and north of Farm Road from Bryte Bend Road easterly to the Natomas Westside Class I Path, which includes an overcrossing of I-80.
- Class I and/or Class II bike lanes (on-street with appropriate signs and pavement markings) would be provided throughout the UWSP area.
- A potential bike trail bridge crossing of the West Drainage Canal (Witter Canal), as depicted on Plate PD-20.



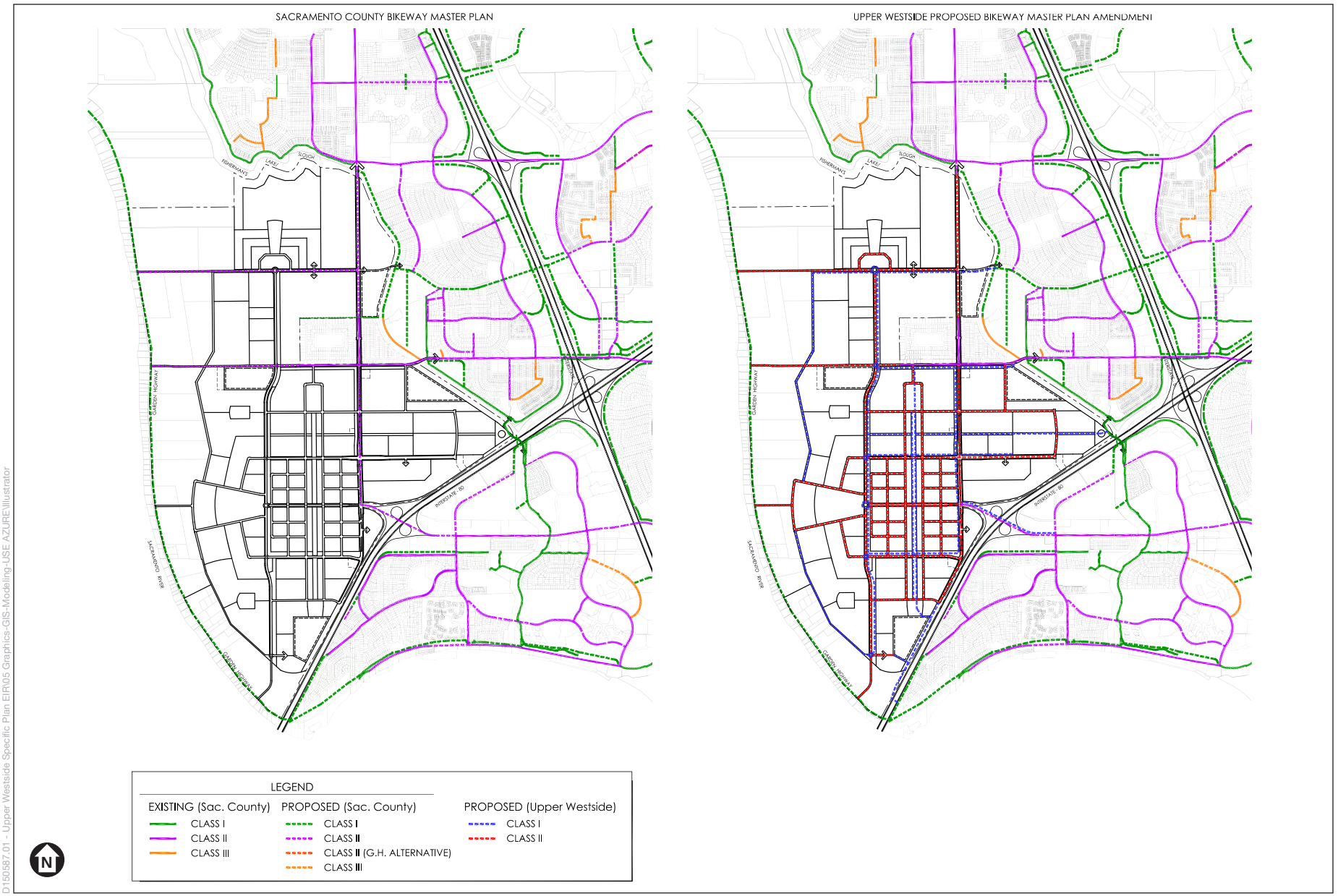
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SOURCE: Fehr & Peers, 2022

Upper Westside Specific Plan EIR

Plate TR-3
Proposed Roadway Network

ESA



SOURCE: Fehr & Peers, 2022

Upper Westside Specific Plan EIR

Figure TR-4
Proposed Bicycle Network

ESA

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PEDESTRIAN FACILITIES

The proposed plan would construct a variety of pedestrian facilities including Class I shared-use paths, sidewalks, and crosswalks. Table 4-1 of the proposed UWSP indicates sidewalks or shared-use trails would be present on the vast majority of project streets. Those facilities would range from 5 to 12 feet in width. Crosswalks would be provided at signalized intersections, and some unsignalized intersections and mid-block crossings depending on location, width, volume of traffic, roadway class/functionality, and other conditions.

TRANSIT FACILITIES

Plate TR-5 shows the proposed transit system included in the proposed UWSP, which would include an on-site shuttle that would operate along key roadways during peak periods.

IMPACT TR-1: CONFLICT WITH A PROGRAM, PLAN, ORDINANCE OR POLICY ADDRESSING THE CIRCULATION SYSTEM

GENERAL PLAN CONSISTENCY

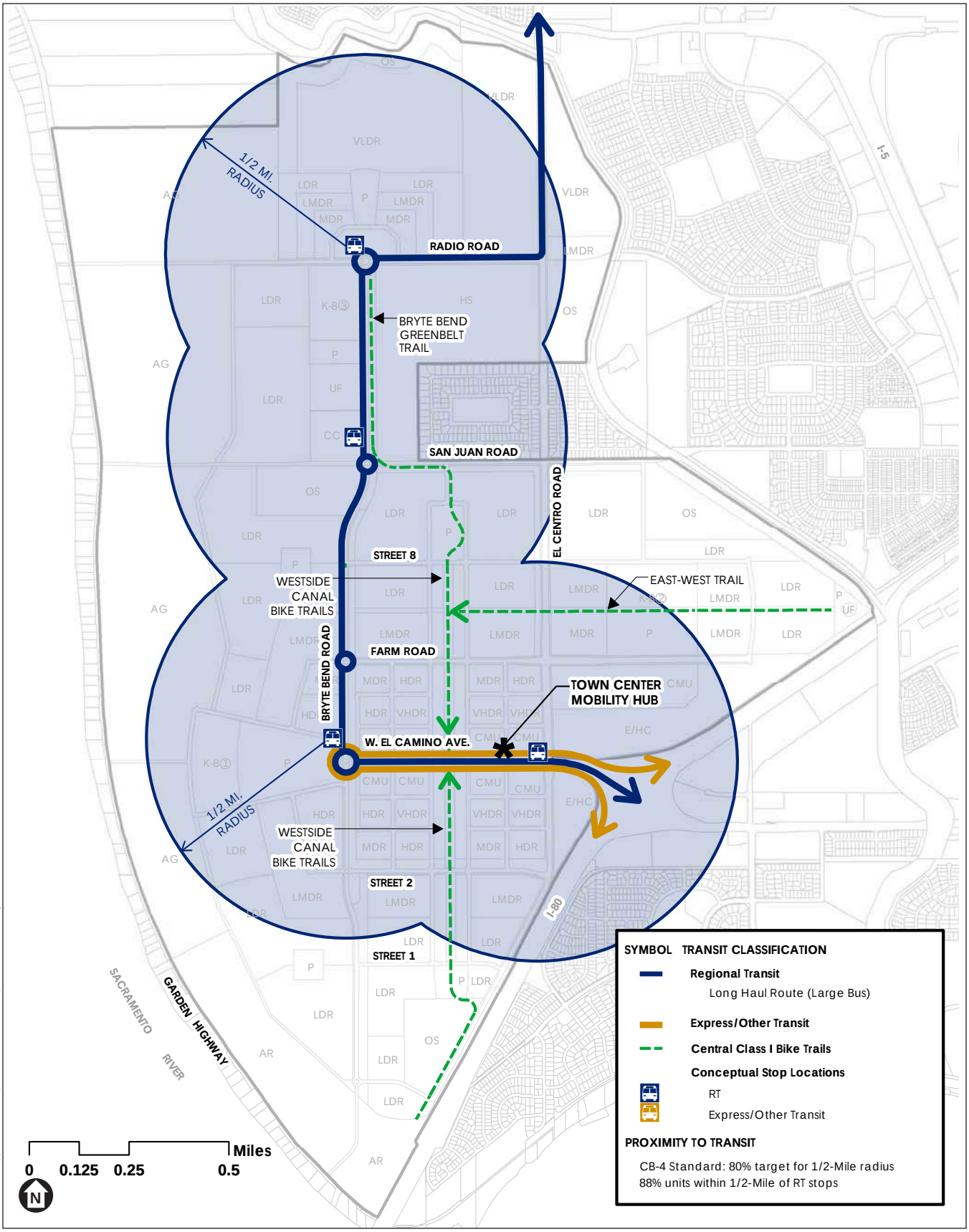
The following presents an assessment of the proposed UWSP's consistency with relevant General Plan policies described in the *Regulatory Setting* above.

Consistent with Policy CI-9, the proposed roadway system included in the proposed UWSP would be designed in a manner that meets level of service operating standards with just a few exceptions. In instances where operating standards are not met, physical improvements to increase capacity (e.g., widening El Centro Road to an eight-lane cross section) have been deemed by Sacramento County to be either infeasible or would be inconsistent with the proposed UWSP's goal of creating an environment conducive to walking and bicycling.

Consistent with Policy CI-10, the proposed UWSP's potential effects to local and regional roadways were studied, and improvement options were recommended at a number of different locations, as part of the LTA conducted for the proposed UWSP (see Appendix TR-2).

Consistent with Policy CI-13, the applicant has collaborated frequently with neighboring jurisdictions and affected agencies including the City of Sacramento, SacRT, and Caltrans.

Consistent with Policy CI-32, the proposed UWSP would include a comprehensive set of on-street and off-street bicycle facilities that would accommodate riders of all ages and abilities. This includes special treatments within and along the eastern edge of the Town Center and at the I-80/West El Camino Avenue interchange.



D150587.01 - Upper Westside Specific Plan EIR\05 Graphics-GIS-Modeling-USE AZURE\Illustrator

SOURCE: Fehr & Peers, 2022

Upper Westside Specific Plan EIR

Plate TR-5
Proposed Transit Network

ESA

The proposed UWSP design appears generally consistent with Performance Criteria 1 and 5, which relate to connectivity to any existing and potential future development areas and pedestrian/transit-oriented design. With respect to Performance Criteria 1 and as discussed in Table LU-2, the proposed UWSP and proposed UWSP Development Standards and Design Guidelines detail how the UWSP would connect with and be integrated with adjacent development or provide appropriate transitions to allow the continuation of agricultural and mitigation activities within the Ag Buffer to the west and northwest. Chapter 3, *Land Use*, of the proposed UWSP, illustrates the various connections with adjacent neighborhoods, and Chapter 4, *Mobility*, of the proposed UWSP, provides further details on roadway and bikeway systems that provide linkages to Garden Highway and across the existing geographic barriers of Fisherman's Lake Slough, the West Drainage Canal (Witter Canal), and I-80.

Concerning Performance 5 as discussed in Table LU-2, Chapter 4, *Mobility*, of the proposed UWSP, describes the grid street system and extensive pedestrian, bike and transit system that will allow a high degree of connectivity. Section 4.4 discusses the road network, and roadway sections illustrate that separated sidewalks are proposed on all streets to provide a positive pedestrian experience. Section 4.5 illustrates bike trails within landscaped corridors and bike lanes providing a very well-connected bicycle network. Section 4.7 illustrates the proposed Transit route that locates stops within 88 percent of the future residential units. Chapter 3, *Town Center*, of the Development Standards and Design Guidelines, provides further guidance with regards to block length and architectural orientation to enhance the pedestrian experience within the Town Center, and Chapter 4, *Residential Neighborhoods*, of the Development Standards and Design Guidelines, provides guidance on the design of residential subdivisions so that there is excellent connectivity to schools, parks, and amenities.

Based on the above, the proposed UWSP would be substantially consistent with the circulation policies described above. Therefore, the proposed UWSP would not conflict with the General Plan and this impact would be **less than significant**.

Consistency with Other Plans and Policies

Caltrans Four Pillars of Traffic Safety

As noted in the *Regulatory Setting* above, the Four Pillars of Traffic Safety, which are included in Caltrans' 2020-2024 Strategic Plan are:

1. Double Down on What Works
2. Accelerate Advanced Technology
3. Lead Safety Culture Change
4. Integrate Equity

The proposed UWSP's consistency with each of these pillars is described below. Please note that the consistency analysis completed for this EIR is at a program-level; a more focused consistency evaluation with the Four Pillars of Traffic Safety, and any

other Caltrans directives in effect at the time of project submittal and review, will be established in consultation with Caltrans when the proposed UWSP proceeds to design.

DOUBLE DOWN ON WHAT WORKS

The proposed UWSP and Sacramento County design standards include many of the treatments included in the Federal Highway Administration's Proven Safety Countermeasures program, including roadway design improvements at horizontal curves, reduced left-turn conflicts at intersections, median barriers, traffic signals with retroreflective backplates, corridor access management, dedicated left/right turn lanes at intersections, roundabouts, medians/pedestrian crossing islands, road diets, and walkways. Other treatments from the Federal Highway Administration program that could be considered for the proposed UWSP include systemic application of low-cost countermeasures at stop-controlled intersections (e.g., advanced warning signs), leading pedestrian intervals (i.e., pedestrians receive WALK indication before motorists to enhance visibility), USLIMITS2 (a free, web-based tool designed to help practitioners assess and establish safe, reasonable, and consistent speed limits for specific segments of roadway), horizontal curve enhanced delineation and pavement friction, and pedestrian hybrid beacons.

ACCELERATE ADVANCED TECHNOLOGY

Implementation of many of the technologies identified for this pillar (e.g., vehicle queue spillback detection, coupled with upstream signage to alert drivers of either slowed or stopped traffic ahead; extinguishable/blank-out signs placed on traffic signal poles to advise travelers of regulatory or advisory conditions [e.g., no right-turn on red, look left for vehicles, etc.]) would be appropriate in the West El Camino Avenue and El Centro Road corridors within and adjacent to the UWSP area. Appropriate technologies can be evaluated and deployed (at the time detailed engineering drawings are prepared) at the West El Camino Avenue/El Centro Road intersection.

LEAD SAFETY CULTURE CHANGE

Some of the Safe System principles that are part of this pillar (e.g., reduce system kinetic energy/control speeding, coordinate and share responsibility, proactively address risks) can be employed as part of the proposed UWSP design and mitigation. Others are more regional and programmatic in nature, requiring leadership and commitment by regional and state agencies and other stakeholders. Through preparation of a Local Roadway Safety Plan completed in 2022, Sacramento County is working to address roadway safety risks at a programmatic level in addition to identifying targeted safety improvements at high collision locations. The Local Roadway Safety Plan is a countywide document that is systemic in nature, focusing on collision trends and classes of countermeasures that should be considered to reduce severe injury and fatal collisions.

INTEGRATE EQUITY

The proposed UWSP has been designed to accommodate all modes of travel, including facilities to accommodate bicycle and pedestrian mobility. In many cases, proposed facilities supporting these modes of travel would be physically separated from the

roadway system to provide greater levels of protection to these vulnerable users. Plate TR-4 shows where the physically separated bicycle facilities (Class I shared-use path) would be situated including on numerous roadways within the UWSP area. A Class I facility is planned on the north side of West El Camino Avenue between I-80 and El Centro Road. This area is particularly important to provide greater protection for bicyclists given the volume of traffic expected on West El Camino Avenue.

BICYCLE AND PEDESTRIAN FACILITIES

The proposed UWSP would not eliminate or adversely affect an existing bikeway or pedestrian facility in a way that would discourage its use. It would also not interfere with the implementation of any planned bikeways in the UWSP area. In fact, the SCATP includes maps and tables showing many of the proposed bicycle facilities within the UWSP area. Refer to Figure 18 and Table C-6 of the SCATP for recommended facilities along UWSP streets such as El Centro Road, Bryte Bend Road, Del Paso Road, San Juan Road, and Radio Road. Figure 18 also shows a planned Class II bike lane on West El Camino Avenue between El Centro Road and I-80.

Figure 17 of the SCATP shows recommended pedestrian improvements in the vicinity of the UWSP consist of sidewalk gap closures on El Centro Road, West El Camino Avenue between El Centro Road and I-80, and San Juan Road west of El Centro Road. According to the proposed UWSP, the segments of El Centro Road and San Juan Road within the UWSP area would be constructed with sidewalks and/or shared-use paths. Therefore, they would accomplish the SCATP objectives of closing sidewalk gap closures along these streets. The segment of West El Camino Avenue east of El Centro Road (i.e., outside the plan area) is discussed in detail below.

As shown in Plate TR-4, the proposed UWSP would construct bicycle facilities on each of these streets that would match or exceed (in terms of quality or quantity of facilities) what is planned in the SCATP. The SCATP shows Class I and II facilities along Bryte Bend Road. The UWSP proposes Class II and IIB facilities, which are consistent with SacDOT design standards and provide dedicated space for bicyclists. The proposed UWSP would also construct a Class I facility along existing El Centro Road south of West El Camino Avenue parallel to I-80 to allow for a future connection under I-80 to a planned Class I facility near West River Drive. A bicycle facility connection from the UWSP area to the existing Class II bike lane to the east on Garden Highway (within the City of Sacramento) would be a multi-agency effort because the facility would traverse both the City and County of Sacramento, and would also need to be coordinated with improvements to the levee being constructed by the Sacramento Area Flood Control Authority as part of a separate project.

While the proposed UWSP plans for bicycle and pedestrian facilities within the plan area, as currently proposed, the UWSP would not improve the quality of access for bicyclists/pedestrians traveling just east of the plan area along West El Camino Avenue (east of El Centro Road across I-80 and beyond). Although Class II bike lanes are present on both sides of this segment of West El Camino Avenue and a sidewalk and crosswalks are present on the north side of the street, the presence of free-flow, high-speed on/off-ramps makes walking/biking challenging. Since the project would introduce

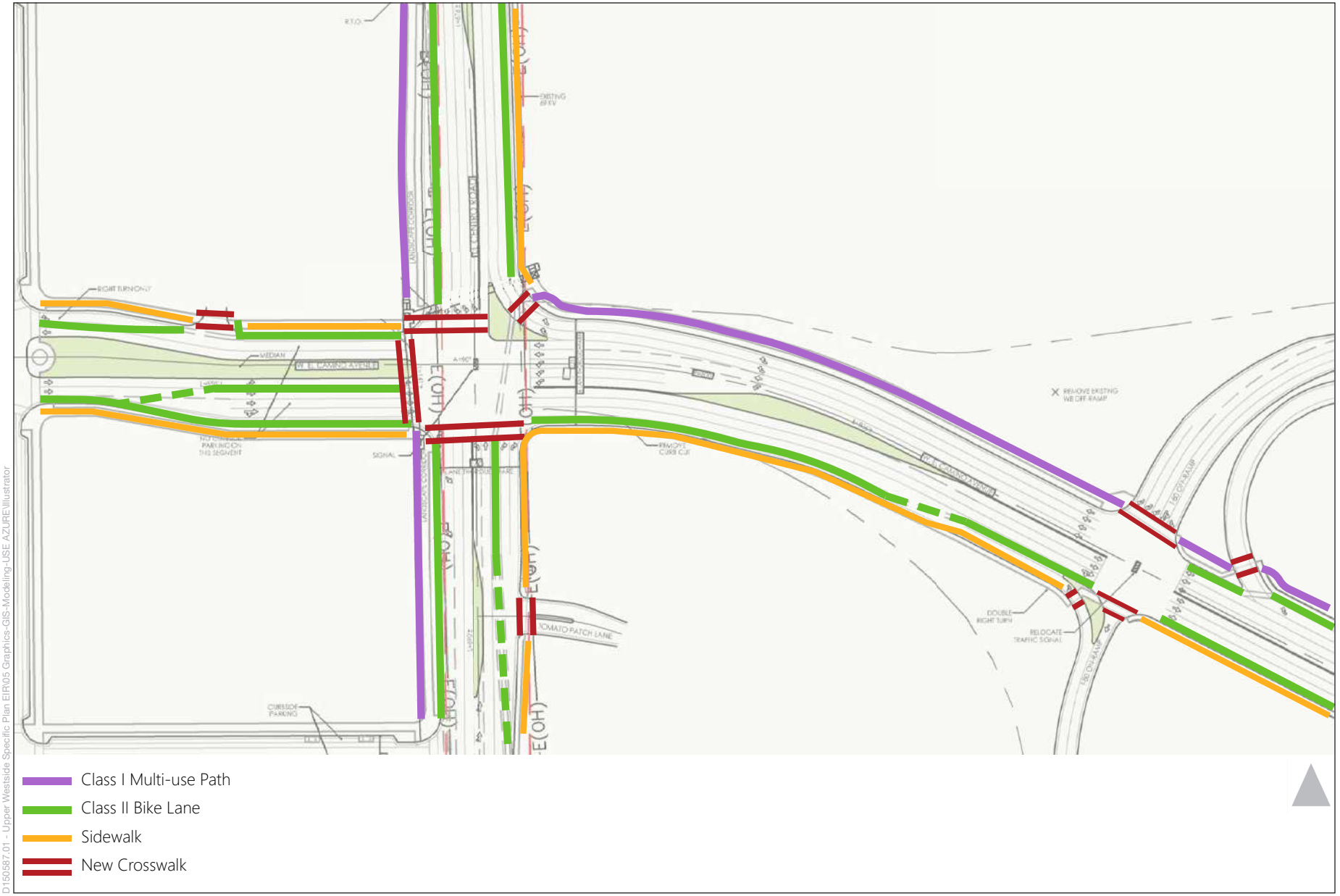
more bicyclists and pedestrians to this corridor and would not improve its condition, it would fail to provide adequate access for bicyclists and pedestrians by increasing conflicts with vehicles. As a result, this impact would be considered **potentially significant**.

To address this impact, **Mitigation Measure TR-1a** is prescribed below, which would require the project applicant to implement bicycle and pedestrian improvements at the El Centro Road/West El Camino Avenue intersection and I-80/West El Camino Avenue interchange. Pedestrian amenities shall include sidewalks along El Centro Road and West El Camino Avenue west of El Centro Road. It is not known whether a sidewalk would also be provided on the south side of West El Camino Avenue east of El Centro Road across the interchange, as pedestrians using it would encounter three on/off ramps carrying considerable levels of traffic. An alternate route for pedestrians would be the Class I path on the north side. Crosswalks would be provided on three of the four legs at the West El Camino Avenue/El Centro Road intersection. A crosswalk would not be provided on the east leg due to its potential to adversely affect overall intersection operations. All required improvements identified in Mitigation Measure TR-1a are depicted graphically in **Plate TR-6**.

Implementation of Mitigation Measure TR-1a would require approvals from Caltrans and the City of Sacramento because the identified improvements would occur along roadways under their control. Sacramento County cannot compel those agencies to approve and allow construction of the specified improvements. Therefore, despite the availability of mitigation which would reduce the impact to less than significant if implemented, the impact with respect to bicycle and pedestrian facilities is nonetheless considered **significant and unavoidable** because Sacramento County cannot assure those improvements will be made.

TRANSIT SERVICE AND FACILITIES

Consistent with Sacramento County's General Plan Policy LU-120, the Town Center component of the proposed UWSP would consist of a mix of complementary land uses built at high densities to support transit use. However, existing fixed-route transit service is not currently provided to the UWSP area. To determine compliance with Policy LU-120, a transit network and frequency analysis needs assessment was performed as part of the TIA (see Appendix TR-1). This evaluation determined that the UWSP area should be served by fixed-route bus service operating on 15-minute headways from approximately 6 AM to 8 PM. The recommended route would travel along portions of Bryte Bend Road and West El Camino Avenue through the Town Center to travel between El Centro Road on the north and I-80 on the east. Since the proposed UWSP would be phased over time, it is anticipated that transit service levels will also increase over time as ridership increases.



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SOURCE: Fehr & Peers, 2022

Upper Westside Specific Plan EIR

Figure TR-6
El Centro Rd/I-80 WB Ramps/West El Camino Ave
Bicycle and Pedestrian Improvements

ESA

The proposed UWSP would not eliminate or adversely affect existing transit access, service, or operations, because no service is currently provided in the UWSP area. The proposed UWSP would not interfere with implementation of transit services as planned in SACOG's MTP/SCS. However, the proposed UWSP would substantially increase transit ridership demand that may not be fully accommodated by the proposed transit service as described in the transit plan that has been prepared for the Specific Plan. Specifically, severe congestion along El Centro Road between West El Camino Avenue and Farm Road would cause substantial delays to bus service that would operate along this route as part of the UWSP. Additionally, the lack of planned fixed-route bus service may lead to an unmet demand for transit service. This impact would be considered **potentially significant**.

To address this impact, **Mitigation Measures TR-1b** is prescribed below, which would require the project applicant to coordinate with the County and SacRT (or other transit operators) to provide the additional transit facilities and services assumed in the transportation analysis, or a cost-effective equivalent level of transit facilities and services, and require the project applicant to construct geometric and associated signal timing/phasing improvements (or an equivalent or more effective set of alternate improvements subject to the determination of the environmental coordinator) at the I-80/ West El Camino Avenue interchange and at the West El Camino Avenue/El Centro Road intersection, respectively. The specified physical improvements would substantially reduce queuing, delays, and congestion on West El Camino Avenue and El Centro Road near the Town Center. They would also decrease average delays at the El Centro Road/West El Camino Avenue, El Centro Road/Farm Road, and two I-80 ramp intersections during peak hours. Operations would generally improve to a level similar to other key corridors in Sacramento County (e.g., Watt Avenue, Arden Way, etc.) that feature high-quality bus service. With implementation of these mitigation measures, the impact related to transit service and facilities would be **less than significant**.

Mitigation Measures

TR-1a) The on-site bicycle improvements listed below are to be constructed as the adjacent roadway is built or reconstructed (if already existing).

The project applicant shall implement the following bicycle and pedestrian improvements at the El Centro Road/West El Camino Avenue intersection and I-80/West El Camino Avenue interchange. Bicycle improvements shall include:

- Class I multi-use path allowing two-way bicycle travel on the north side of West El Camino Avenue that would extend from El Centro Road to the signalized Orchard Lane intersection (within the City of Sacramento) east of I-80. Additional studies during the interchange design phase will be necessary to determine its exact alignment and how/whether it intersects the three on/off ramps at-grade or not.
- Class I multi-use path on the west side of El Centro Road both north and south of West El Camino Avenue.

- Class II bike lanes in both directions of El Centro Road both north and south of West El Camino Avenue.
- Class II bike lanes in both directions of West El Camino Avenue west of El Centro Road (including an eastbound bike lane that would be located between the left and through lanes at the signal). This bike lane would operate with the eastbound left-turn phase, providing bicyclists with the ability to reach the triangular island to access the Class I multi-use path on the north side of West El Camino Avenue.
- A Class II bike lane is currently shown in the eastbound direction of West El Camino Avenue from El Centro Road extending across the interchange. Bicyclists in this lane need to navigate the merging area with vehicles desiring to travel onto the westbound I-80 diagonal on-ramp. Additional discussion with Caltrans will be necessary during the design phase of the interchange to determine whether this bike lane is desirable or not.

TR-1b) The project applicant shall coordinate with the County and SacRT (or other transit operators) to provide the additional transit facilities and services assumed in the transportation analysis, or a cost-effective equivalent level of transit facilities and services. Equivalent transit services may include, but are not limited to buses, vanpools, shuttles, or dial-a-ride service. Ultimately, transit service shall include 15-minute headways or equivalent during peak hours (Monday through Friday from 7-9 a.m. and 4-6 p.m.) and 30-minute headways during non-peak hours (Monday through Friday). The implementation of the transit routes and service frequency must be phased with development buildout of the proposed UWSP. This shall be accomplished through the annexation to County Service Area 10, formation of a transportation services district, or other secured funding mechanism. Such annexation or formation shall occur prior to recordation of any final small lot subdivision map for the proposed UWSP.

Regarding Mitigation Measure TR-1a, the County strives to ensure that investments in transportation infrastructure keep pace with land use development growth. To this end, the County has developed an innovative approach to identify and require the construction of the necessary transportation improvements that consider the amount and location of development within large specific plans. The result of this new approach is the development of the Dynamic Implementation Tool (Tool). For any interim amount of development that is approved in the UWSP, the Tool can be used to estimate the vehicle trips that would be generated, where those new vehicle trips would be distributed, and if the addition of those new vehicle trips causes any roadway segments or intersections to not meet applicable operating targets. The Tool allows SacDOT to monitor and manage the transportation network proactively and assign improvements to roadways and intersections in support of where the growth in vehicle trips occurs in the UWSP.

It is the intent of Sacramento County that impacts to the transportation network be mitigated concurrent with the implementation of the impacting development and that the size of the improvements is commensurate with the size and impact of development

and the available funding. The County will determine Build Improvements considering the various improvements identified by the Tool, the estimated cost of the identified improvements, the Fee Increment, and the availability of other funds. This strategy and its components, including the Tool, shall be reviewed and updated as needed, but no less frequently than every five years or at key planning events undertaken by the County including, but not limited to, General Plan updates, and any substantive updates to the UWSP.

A customized Tool was built specifically for the proposed UWSP. It was then applied for a (applicant suggested) Phase 1 development plan consisting of about 1,400 dwelling units located in the southerly portion of the UWSP area. Using the tool, it was determined that signalization with additional travel lanes was required at the West El Camino Avenue/El Centro Road and El Centro Road/San Juan Road intersections, along with the need to coordinate the new West El Camino Avenue/El Centro Road signal with the existing signals at the I-80/West El Camino Avenue interchange. A memo is on file with SacDOT documenting this analysis. This exercise illustrates how the Tool will be valuable in identifying the need for infrastructure improvements as development occurs.

The bicycle facilities listed in Mitigation Measure TR-1a are not triggered by traffic operational parameters per se; rather, they become necessary as development occurs and the demand for walking and biking to/from the project area increases. In most instances, the bicycle facility improvements would be constructed concurrent with the adjacent roadway network improvements.

It is the County's intent for the Plan area to be served by public transit at such time that it is warranted by demand. However, the county cannot compel Regional Transit to provide such service. Therefore, it is not possible to establish a performance-related standard regarding the level of transit service present in the area at any given time. Similarly, a performance-related standard regarding (off-site) bicycle/pedestrian improvements along West El Camino Avenue east of El Centro Road is not possible as the county cannot compel Caltrans or the City of Sacramento to approve and allow construction of said improvements.

IMPACT TR-2: VEHICLE MILES TRAVELED

Table TR-1 displays the proposed plan's average daily, AM peak hour, and PM peak hour trip generation. Refer to LTA located in Appendix TR-2 for details. While not utilized directly to estimate the project's ADT, this table is nonetheless valuable in understanding the magnitude of gross project trips being generated, the percentage expected to remain internal to the project site, and external trips made by non-auto modes, such as walking, biking, and transit.

Additionally, Figures 8 and 13 of the LTA display average daily traffic volumes on roadways within the UWSP area and in its vicinity under existing and existing plus project buildout conditions, respectively.

Table TR-1: Project Trip Generation

Land Use	Quantity[1]	Trips		
		Daily	AM Peak Hour	PM Peak Hour
Single-Family Detached Housing	4,367 du's	41,224	3,232	4,323
Multi-Family Housing Mid-Rise	4,989 du's	27,140	1,796	2,195
Professional Office	1,573 ksf	15,669	1,689	1,730
Medical Office	41.6 ksf	1,511	102	143
Hotel	410 rooms	3,428	193	246
Business Hotel	410 rooms	1,648	160	131
Government Office	74 ksf	1,681	248	128
Shopping Center	245 ksf	13,549	426	1,242
Health/Fitness Club	65 ksf	1,730	86	225
Supermarket	65 ksf	6,359	248	605
High-Turnover (Sit-Down) Restaurant	104 ksf	11,644	1,032	1,014
Fast-Food Restaurant with Drive-Through	24 ksf	11,303	965	784
Recreational Community Center	72 ksf	2,075	169	192
Middle School/Junior High School	3,000 students	6,390	1,740	510
High School	1,500 students	3,045	780	210
Vocational School & Junior College	208 ksf & 2,500 students	7,087	706	662
Gross Project Trips		**155,483**	**13,572**	**14,340**
Internal Trips[2]		-34,890	-4,724	-3,664
External Transit Trips[3]		-3,576	-271	-315
Walk/Bike Trips[4]		-622	-81	-72
Net External Vehicular Project Trips		**116,395**	**8,495**	**10,289**
Pass-by Trips[5]		-6,614	-366	-1,048
Diverted Link Trips[6]		-4,372	-221	-726
Net New External Vehicular Trips		**105,409**	**7,908**	**8,515**
Net New External and Diverted Link Vehicular Trips		**109,781**	**8,129**	**9,241**

NOTES: ksf = thousand square feet. dus = dwelling units.

1 Does not account for eliminated trips due to removal of existing uses. See following tables.
2 Internal trips estimated to be 22.5 percent on a daily basis, 34.9 percent during the AM peak hour, and 25.6 percent during the PM peak hour.
3 Estimated proportion of total external trips made by transit ranges from 2.0 to 2.3 percent depending on time period.
4 Estimated proportion of total external trips made by walking or biking ranges from 0.4 to 0.6 percent depending on time period.
5 Pass-by trips are made to retail uses from the adjacent street. Pass-by percentages are based on the Trip Generation Handbook (Institute of Transportation Engineers, 2017).
6 Diverted link trips come from I-80 or I-5. Percentages are from the Trip Generation Handbook (Institute of Transportation Engineers, 2017).

SOURCE: Fehr & Peers 2022b.

VMT per Capita and per Employee

The TAG describes the specific analytical process to be used to calculate both VMT per capita and VMT per employee both for the project and for the regional average. This process was followed, and the results are shown in **Table TR-2** for baseline conditions, which is represented by the base (Year 2016) SACSIM19 travel demand model. As indicated in the table, the project's VMT per capita and VMT per employee would be below (i.e., perform better than) the 85 percent threshold of the regional average.

Table TR-2: VMT per Capita and per Employee

Measure	Work Tour VMT Per Employee[1]	Household VMT per Capita[1]
Regional Average[2]	18.48	17.44
Threshold[3]	15.70	14.83
Proposed UWSP[4,5,6]	15.31	14.34

NOTES:

1 Calculated per Sacramento County TAG.
2 Regional Average is from Existing No Project Model run. VMT includes the entire length of trips outside of SACOG Region, whereas Sacramento County TAG threshold didn't include trip length outside SACOG Region; hence, values are slightly different.
3 85 percent of Regional Average per Sacramento County TAG.
4 The proposed UWSP was added to the base year MTP/SCS model. Average trip distance outside of SACOG region for the project was estimated using the average of nearby TAZs.
5 SACSIM estimated that 15.4 percent of home-based household trips would be internal to the project site, which is low given the diversity and proximity of on-site land uses. In contrast, the MXD+ mixed-use trip generation model estimated 22.9 percent of home-based trips being internal. Because SACSIM is a regional travel demand model, while MXD+ was developed to more accurately estimate internal trips associated with mixed-use projects, the household VMT estimate from SACSIM was adjusted to reflect this expected level of internal resident trips.
6 Adjustments were not made to work tour VMT per employee because results appeared reasonable and this VMT represents a relatively small (i.e., about 20 percent) component of the proposed UWSP's total VMT.

SOURCE: Fehr & Peers 2022a.

Regional Retail Effect on VMT

The regional retail provided by the proposed UWSP consists of the retail component of land uses proposed on the east side of El Centro Road both north and south of West El Camino Avenue. These retail uses are considered regional-serving because they would be located nearest to and visible from I-80. In contrast, the retail uses that are part of the CMU parcels within the Town Center would not have the same type of regional retail orientation.

The SACSIM model was run without and with the regional retail (but with the remainder of the proposed UWSP assumed to be developed). The results are shown in

Table TR-3. As shown, the proposed UWSP without its regional retail generates more VMT than the proposed UWSP with the regional retail added.

Table TR-3: Regional Retail Effect on VMT

Measure[1]	SACSIM Model Plus Project	SACSIM Model Plus Project Without Regional Retail
Total Regional VMT	42,992,142	43,014,069
Difference	-21,927	

NOTES:

1 Calculated using Daysim trip tables, which is a step within the overall SACSIM model.

SOURCE: Fehr & Peers 2022a.

Regional retail would be located at the I-80/Truxel Road interchange in the City of Sacramento and at the I-80/Reed interchange in the City of West Sacramento. These uses are about five miles apart. There are a substantial number of households located in North and South Natomas, and west of I-5 (north of I-80), many of whom would likely visit these regional retail destinations. The proposed UWSP would introduce an additional 9,356 units to this total. Placing regional retail at the I-80/West El Camino Avenue interchange (i.e., between the two existing regional retail destinations) would decrease the travel distance for many of residents who are traveling to a regional retail destination. Hence, it is reasonable to conclude that the proposed UWSP's regional retail would reduce VMT.

Roadway Widening Effect on VMT

The proposed UWSP would construct new roadways and widen existing roadways. These capacity expansions could induce more VMT due to changes in background travel demand, route choice, and other factors. The following specific roadway widenings, which are considered regional in nature, are proposed as part of the project:

- Approximate 2,150-foot widening of West El Camino Avenue from two to six lanes from El Centro Road to just east of I-80.
- 1,375-foot widening of El Centro Road from two to six lanes from West El Camino Avenue to just north of Farm Road.
- 1.5-mile widening of El Centro Road from two to four lanes from just north of Farm Road to just south of Arena Boulevard.

The above roadway widenings represent an addition of 5.7 lane-miles to the County's roadway network. According to the TAG, secondary roadways (e.g., Bryte Bend Road, Farm Road, Radio Road, etc.) would not be expected to induce more travel due to their local-serving nature and are therefore not considered in the induced travel VMT analysis.

The SACSIM model was run without and with the aforementioned regional roadway widenings (but with all other components of the proposed UWSP included). The net change in VMT is shown in **Table TR-4**. As shown in the table, the isolated effect of widening these three segments would be a net increase of 1,800 VMT. Review of the model runs indicated that the roadway widenings would eliminate "out of way" travel that would otherwise occur on roadways such as San Juan Road and Garden Highway. But by virtue of providing more roadway capacity to access I-80, the roadway widenings would also contribute to longer trip lengths, which would offset the eliminated "out of way" travel.

Table TR-4: Roadway Widening Effect on VMT

Scenario	VMT[1]
With Roadway Widenings	57,062,857
Without Roadway Widenings	57,061,058
Difference	*+ 1,799*
NOTES: 1 VMT is calculated for the entire model network. TAZ connectors and gateways are excluded. SOURCE: Fehr & Peers 2022a.	

Summary

The results of the three VMT analyses conducted for the proposed UWSP indicate that:

- VMT per capita and per employee generated by the proposed UWSP would be below the County's threshold of significance.
- The regional retail component of the proposed UWSP would result in a reduction in VMT of approximately 21,900.
- The roadway widening component of the proposed UWSP would result in an increase in VMT of approximately 1,800.

Based on the above, the proposed UWSP would generate VMT per capita and per employee that are below the County's applicable thresholds, and the net change in VMT due to regional retail and roadway widening components would be negative (i.e., the increase in VMT resulting from roadway widenings would be offset by the reduction in VMT resulting from regional retail). Therefore, implementation of the proposed UWSP would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), and the impact would be **less than significant**.

Mitigation Measures

None required.

IMPACT TR-3: HAZARDS DUE TO DESIGN OR INCOMPATIBLE USES

ROADWAY SAFETY/DESIGN STANDARDS

As documented in Table 11 of the LTA conducted for the proposed UWSP (see Appendix TR-2), the proposed UWSP would not cause a substandard rural roadway (i.e., less than 24 feet of pavement width and less than six a foot shoulder) to exceed average daily traffic of 6,000 vehicles and would not add 600 or more vehicle trips to a substandard rural roadway that already carries 6,000 or more daily vehicles. Substandard rural roadway segments in the study area include Del Paso Road, San Juan Road, Powerline Road, Garden Highway, and Bayou Way; while average daily traffic would increase on these roadway segments with implementation of the proposed UWSP, average daily traffic would not exceed the significance threshold described above. Therefore, the impact of the proposed UWSP with respect to rural roadway compatibility is considered **less than significant**, and no mitigation is required.

FREEWAY OFF-RAMP QUEUES EXCEED AVAILABLE STORAGE

AM and PM peak hour maximum queues on freeway off-ramps were evaluated for the proposed UWSP. Detailed tables and calculations are provided in the LTA (see Appendix TR-2). The analysis concluded that all study freeway off-ramps would continue to have sufficient storage to accommodate the maximum queue lengths with the proposed UWSP, with the exception of the I-80 eastbound and westbound off-ramps at West El Camino Avenue (during one or both peak hours) despite the interchange's assumed expansion with the proposed UWSP, and I-5 southbound off-ramp at J Street (during the AM peak hour).

Caltrans' *Interim Local Land Development and Intergovernmental Review Safety Review Practitioners Guidance* specifies that the speed differential between the off-ramp queue and the adjacent travel lane is an important criterion that should be considered when determining significance of freeway off-ramp impacts. The guidance specifically cites 30 miles per hour as a threshold beyond which collision severity increases. Because the I-80 mainline at West El Camino Avenue operates in a free-flow condition during weekday AM and PM peak hours, there would be a greater than a 30-mph speed differential between queued off-ramp traffic and freeway mainline traffic. In contrast, the travel lane on southbound I-5 at the J Street off-ramp is frequently congested during the AM peak hour as a result of queue spillback from the I-80/US 50/SR 99 interchange. Hence, there would not be a 30-mph speed differential at this off-ramp. Thus, the impact of the proposed UWSP related to off-ramp queuing at the I-80 eastbound and westbound off-ramps at West El Camino Avenue would be considered **potentially significant**.

To address this impact, **Mitigation Measure TR-3a** is prescribed below, which would require the project applicant to construct geometric and associated signal timing/phasing improvements (or an equivalent or more effective set of alternate improvements subject to the determination of the environmental coordinator) at the I-80/West El Camino Avenue interchange and at the West El Camino Avenue/El Centro Road intersection. As

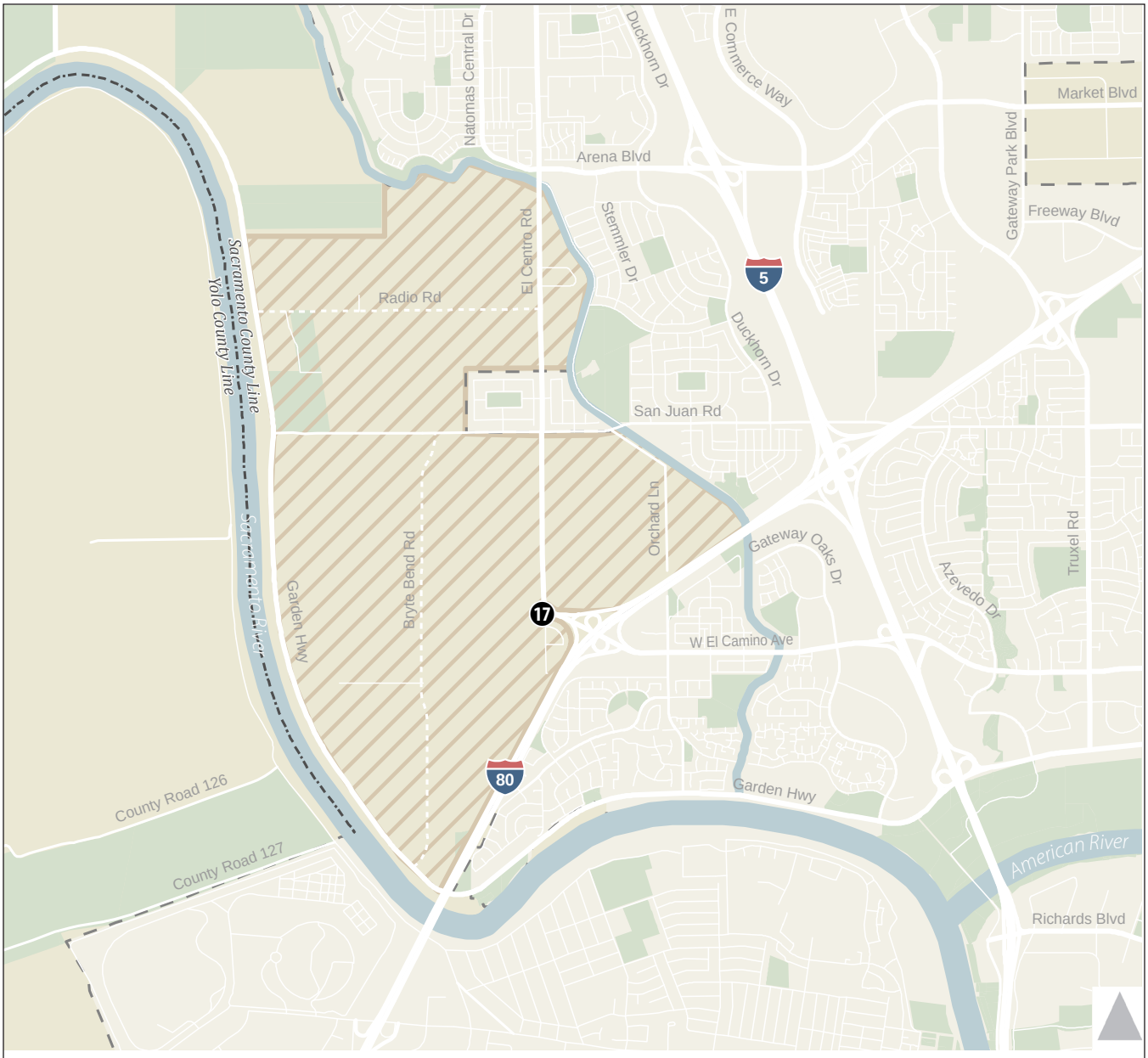
noted in Chapter 2, *Project Description*, project buildout would be supported by a reconstructed I-80/West El Camino Avenue interchange to accommodate the travel needs of the proposed UWSP and provide for a more bicycle/pedestrian friendly design (i.e., by removing the free-flow westbound I-80 off-ramp right-turn movement, for instance). Although the initial proposed UWSP improvements (see **Plate TR-7**) include a traffic signal with additional lanes at the West El Camino Avenue/El Centro Road intersection, the resulting roadway network would not have sufficient capacity to accommodate inbound travel associated with buildout of the UWSP area. As a result, vehicle queues at each off-ramp would spill onto I-80 under buildout conditions.

The required geometric improvements described above and depicted graphically in **Plate TR-8** (also see Appendix TR-1) were analyzed to determine how off-ramp queuing would be affected at the I-80/West El Camino Avenue interchange. The results indicated that the maximum queue with the improvements in place at the eastbound off-ramp would be 1,050 feet during the more critical PM peak hour, which can be accommodated in a standard interchange design. At the westbound off-ramp, the maximum queue would be 475 feet during the AM peak hour and 600 feet during the PM peak hour. Since this is less than the existing storage of 1,500 feet, the geometric improvements required by Mitigation Measure TR-2a would not cause traffic to spill onto the I-80 mainline. Mitigation implementation will require further design refinement through a subsequent Intersection Control Evaluation process in conjunction with Caltrans to identify the proper interchange design to address both operational capacity and safety issues.

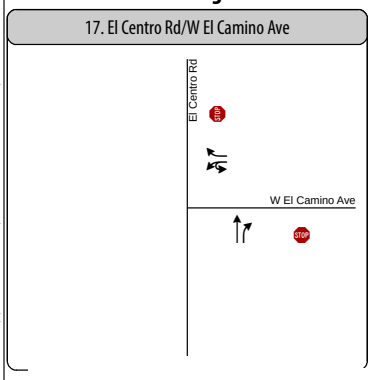
Implementation of Mitigation Measure TR-3a would require approvals from Caltrans and the City of Sacramento because the identified improvements would occur along roadways under their control. Sacramento County cannot compel those agencies to approve and allow construction of the specified improvements. Therefore, despite the availability of mitigation which would reduce the impact to less than significant if implemented, the impact with respect to freeway off-ramp queues exceeding available capacity is nonetheless considered **significant and unavoidable** because Sacramento County cannot assure those improvements will be made in a reasonable period of time.

Freeway On-Ramp Ramp Meter Queues Exceed Available Storage

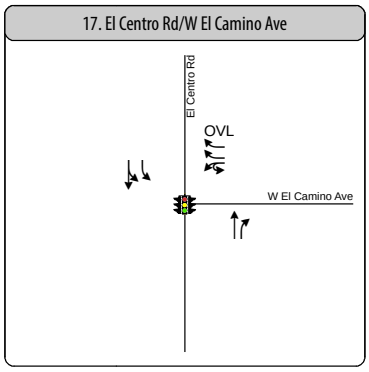
AM and PM peak hour queues at freeway on-ramp ramp meter locations where the proposed UWSP would add vehicles were evaluated. Detailed tables and calculations are provided in the LTA (see Appendix TR-2). The analysis concluded that most freeway ramp meter on-ramp locations would continue to have sufficient storage for queues except for the I-5 southbound diagonal on-ramp at West El Camino Avenue and I-5 southbound loop on-ramp and I-5 northbound diagonal on-ramp at Garden Highway. The impacts of the proposed UWSP with respect to freeway on-ramp ramp metering queuing at these locations would be considered **potentially significant**.



Existing



Existing Plus Phase I with Recommended Improvements



- 1 Study Intersection
- Upper Westside Specific Plan Boundary
- City Boundary
- County Boundary
- Private and/or Gated, Partially Paved/Unpaved Rural Road
- Public Roadway
- Stop Sign
- Traffic Signal
- OVL Right-Turn Overlap

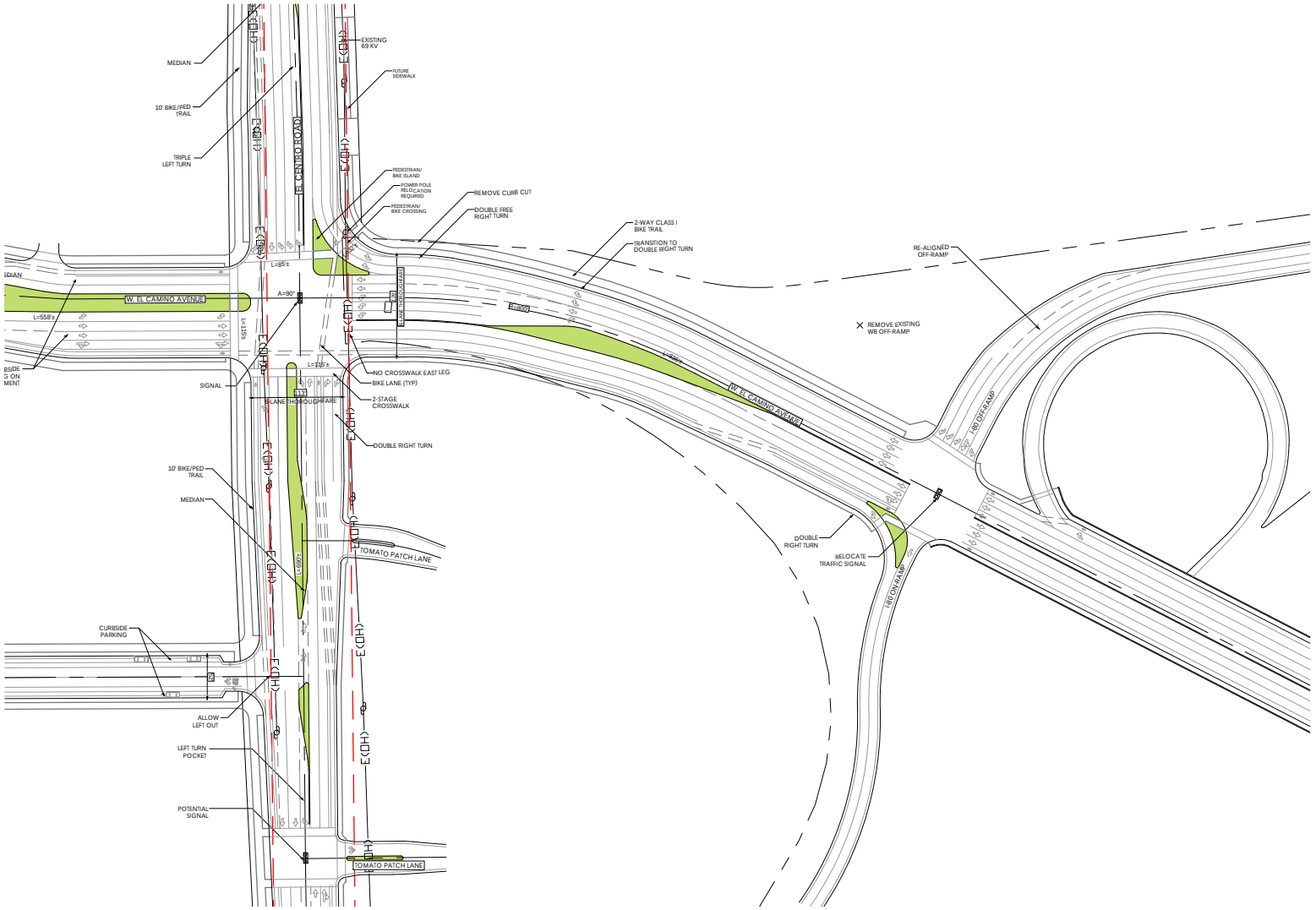
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SOURCE: Fehr & Peers, 2022

Upper Westside Specific Plan EIR

Plate TR-7
El Centro Road & West El Camino Avenue -
Existing & Existing Plus Phase I with Recommended Improvements

ESA



Notes:
1. Improvements also include modifications within state right-of-way.
2. Source: Wood Rodgers, Oct 2021

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SOURCE: Fehr & Peers, 2022

Upper Westside Specific Plan EIR

Figure TR-8
El Centro Road & West El Camino Avenue - Geometric Improvements

ESA

To address this impact, **Mitigation Measure TR-3b** is prescribed below, which would require the project applicant to pay its proportionate fair share percentage toward improvements at the I-5 southbound on-ramp at West El Camino Avenue and I-5 southbound and northbound on-ramps at Garden Highway. All three on-ramps feature a single general purpose metered lane with storage (625 to 750 feet) that is less than is typically provided at new interchanges. Queuing could be reduced at each on-ramp by widening it to include a second lane (either general purpose or carpool). Caltrans indicated in their August 6, 2021 comment letter that there is a planned project at the I-5 southbound on-ramp at West El Camino Avenue, but nothing planned at the I-5 on-ramps at Garden Highway. It is further noted that the Garden Highway on-ramp queuing is an existing operational issue, caused in part by Caltrans' decision to apply metering rates of about 800 vehicles per hour (due to congestion along I-5). Since adding increased on-ramp capacity could contribute to increased traffic flows on I-5 during peak hours, one option would be to reduce metering rates in conjunction with the on-ramp capacity increase so as to avoid adding more peak hour traffic onto I-5.

The fair share payment is to be made by the applicant to Sacramento County where it will be held in a custodial account. At such a time that a lead agency (either City of Sacramento or Caltrans) indicates an intent to construct the specified (or other equally effective) improvements, the County will transfer the fair share payment to that appropriate agency. While this payment would represent the project's fair share contribution toward the improvement, it would not assure that the improvement would be constructed both the remaining fair share funding sources are not known. Furthermore, it is unknown whether the City of Sacramento or Caltrans will approve construction of said improvements. Therefore, the impact with respect to freeway on-ramp ramp meter queues exceeding available capacity is considered **significant and unavoidable** because Sacramento County cannot assure those improvements will be constructed.

Increased Hazards at Project Access Intersections on Garden Highway

The proposed UWSP would construct new or expanded intersections on Garden Highway, which along the project frontage is currently a two-lane undivided roadway featuring horizontal curvature, a 45-mph posted speed limit, and limited to no shoulders. New/improved intersections would be located at Radio Road, San Juan Road, Street 9, and Bryte Bend Road. The Bryte Bend Road intersection with Garden Highway would be relocated approximately 600 feet north of its current location to a tangential section of Garden Highway. The TIA (see Appendix TR-1) conducted a sight-distance review of this proposed relocated intersection and determined that motorists exiting Bryte Bend Road (looking to the left, which is the more critical direction) would have adequate sight distance based on the new location and Sacramento County design standards. The addition of project trips to these new/improved intersections could increase design hazards due to their geometric features. This impact would be considered **potentially significant**.

It is also noted that agricultural equipment occasionally is observed traveling along Garden Highway (in vicinity of Radio Road, San Juan Road, and Bryte Bend Road)

while traveling between adjacent fields/agricultural sites. The addition of project trips would cause interactions between vehicles and agricultural equipment to be more common. However, usage of this segment of Garden Highway by development allowed under the proposed UWSP is expected to be modest, meaning only minor increases in conflicts even at project buildout. But under cumulative conditions, the combined growth in background traffic plus addition project trips on Garden Highway triggers the need for the addition of shoulders. The need for this improvement is discussed in the Chapter 22, *Cumulative Impacts*.

To address the impact associated with the lack of turn lanes at project access intersections on Garden Highway, **Mitigation Measure TR-3c** is prescribed below. As shown, it would require the project applicant to construct improvements at project access intersections along Garden Highway. With implementation of this mitigation measure, the impact of increased hazards at project access intersections on Garden Highway would be **less than significant**. If necessary, the County could exercise its powers of eminent domain to acquire parts of properties for widening should additional right-of-way be needed.

In the vicinity of these intersections, Garden Highway consists of a pair of 10-foot, undivided travel lanes with 0- to 4-foot shoulders on either side of the street. Garden Highway has a 40.6-foot right-of-way near San Juan Road. It increases to 68 feet further south and also becomes a prescriptive right-of-way (i.e., legal right to use adjacent parcel for access). Adjacent property owners include some private residences (primarily on the west), PG&E, and the Sacramento Area Flood Control Authority. Widening to the east (where there is more undeveloped land) would be the primary means for developing the left or right-turn pockets. The left-turn pockets at San Juan Road and Radio Road would require widening both to the north and south of each intersection as it is necessary to transition the northbound travel lane easterly to develop a left-turn pocket.

The following describes the recommended timing for these improvements:

- Garden Highway/San Juan Road – Construct southbound left-turn lane concurrent with UWSP development along (i.e., accessed from) San Juan Road.
- Garden Highway/Bryte Bend Road – Construct northbound right-turn lane concurrent with realignment and improvements to Bryte Bend Road.
- Garden Highway/Radio Road – Construct southbound left-turn lane concurrent with UWSP development along (i.e., accessed from) Radio Road.

Potential Safety Issues at I-80/West El Camino Avenue Interchange Associated with Sacramento 49er Travel Plaza Truck Stop

The existing 49er Travel Plaza truck stop is located in the northeast corner of the West El Camino Avenue/El Centro Road intersection. As detailed in the TIA (see Appendix TR-1), it was measured to generate about 175 AM peak hour trips and 215 PM peak hour trips, most of which are trucks. The site is accessed by a right-turn only driveway on West El Camino Avenue and three full-service driveways on El Centro

Road. At full build-out of the proposed UWSP, this use would be replaced by commercial mixed-use. However, it would likely remain in place for a period of time while the proposed UWSP begins developing.

The short segment of westbound West El Camino Avenue from the I-80 westbound ramps and El Centro Road features a short (about 150-foot) weaving area. The free-flowing off-ramp from westbound I-80 merges into its own lane, which becomes the right-turn lane at El Centro Road. A Class II bike lane and sidewalk are also present on this segment. During the PM peak hour (which is busier than the AM peak hour), 150 vehicles exit this off-ramp, many of which weave with the 910 vehicles (in a single lane) that continue straight from the freeway overcrossing.

The Transportation Injury Mapping System was developed by the University of California Berkeley's Safe Transportation Research & Education Center (SafeTREC) to map and document California crash data from the Statewide Integrated Traffic Records System. Transportation Injury Mapping System data was pulled for this area for the seven-year period from 2014 through 2020 inclusive. The data revealed only two collisions between the I-80 westbound ramps and El Centro Road, both resulting in complaints of pain, but not being severe or fatal. One was a broadside collision and the other involved a collision with a fixed object. Given the volume of traffic on this segment (14,200 daily trips), this is not considered an above average collision rate. There were six reported collisions on El Centro Road along the 49er Travel Plaza frontage. These collisions included broadside, rear-end, and head-on types. These safety issues represent a **potentially significant** safety impact.

To address this impact, **Mitigation Measures TR-3d** and **TR-3e** are prescribed below, which would require the project applicant to eliminate the 49er Travel Plaza driveway on West El Camino Avenue and replace the free-flowing right-turn off-ramp movement with a signal-controlled movement, respectively. Implementation of Mitigation Measure TR-3d is feasible as it would occur completely within Sacramento County roadways under County control. However, Mitigation Measure TR-3e would require approvals from Caltrans, which the County cannot assure will occur. Therefore, the impact of increased hazards at the existing 49er Travel Plaza truck stop driveway on West El Camino Avenue (associating with weaving from the free-flow movement from the I-80 off-ramp) is considered **significant and unavoidable** despite the presence of mitigations, which if implemented, would improve the condition.

Analysis of Current Collision Patterns on Adjacent Segments of I-80 and I-5

Caltrans provided collision statistics from June 1, 2018 through May 31, 2021 for two segments of I-5 and one segment of I-80 that would be used to the greatest degree by project trips, which are summarized in the TIA (see Appendix TR-1). The statistics indicate that collision rates (total, fatal, and fatal/injury) are greater on the two segments of I-5 versus the segment of I-80. This is expected because the segments of I-5 generally feature more recurring congestion, lane changing, and other travel behaviors that may contribute to these collision patterns. On all segments speeding was the most

common primary collision factor and rear-end collisions were most commonly reported. The collision rate (0.95 collisions per million vehicle miles of travel) on I-5 is slightly greater than the average rate for similar facilities (0.90 collisions per million vehicle miles of travel).

While the proposed UWSP would add the most trips to the I-80/West El Camino Avenue interchange on-ramps, it would also reconstruct the interchange to include ramp metering. With ramp metering in place, more orderly traffic flow from these on-ramps onto I-80 would be achieved, which may reduce collision rates. For this reason, the impact of the proposed UWSP on collision rates on I-80 and I-5 would be **less than significant**.

Mitigation Measures

All required improvements detailed below for Mitigation Measures TR-3a through TR-3c are based on the forecast traffic volume and geometric conditions at each intersection, as analyzed in the LTA prepared for the proposed UWSP (see Appendix TR-2).

TR-3a) The project applicant shall construct the following geometric and associated signal timing/phasing improvements (or an equivalent or more effective set of alternate improvements subject to the determination of the environmental coordinator) at the I-80/West El Camino Avenue interchange and at the West El Camino Avenue/El Centro Road intersection.

<u>West El Camino Avenue/El Centro Road Intersection</u>

- Construct two channelized westbound" right-turn lanes (i.e., two approach lanes, triangular corner raised median, and two receiving lanes).
- Construct at-grade crosswalks on the north, south, and west legs (including a signalized crosswalk in the westbound right-turn lanes). Prohibit pedestrian travel on the east leg.
- Modify the eastbound approach to consist of a single left-turn lane and the northbound approach to consist of a single through lane.
- Construct a third westbound left-turn lane.
- Modify the eastbound right-turn lane to become a shared through/right lane.

<u>I-80 Westbound Ramps/West El Camino Avenue Intersection</u>

- Construct a third westbound right-turn lane on the off-ramp.

<u>West El Camino Avenue between I-80 Westbound Ramps and El Centro Road</u>

- In the westbound direction, construct four travel lanes departing the westbound ramps intersection.
- In the eastbound direction, construct three receiving lanes departing El Centro Road that laterally transition and then widen to four lanes approaching the westbound ramps intersection.

TR-3b) The project applicant shall pay its proportionate fair share percentage toward improvements at the I-5 southbound on-ramp at West El Camino Avenue and I-5 southbound and northbound on-ramps at Garden Highway.

TR-3c) The project applicant shall construct the following improvements at project access intersections along Garden Highway:

- Garden Highway/San Juan Road – Construct exclusive southbound left-turn lane.
- Garden Highway/Bryte Bend Road – Construct exclusive northbound right-turn lane.
- Garden Highway/Radio Road – Construct exclusive southbound left-turn lane.

TR-3d) The project applicant shall eliminate the 49er Travel Plaza driveway on West El Camino Avenue. Removal of this driveway would reduce the number of conflict points involving passenger vehicles, trucks, bicyclists, and pedestrians.

TR-3e) The project applicant shall replace the free-flowing right-turn off-ramp movement with a signal-controlled movement. This would eliminate the weaving movement and also slow travel speeds on westbound West El Camino Avenue approaching El Centro Road.

IMPACT TR-4: EMERGENCY ACCESS

As shown in Plate TR-3, the proposed UWSP includes a fully developed roadway system. In addition, the UWSP area includes a designated site located at the southeast corner of Bryte Bend Road and Street 2, which is southwest of the Town Center District, for a potential future fire station. Future driveway and building configurations would comply with applicable fire code requirements for emergency evacuation, including proper emergency exits for visitors and employees. Individual buildings proposed within the UWSP area would be subject to the review and approval of access and circulation plans by the City of Sacramento Fire Department;[1] as such, the proposed UWSP would not result in inadequate emergency access. Furthermore, pursuant to California Vehicle Code Section 21806, the drivers of emergency vehicles are generally able to avoid traffic in the event of an emergency by using sirens to clear a path of travel or by driving in the lanes of opposing traffic. Therefore, the proposed UWSP would not result in inadequate emergency access, and the impact would be **less than significant**.

[1] As noted in Chapter 2, *Project Description*, the City of Sacramento Fire Department is currently contracted to provide fire and emergency services to the UWSP area and would continue to do so after approval of the UWSP.

MITIGATION MEASURES

None required.

19 TRIBAL CULTURAL RESOURCES

INTRODUCTION

This chapter evaluates the potential impacts on tribal cultural resources. Policies provided in the proposed UWSP and existing County requirements are evaluated as to their potential to mitigate or avoid any potentially significant impacts.

The Notice of Preparation (NOP) for the EIR was circulated on October 5, 2020. The County received scoping comments from the Native American Heritage Commission (NAHC) which recommended, pursuant to Senate Bill 18 (SB 18) and Assembly Bill 52 (AB 52), that the County conduct consultation with tribes that are affiliated with the County. The NAHC also recommended that the County conduct a cultural resources records search of the California Historical Resources Information System (CHRIS) and that an archaeological inventory survey report be prepared along with outreach to culturally affiliated Native American tribes.

ENVIRONMENTAL SETTING

Chapter 9, *Cultural Resources*, provides a comprehensive overview of the environmental setting, including the natural, physical, hydrological, soils, climate, flora, and fauna of the UWSP area, as well as a cultural setting, including the pre-contact and historic overview. Chapter 9, *Cultural Resources*, also provides a review of the background research completed for the UWSP area.

ETHNOGRAPHIC OVERVIEW

The UWSP area is located in the southwestern corner of the traditional territory of Nisenan, also known as the Southern Maidu. Other Native American groups located near the UWSP area were the Plains Miwok to the south near Freeport, and the Patwin, on the west side of the Sacramento River.

Nisenan territory included the American, Yuba, and Bear River drainages from the Sacramento Valley to the crest of the Sierras, and the lower reaches of the Feather River. This included the Sacramento Valley area now occupied by the City of Sacramento, with the Sacramento River marking the western boundary of Nisenan territory in this location. Because of the extensive range and variation in the territory occupied, the Nisenan are sometimes divided into two subgroups, the Hill Nisenan and the Valley Nisenan.

The Nisenan were organized into autonomous village communities, based on extended family groupings. Nisenan settlements ranged in population size from 15 to 500 people. One larger village usually played a dominant social and organizing role in a particular area. From the central village, inhabitants dispersed at certain times of the year to

gather resources and hunt. Near the UWSP area, the largest known village is *Pusune* or *Pujune* (CA-SAC-26), which was north of the mouth of the American River.

In the Sacramento Valley, Nisenan settlements were located on low rises near rivers and streams, to avoid flooding and to allow exploitation of riverine resources. In the foothills, settlements were located on gentle slopes with south or western exposure. Important factors for the location of village sites included available water, south or western exposure for warmth in the winter, and elevation.

Family dwellings were circular dome-shaped structures, roofed with grass, tule, and earth. Typical houses were eight to fifteen feet in diameter, although the house of the headman could be larger. Summer shelters were usually informal brush and tule structures designed for shade and air flow. Larger villages had a dance house, a semi-subterranean circular dome-shaped structure, but much larger, thirty feet or more in diameter.

Subsistence was based on generalized hunting and gathering, with acorns playing a large role as a reliable food stuff. In addition to acorns, the Nisenan gathered a large variety of nuts, roots, bulbs, berries and greens for both food and medicinal uses. Hunting focused on deer, however, pronghorn antelopes, bears, and small animals such as rabbits, squirrels, and birds were also hunted. Fish were an important part of the diet in areas located along major drainages. Amphibians and reptiles were not eaten, and dogs, coyotes, and wolves were regarded as poisonous and never eaten.

The Nisenan used typical flaked and ground stone tool assemblages, including mortars and pestles, knives, scrapers, pipes, and charmstones. Baskets, nets, and matting were also widely utilized. Hunting was done with the bow and arrow. The Valley Nisenan used tule rafts or canoes to navigate the delta and rivers but did not travel widely. Foodstuffs, furs, and manufactured items were traded by the Nisenan with their neighbors. Desirable exotic items were obtained through trade, such as ocean shell, shell beads, and obsidian toolstone.

Contact between the Nisenan and the Spanish Mission system began about 1800. However, the Valley Nisenan were sufficiently removed from the Mission influence, which was concentrated around San Francisco Bay, to largely escape being brought to the Missions. Spanish explorers did cross through the area, and by the 1820s, American trappers were working in Nisenan territory. These localized intrusions did not result in any permanent settlement. In 1832-1833, a malaria epidemic swept the Sacramento Valley, killing perhaps as much as 75% of the indigenous population.

The arrival of John Sutter in 1839, followed by the gold rush after the discovery of gold in 1848, resulted in quick and complete destruction of the traditional Nisenan lifeway. Wide-spread activity by prospectors, miners, and farmers disturbed or destroyed hunting and gathering areas, and the Native Americans were pushed out of their settlements and much reduced in number by disease and deliberate killing.

Modern tribal entities with Nisenan heritage include: Berry Creek Rancheria of Maidu Indians, Enterprise Rancheria of Maidu Indians of California, Greenville Rancheria of

Maidu Indians of California, Mechoopda Indian Tribe of Chico Rancheria, Mooretown Rancheria of Maidu Indians of California, Shingle Springs Band of Miwok Indians, Shingle Springs Rancheria (Verona Tract), Susanville Indian Rancheria, United Auburn Indian Community of the Auburn Rancheria, Honey Lake Maidu Tribe, KonKow Valley Band of Maidu Indians, Nisenan of Nevada City Rancheria, Strawberry Valley Band of Pakan'yani Maidu (a.k.a. Strawberry Valley Rancheria), Tsi Akim Maidu Tribe of Taylorsville Rancheria, United Maidu Nation, and Colfax-Todds Valley Consolidated Tribe of the Colfax Rancheria.

Tribal Consultation Effort

On October 6, 2020, Sacramento County Office of Planning and Environmental Review (PER) distributed AB 52 notification letters to Ione Band of Miwok Indians, United Auburn Indian Community, and Wilton Rancheria, the registered consulting parties of the County. In addition to these consulting tribes, Sacramento County also distributed SB 18 notification letters to the Buena Vista Rancheria of Me-Wuk Indians, Colfax-Todds Valley Consolidated Tribe, Nashville Enterprise Miwok-Maidu-Nishinam Tribe, Shingle Springs Band of Miwok Indians, and Tsi Akim Maidu, per the recommendations of the Native American Heritage Commission

Three tribes formally requested consultation: United Auburn Indian Community (October 20, 2020); Wilton Rancheria (October 27, 2020); and Shingle Springs Band of Miwok Indians (November 2, 2020). Between October 2023 and May 2024, County PER held consultation meetings with these tribes. County PER provided project updates, steps for tribal cultural identifications, and avoidance/mitigation measures that could be implemented through the environmental document. United Auburn Indian Community expressed interest in employing a canine forensic survey to ensure there are no unknown burial sites within the development areas. Wilton Rancheria expressed interest in joining the tribal cultural survey. Shingle Springs Band of Miwok Indians reaffirmed their assessment of significant impacts that the project would have on the tribal cultural landscape (Sacramento River Tribal Cultural Landscape).

On May 20, 2024, Rene Guerrero from United Auburn Indian Community conducted a tribal survey of the accessible project site. Representatives from Wilton Rancheria opted to review County drone footage in lieu of on-site observation. While no tribal cultural resources were identified, Mr. Guerrero expressed concern over the holistic impact to the tribal cultural landscape and the ability to view and comment of mitigation measures prior to release of the draft EIR.

Sacramento River Tribal Cultural Landscape

The Sacramento River is a registered Tribal Cultural Landscape (TCL) on file with the Office of Historic Preservation and recognized by California's State Historic Preservation Officer as a landscape that is eligible for listing in the National Register of Historic Places (National Register) under the Criterion A.

The TCL includes the entire span (approximately 50 miles) of the Lower Sacramento River within Sacramento County. The primary characteristics of this landscape are

waterways, tule habitat, fisheries, and native wildlife. The landscape is considered sacred for its association with pre-contact indigenous occupation and long-spanning ethnographic lore.

The TCL remains significant to the indigenous communities of Sacramento County for its contemporary habitats, which support native plants and animals still used today for spiritual, medicinal, and modern foraging practices that help preserve traditional lifeways.

National Register Evaluation Status

All properties and districts listed in or eligible for listing in the National Register are considered in the planning of federal undertaking such as highway construction and Community Development Block Grant projects. Federal undertakings also include activities sponsored by state or local governments or private entities if they are licensed or partially funded by the federal government.

If a project is subject to the CEQA, then the National Register designation of a property (or the determination of its eligibility) would indicate its significance and the need to take into account any effects of the project on the property. A local agency may tie listing in the National Register to restrictions imposed locally, such as design review.

In March 2023, California's State Historic Preservation Officer (SHPO) recognized the Sacramento River TCL as property eligible for listing in the National Register under Criterion A, for its association with events that have made a significant contribution to the broad patterns of our history. Despite being subject to significant alterations in the 19th and 20th centuries, the SHPO concurred that the landscape maintains integrity of location, setting, feeling, and association.

California Register Evaluation Status

All properties and districts listed in or eligible for listing in the California Register are considered in the planning of public and private projects that are subject to CEQA as potential impacts to cultural and/or tribal cultural resources.

The Sacramento River TCL has not been evaluated at the state level, and its eligibility status remains unconfirmed. Because the Sacramento River TCL is not a listed or evaluated property under the California Register, Sacramento County defers to Public Resources Section 21074, which states that "a resource determined by a lead agency, in its discretion and supported by substantial evidence to be significant according to the historical register criteria in Public Resources Section 5024.1(c) and considering the significance of the resource to a California Native American tribe." Therefore, the Sacramento TCL is considered a historical resource for the purposes of CEQA.

REGULATORY SETTING

FEDERAL

There are no federal laws or regulations specifically related to tribal cultural resources. Section 106 of the National Historic Preservation Act considers historic properties, which also include traditional cultural properties.[1] Chapter 9, *Cultural Resources,* provides a summary of Section 106 of the National Historic Preservation Act.

STATE

PUBLIC RESOURCES CODE SECTIONS 21074, 21080, 21083 (ASSEMBLY BILL 52)

In September 2014, the California Legislature enacted Assembly Bill (AB) 52, which added provisions to the Public Resources Code regarding the evaluation of impacts on tribal cultural resources under CEQA, and consultation requirements with California Native American tribes. In particular, AB 52 requires lead agencies to analyze project impacts on tribal cultural resources (Public Resources Code Sections 21074 and 21083.09). The law defines tribal cultural resources in a new Section, Public Resources Code Section 21074. AB 52 also requires lead agencies to engage in additional consultation procedures with respect to California Native American tribes (Public Resources Code Sections 21080.3.1, 21080.3.2, and 21082.3).

Public Resources Code Section 21084.3 addresses mitigation for tribal cultural resources impacts as follows:

a) Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource.

b) If the lead agency determines that a project may cause a substantial adverse change to a tribal cultural resource, and measures are not otherwise identified in the consultation process provided in Section 21080.3.2, the following are examples of mitigation measures that, if feasible, may be considered to avoid or minimize the significant adverse impacts:

    1) Avoidance and preservation of the resources in place, including, but not limited to, planning and 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.

    2) Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:

[1] A Traditional Cultural Property is a property that is eligible for inclusion in the National Register of Historic Places based on its associations with the cultural practices, traditions, beliefs, lifeways, arts, crafts, or social institutions of a living community.

A. Protecting the cultural character and integrity of the resource.

B. Protecting the traditional use of the resource.

C. Protecting the confidentiality of the resource.

3) Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.

4) Protecting the resource.

Senate Bill 18

Senate Bill 18 requires local governments to consult with tribes before making certain planning decisions and to provide notice to tribes at certain key points in the planning process. These consultation and notice requirements apply to adoption and amendment of both general plans (defined in California Government Code Section 65300 et seq.) and specific plans (defined in Government Code Section 65450 et seq.). Adoption of the proposed UWSP would require several General Plan amendments; therefore, the SB 18 consultation process is applicable.

Local

Sacramento County 2030 General Plan

The following policies from the Conservation Element of the Sacramento County 2030 General Plan are applicable to the proposed UWSP.

CO-151 Projects involving an adoption or amendment of a General Plan or Specific Plan or the designation of open space shall be noticed to all appropriate Native American tribes in order to aid in the protection of traditional tribal cultural places.

CO-152 Consultations with Native American tribes shall be handled with confidentiality and respect regarding sensitive cultural resources on traditional tribal lands.

Impacts and Analysis

Significance Criteria

For purposes of this EIR and consistent with the criteria presented in Appendix G of the CEQA Guidelines, impacts on tribal cultural resources may be considered significant if implementation of the proposed project would:

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

1) Listed or eligible for listing in the California Register, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k); or
2) 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.

Issues Not Discussed in Impacts

All potential issues related to tribal cultural resources identified in the significance criteria above are evaluated below.

Methodology and Assumptions

For projects for which an NOP or a notice of negative declaration/mitigated negative declaration was filed on or after July 1, 2015, CEQA requires that a project's impacts on tribal cultural resources be considered as part of the overall analysis of project impacts (Public Resources Code Sections 21080.3.1, 21084.2, and 21084.3).

Tribal cultural resources are defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: (i) listed or eligible for listing in the California Register, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k); or (ii) a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

California Native American tribes traditionally and culturally affiliated with a geographic area may have expertise concerning their tribal cultural resources. Therefore, the analysis of whether project impacts may result in a substantial adverse change in the significance of a tribal cultural resource depends heavily on the results of consultation between the lead agency and culturally affiliated California Native American tribes during the CEQA process.

Impact TCR-1: Tribal Cultural Resources

Construction of development allowed under the proposed UWSP could involve ground disturbance, vibration, and the removal of archaeological resources and/or architectural resources. Construction of individual projects may also affect the biological resources community (e.g., trees, vegetation, fish, riparian vegetation), visual setting, noise levels,

and air quality, among other resources. However, the exact details, including locations, of any such construction activities have yet to be determined. Therefore, it is not known whether development allowed under the proposed UWSP would affect any tribal cultural resources.

The proposed UWSP would also include a variety of offsite improvements as previously described. The proposed offsite improvements would occur within existing ROWs (e.g. within existing roadway corridors, facility footprints, and/or underground). It is not known whether the offsite improvements would affect any significant tribal cultural resources.

Construction could result in a significant impact on tribal cultural resources, including the National and California Register-eligible Sacramento TCL, by introducing new visual elements to landscapes associated with or comprising tribal cultural resources. Ground-disturbing activities could result in a significant impact on archaeological resources that are also considered tribal cultural resources through their partial or complete destruction. Finally, construction activities could alter the makeup of biological communities (e.g., fish, riparian vegetation) that comprise tribal cultural resources (e.g., traditional hunting/ fishing/gathering areas). Any impact of these construction activities on such tribal cultural resources could be significant.

If construction activities for development allowed under the proposed UWSP or offsite improvements result in either a direct impact (e.g., physical modification, damage, or destruction) or an indirect impact (e.g., alteration to setting, biological community, or visual setting) on any tribal cultural resource as defined in Public Resources Code Section 21074, the impact would be **potentially significant**.

The Sacramento River TCL is an altered landscape with a spectrum of significance throughout its boundaries. Sacramento County relies on tribal consultation to determine when impacts to the Sacramento River TCL are potentially significant. Through consultation under CEQA, tribes confirmed that the project area contains critical aspects of the TCL. If construction activities for development allowed under the proposed UWSP or offsite improvements result in either a direct impact (e.g., physical modification, damage, or destruction) or an indirect impact (e.g., alteration to setting, biological community, or visual setting) on any tribal cultural landscape as defined in Public Resources Code Section 21074, the impact would be **potentially significant**.

Compliance with Mitigation Measures CUL-2a, CUL-2b, and CUL-3 would be required when applicable to a given project. In addition, Mitigation Measures TCR-1a and TCR-1b would be required when applicable to a given project. Implementation of these mitigation measures would be the responsibility of the project proponent(s). However, in some instances it may not be feasible to avoid a tribal cultural resource, and the resource may need to be altered or destroyed. Also, because the extent and location of such actions are not known at this time, it is not possible to conclude that the mitigation measures, or equally effective mitigation measures, would reduce a significant impact to a less-than-significant level in all cases. Therefore, this impact would remain **significant and unavoidable**.

Mitigation Measures

TCR-1a **Conduct Inventory and Significance Evaluation of Tribal Cultural Resources.**

Upon submittal of subsequent development applications, the project proponent shall coordinate with the County and consulting Native American tribes (United Auburn Indian Community, Wilton Rancheria, and Shingle Springs Band of Miwok Indians – collectively referred to as tribes) for each project-specific area. The tribes shall be offered the opportunity to identify portions of the project site that could be sensitive or potentially sensitive for tribal cultural resources. The tribes may work in coordination with the tasks outlined in CUL-1.

Tribes may request additional testing and boundary delineation prior to the disturbance of any potential tribal cultural resource. The treatment plan may include identification methods including, but not limited to, canine forensic surveys, ground penetrating radar, vegetation clearing for surface visibility, and/or subsurface testing.

When subsequent development applications are deemed complete, the tribes shall be provided the following information for each subsequent notification to assist in their determination of the potential to impact tribal cultural resources.

- Map(s) and verbal description of the project-specific area that delineates both the horizontal and vertical extents of where a project could result in impacts, including both direct and indirect, on tribal cultural resources.
- Descriptions of proposed ground disturbances and construction activities.
- The results of an updated records search of the project-specific area from the Northwest Information Center of the California Historical Resources Information System.
- The results of an archaeological sensitivity analysis to assess the potential for buried archaeological resources using geologic and historic maps, soils data, and other sources.
- The results of an archaeological field survey. Tribes should be notified prior to conducting archaeological survey and afforded an opportunity to be present. Tribes may also request separate tribal cultural surveys.

If the consulting Native American tribes determine that a tribal cultural monitor is warranted for a project, the tribes shall be offered the opportunity to engage in compensated construction monitoring. Tribes must be contacted for the opportunity to monitor each separate development stage. For monitoring, the provisions of Mitigation Measure CUL-2a will be followed, which includes the development of a monitoring plan.

If potentially significant impacts on tribal cultural resources that qualify as historical resources (per State CEQA Guidelines Section 15064.5) are identified, a treatment plan for avoiding or minimizing such impacts shall be

developed, in coordination with the tribes. Measures for avoiding or minimizing impacts include:

- Avoidance and preservation of the resources in place, including, but not limited to, planning and 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.
- Treating 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:
  - ☐ Protecting the cultural character and integrity of the resource.
  - ☐ Protecting the traditional use of the resource.
  - ☐ Protecting the confidentiality of the resource.
- Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
- Protecting the resource.

The consultation shall be considered concluded when (1) the parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource or (2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached.

TCR-1b **Tribal Repatriations.**

In the event that remain-in-place measures are infeasible for disturbed human remains, the project proponent, in consultation with tribes and County representatives, shall identify an on-site repatriation location within a conservation easement. This shall include an agreement to maintain resource location confidentiality.

In addition to the mitigation requirements discussed in Impact CUL-3, tribes may request additional materials and monitoring in the event of human remains discovery. This may include, but is not limited to, on-site storage of remains in a locked, air-conditioned facility with access controlled by tribal monitors, materials required for appropriate recovery and reinternment, and physical control mechanisms such as subsurface coverings and above-ground deterrents such as site fencing.

Implement Mitigation Measure CUL-2a.

For the text of this mitigation measure, see the discussion of Impact CUL-2 in Chapter 9, *Cultural Resources*.

Implement Mitigation Measure CUL-2b.

For the text of this mitigation measure, see the discussion of Impact CUL-2 in Chapter 9, *Cultural Resources*.

Implement Mitigation Measure CUL-3.

For the text of this mitigation measure, see the discussion of Impact CUL-3 in Chapter 9, *Cultural Resources*.

20 UTILITIES

INTRODUCTION

This chapter describes existing utilities and service systems that serve the UWSP area. Utilities and service systems described in this chapter include water supply and conveyance, wastewater treatment and conveyance, stormwater conveyance, solid waste collection and disposal, and electricity, natural gas and telecommunications. Pertinent federal, state, and local regulations and requirements are reviewed. Potential impacts of the proposed UWSP on utilities and service systems are discussed, and as warranted, mitigation measures that could avoid or minimize the magnitude of potential impacts are presented. This chapter discusses potential impacts on stormwater conveyance facilities; for a discussion of stormwater quality management, see Chapter 13, *Hydrology and Water Quality*.

The Notice of Preparation (NOP) for the EIR was circulated on October 5, 2020. The County received several comments related to utilities, all stating that the County should continue consultation with utility providers to ensure that the EIR addresses impacts on the utility and infrastructure network and the provision of service to the UWSP area.

The information and analysis in this chapter was developed based on project-specific construction and operational features, data provided by the City of Sacramento (City) regarding existing water use, and additional data and information gathered from the Sacramento 2035 General Plan, Sacramento 2035 General Plan Master EIR, Sacramento 2035 General Plan Background Report, the City of Sacramento Draft 2020 Urban Water Management Plan (UWMP), a water supply assessment (WSA) (Appendix UT-1), and other published technical reports, as indicated in footnoted references.

ENVIRONMENTAL SETTING

WATER

WATER SUPPLY

The Natomas Central Mutual Water Company (NCMWC) currently serves agricultural customers in the western portion of the UWSP area while the City of Sacramento currently serves domestic customers within the eastern portion of the UWSP area and would serve future development allowed under the proposed UWSP.

SURFACE WATER

Most of Sacramento's water supply comes from surface water diversions pursuant to the City's surface water rights and entitlements. These consist of water rights established before 1914 (pre-1914 rights), water rights established after 1914, and a settlement contract between the City and the U.S. Bureau of Reclamation (Reclamation).

The City's pre-1914 appropriative rights entitle the City to surface water from the Sacramento River. The City's right is based on the use of Sacramento River water since 1854; this pre-1914 appropriative right allows for direct diversion of 75 cubic feet per second (cfs) from the Sacramento River.

The City's post-1914 Sacramento River rights are reflected in five water rights permits issued by the State Water Resources Control Board or its predecessor, the State Water Rights Board. Permit 992 authorizes the City to take up to 81,800 acre-feet per year (AFY) from the Sacramento River by direct diversion, with a maximum diversion of 225 cfs, and has a priority date of March 30, 1920. This permit sets a boundary around the area in which the City is allowed to use diverted Sacramento River water (the *place of use*): the area within the legal city limits, an area that changes from time to time through annexations.

The City has four additional post-1914 water rights permits, which authorize diversions of American River water. Permits 11358 and 11361, which authorize the City to divert water from the American River by direct diversion, have priority dates of October 29, 1947, and September 22, 1954, respectively. These permits allow for diversions at the City's E.A. Fairbairn Water Treatment Plant (FWTP), on the south bank of the American River just downstream from the Howe Avenue Bridge, and specify a combined maximum allowable rate of diversion of 675 cfs. The authorized place of use for both permits is 79,500 acres within and adjacent to the city limits.

The final two post-1914 permits (permits 11359 and 11360) authorize re-diversion for consumptive uses[1] of American River tributary water previously diverted by Sacramento Municipal Utility District's (SMUD's) Upper American River Project. Permits 11359 and 11360 have priority dates of February 13, 1948, and July 29, 1948, respectively, and the place of use for both permits is 96,000 acres within and adjacent to the city limits. These permits allow for diversions at the FWTP and at the City's Sacramento River Water Treatment Plant (SRWTP), located on the east bank of the Sacramento River between the American River confluence and the I Street Bridge. The combined maximum allowable re-diversions under these permits are up to 1,510 cfs of Upper American River Project direct diversion water and up to 589,000 AFY of Upper American River Project stored water.

[1] Water used consumptively diminishes the source and is not available for other uses, whereas non-consumptive water use does not diminish the source or impair future water use. *Consumptive water use* is defined as any use of water that causes a diminishment of the source at the point of appropriation. *Diminishment* is defined as to make smaller or less in quantity, quality, rate of flow, or availability. Surface water use is non-consumptive when there is no diversion from the water source or diminishment of the source.

In addition, the City entered into a water rights settlement contract with Reclamation in 1957 after Reclamation's construction of Folsom Dam, which provides improved flood control to downstream communities. The essence of the City/Reclamation settlement contract is that the City agreed to (1) limit its combined rate of diversion under its American River water rights permits to a maximum of 675 cfs, up to a maximum amount of 245,000 AFY in the year 2030, and (2) limit its rate of diversion under its Sacramento River water rights permit to a maximum of 225 cfs and a maximum amount of 81,800 AFY. This limits the City's total diversions of Sacramento and American River water to 326,800 AFY in the year 2030 (see **Table UT-1**). The contract also specifies an annual build-up schedule to this maximum amount (see **Table UT-2**).

In return, the contract requires Reclamation to make enough water available in the rivers at all times to enable the City's agreed-upon diversions. The City agreed to make an annual payment to Reclamation for Folsom Reservoir storage capacity used to meet Reclamation's obligations under the contract, beginning with payment for 8,000 acre-feet (AF) of storage capacity in 1963 and building up, more or less linearly, to payment for the use of 90,000 AF of storage capacity in 2030. The water rights settlement contract is permanent and has no delivery limitations. The Reclamation contract, in conjunction with the City's water rights, provides the City with a reliable and secure water supply.

The City's diversions of American River water at the FWTP are also subject, during certain time periods, to limitations specified in the Water Forum Agreement (WFA). The Water Forum was established in 1993 by a group of water managers, local governments, business leaders, agricultural leaders, environmentalists, and citizen groups with two "co-equal" goals: to provide a reliable and safe water supply through the year 2030, and to preserve the wildlife, fishery, recreational, and aesthetic values of the Lower American River. After six years of intense interest-based negotiations, the Water Forum participants approved the 2000 WFA. Several factors can affect the allocation of water supply from the American River. When March to November unimpaired flow into Folsom Reservoir (UIFR) is greater than 1.6 million acre-feet, no annual WFA restrictions are applied. However, other restrictions could be in effect such as the Central Valley Project shortage criteria.[2]

[2] Central Valley Project Municipal and Industrial (M&I) Water Shortage Policy Guidelines and Procedures ensure consistent and equitable implementation of the M&I Water Shortage Policy throughout the Central Valley Project for those M&I Contractors subject to the Water Shortage Policy. These guidelines focus on the process and calculations of public health and safety and adjustments to a Contractor's Historical Use.

Table UT-1: Summary of the City of Sacramento's Post-1914 Water Rights

Application or License Number	Priority Date	Source	Maximum Amount Specified*		Purpose of Use	Season of Diversion and Re-diversion	Place of Use	Deadline to Perfect Full Use
			(cfs)	(AFY)				
A. 1743 P. 992	3/30/1920	Sacramento River	225	81,800	Municipal	January 1–December 31	City of Sacramento	12/31/2030
A. 12140 P. 11358	10/29/1947	American River	675	245,000	Municipal	November 1–August 1	79,500 acres within and adjacent to the city limits	12/31/2030
A. 16060 P. 11361	9/22/1954	Tributaries of the American River			Municipal	November 1–August 1	79,500 acres within and adjacent to the city limits	12/31/2030
A. 12321 P. 11359	2/13/1948	Tributaries of the American River	1,510	589,000	Municipal	November 1–August 1	96,000 acres within and adjacent to the city limits	12/31/2030
A. 12622 P. 11360	7/29/1948	Tributaries of the American River			Municipal	November 1–August 1	96,000 acres within and adjacent to the city limits	12/31/2030
Maximum Diversion Amount			**900**	**326,800**				

NOTES: AFY = acre-feet per year; cfs = cubic feet per second

1 Permits 11359, 11360, and 11361 allow for re-diversion of surface water tributaries within Sacramento Municipal Utility District's Upper American River Project into the American River. Permits 11359 and 11360 allow for re-diversion at 1,510 cfs at the E.A. Fairbairn Water Treatment Plant and at the Sacramento River Water Treatment Plant for up to 589,000 AFY of stored Upper American River Project water.

* Amounts shown reflect the 1957 water rights settlement agreement between the City of Sacramento and the U.S. Bureau of Reclamation, as discussed in the text in this chapter.

SOURCE: City of Sacramento 2021.

Table UT-2: Maximum Diversion Schedule (acre-feet per year) in the Settlement Contract between the City and Reclamation

Source	2025	2030	2035	2040	2045
American River	228,000	245,000	245,000	245,000	245,000
Sacramento River	81,800	81,800	81,800	81,800	81,800
Total	**309,800**	**326,800**	**326,800**	**326,800**	**326,800**

NOTES: City = City of Sacramento; Reclamation = U.S. Bureau of Reclamation

SOURCE: City of Sacramento 2021.

As part of the WFA, each water purveyor signed a purveyor-specific agreement that specified that purveyor's Water Forum commitments. The City's purveyor-specific agreement limits the quantity of water it can divert from the American River at the FWTP during two hydrologic conditions: extremely dry water years ("Conference Years")[3] and periods when river flows are below the so-called "Hodge Flow criteria."[4]

The City's purveyor-specific agreement defines extremely dry water years (Conference Years) as years in which the California Department of Water Resources projects an annual March to November UIFR of 550,000 AFY or less, or the UIFR is less than 400,000 AFY. In Conference Years, the City has agreed to limit its diversions for water treated at the FWTP to 155 cfs and 50,000 AFY. Conference Years have occurred on the American River only twice during the 72-year period of record for historical hydrology.

In addition to Conference Years, the City's purveyor-specific agreement specifies limitations on the City's diversion rate at the FWTP when American River flows bypassing the FWTP are less than the Hodge Flow criteria as follows: 3,000 cfs from March through June; 2,000 cfs from October 16 through February; and 1,750 cfs from July through October 15.

Based on CalSim II[5] analysis of 1922 to 1994 climate data, in 59 percent of years the American River is predicted to experience flows that are less than Hodge Flow

[3] "Conference Years" occur when March–November UIFR is less than 400 thousand acre-feet. In those years' diverters and others are required to meet and confer on how best to meet demands and protect the American.

[4] A "Hodge Year" occurs when the March–November UIFR is less than 1,600 thousand acre-feet. In the case of *EDF v. East Bay Municipal Utility District* (Superior Court, Alameda County, 1990, No. 425955), the court (Judge Hodge) established minimum flow levels that would have to be met in the American River for East Bay Municipal Utility District to divert water into the Folsom South Canal. These flow levels have come to be known as "Hodge Flows." "HodgeFlow trigger" which affects diversions at the Fairbairn treatment plant when the LAR flow is less than 3,000 cfs during Mar-Jun; 2) Less than 2,000 cfs from October 16-Feb; and 3) Less than 1,750 cfs from July-Oct15.

[5] CalSim is the model used to simulate California State Water Project/Central Valley Project operations. CalSim II is the latest version of CalSim available for use.

conditions at some time during the peak months of June through August. When flows passing the FWTP are greater than the Hodge Flow criteria and Conference Year conditions do not exist, the purveyor-specific agreement allows diversions of American River water up to the FWTP's current maximum rate of 310 cfs (200 million gallons per day [mgd]).

It is important to note that the WFA does not restrict diversion under the City's American River entitlements from a Sacramento River diversion point (which leaves the water in the American River throughout its reaches). Therefore, during a Conference Year condition, the City's annual surface water diversion amounts are limited only by the FWTP Conference Year condition and the diversion and treatment capacity at the SRWTP. Assuming a maximum treatment capacity of 50,000 AFY at the FWTP and 180,000 AFY at the SRWTP, the current drought-limiting scenario allows surface water production of 230,000 AFY.

GROUNDWATER

The City obtains the majority of its water supply from surface water in the American and Sacramento Rivers; groundwater makes up the balance of its water supplies. Groundwater for municipal uses is obtained from the North American and South American subbasins of the Sacramento Valley Groundwater Basin. The North American Subbasin is bounded by the Bear River to the north, the Feather River to the west, the Sacramento and American Rivers to the south, and a north-south line extending from the Bear River to Folsom Lake to the east. The South American Subbasin is bounded by the Sierra Nevada to the east, the Sacramento River to the west, the American River to the north, and the Cosumnes and Mokelumne Rivers to the south.

Based on production capabilities, the City expects to pump up to 24.175 million gallons per day or 27,083 AF in 2025 and would continue to use groundwater to supplement its surface water supplies over the next 20 years (see **Table UT-3**).

Table UT-3: City of Sacramento Groundwater Supplies

	Projected Water Supply Volume (acre-feet)*				
	2025	**2030**	**2035**	**2040**	**2045**
City of Sacramento	27,083	31,107	35,131	39,155	39,155

NOTE:

* Based on sustainable target pumping of 20,591 acre-feet (AF) from the North American Subbasin and up to approximately 19,000 AF from the South American Subbasin.

SOURCE: City of Sacramento 2021.

The City extracts groundwater from 28 municipal wells; 26 of the wells are located north of the American River in the North American Subbasin and the other two wells extract groundwater from the South American Subbasin. However, only 23 of these wells are currently operated on a regular basis to supply municipal water. The City has

constructed three additional water supply wells. One well was installed at the FWTP but the appurtenances and facilities needed to pump, treat, and deliver groundwater are pending design and installation. The City expects to complete design in spring 2023 and this new well could be operational by late 2023 or early 2024. The other two groundwater supply wells were constructed at Shasta Park with a 4 MG reservoir. These wells were expected to be permitted and on-line in 2021; however, delays occurred over the last two years. The City expects to have these new groundwater wells operating in early 2023. The City also owns and operates 22 irrigation/park supply wells (City of Sacramento 2021).

The City is one of many water purveyors that use groundwater from the North American and South American subbasins. Although the City pumps from both subbasins, more than 90 percent of the City's groundwater is pumped from the North American Subbasin. For example, in 2020, the City pumped 19,022 AF of groundwater from the North American Subbasin and 1,407 AF from the South American Subbasin for potable water consumption (City of Sacramento 2021).

In 2014, the Sacramento Groundwater Authority (SGA) prepared a groundwater management plan for the portion of the North American Subbasin located between the American River and the Sacramento County line. Additionally, as a result of the Water Forum Successor Effort, the Central Sacramento County Groundwater Management Plan was prepared. These two plans identify measures to be taken to maintain a sustainable, high-quality groundwater resource.

The WFA identified a sustainable yield for the North American Subbasin of 131,000 AFY. The SGA monitored groundwater extractions from the North American Subbasin from 2000 to 2013 and estimated all annual average extractions at 99,500 AFY. The Groundwater Management Plan also reports that groundwater use declined during this period, largely as a result of the implementation of conjunctive use[6] operations and water use efficiency measures. The Groundwater Management Plan concludes that the North American Subbasin is well within its sustainable yield indicator, and because North American Subbasin is largely developed, it is not expected that new water demands would cause the basin to approach its average annual sustainable yield (SGA 2014). The South American Subbasin occupies approximately 248,000 acres or 388 square miles, and is bounded on the east by the Sierra Nevada, on the west by the Sacramento River, on the north by the American River, and on the south by the Cosumnes and Mokelumne Rivers. These perennial rivers generally create a groundwater divide in the shallow subsurface. It is clear that there is interaction between groundwater of adjacent subbasins at greater depths (DWR 2006).

[6] Conjunctive use is the long-term use of surface water and groundwater resources to maximize total water availability in a region. In general, surface water supplies are used to meet water supply demands in most water years, while an aggressive groundwater recharge program uses surplus surface water to replenish groundwater with the goal of having additional groundwater in storage that can be used during dry years.

The Central Sacramento County Groundwater Management Plan represents a critical step in establishing a framework for maintaining a sustainable groundwater resource for the various users overlying the basin in Sacramento County between the American and Cosumnes Rivers. The Central Sacramento County Groundwater Management Plan documented the estimated long-term average annual sustainable yield of the Central Basin to be 273,000 AFY, while extractions were estimated at 250,000 AFY (Water Forum and Sacramento County Water Agency 2006).

The management plan identifies measures to maintain pumping levels within the sustainable yield, including reduction of demand, conjunctive use with groundwater banking and exchange opportunities, and aquifer storage and recovery projects (Water Forum and Sacramento County Water Agency 2006).

RIVERARC PROJECT

The City is participating as a partner in the RiverArc Project, a multi-agency effort to enhance water supply diversity and reliability on a regional scale. While providing additional water supply options for its stakeholders, the RiverArc Project would increase the sustainability of regional groundwater supplies and provide additional environmental protection in the American River watershed.

The RiverArc Project would divert water from the Sacramento River to offset the water currently diverted from the American River and would deliver that water to a new regional water treatment plant. That water would then be distributed through existing and new pipelines to local water agencies, including the City of Sacramento. For the City of Sacramento, the RiverArc Project would enable the City to divert surface water when the Hodge Flow restrictions are in place on the American River. A new water treatment plant could also be used during peak periods, which would increase water supply reliability in the North Natomas area.

The drought from 2011 to 2017 reinforced the need for this project. Supportive stakeholders and water agencies are working to identify and secure project development funding that may not exist in the future. This includes Proposition 1 funding and additional funding opportunities at the federal, state, and local levels.

The new water treatment plant for the RiverArc Project would be constructed in three phases. Phase 1 would have the capacity to treat 10 to 40 mgd and is scheduled to start in 2026 and continue to 2030. Phase 2 would add an additional 30 to 60 mgd in treatment capacity and is scheduled to begin in 2040 or later. Phase 3 would build out the treatment plant’s capacity and is scheduled to start in 2050 or later. The additional capacity added during this phase would be determined based on the water supply needs of the region. It is anticipated that the current project phases and capacities will be further refined as regional water agencies continue to evaluate their water demands and the sustainability and reliability of their water supplies (Placer County Water Agency 2024).

Water Demand

Retail water demand in the City of Sacramento is primarily residential, but also includes commercial, institutional, and raw water for landscape irrigation. Generally, water demand decreased from 2000 to 2010 because of a combination of factors: increased conservation efforts, deployment of water-conserving fixtures, replacement of leaky pipelines, increased public awareness of California's multi-year drought and dry conditions, effects of the economic recession (commencing in 2008), and the City's meter retrofitting program. As of December 2020, 99 percent of the City's water connections were metered (City of Sacramento 2021).

As of December 2020, which is the date of the most current information available, the City served 142,946 retail customer connections. This customer connection count does not include fire service connections. Actual retail water demand by type of use by customer sector, such as residential, commercial, institutional, and industrial) in 2020 was 100,483 AF (City of Sacramento 2021).

The City also wholesales water to other regional agencies including Sacramento International Airport, Sacramento Suburban Water District, California American Water Company, and Sacramento County Water Agency.

Table UT-4 provides a projection of the City's total water demands for 2025 through 2045. **Table UT-5** presents a summary of water demands and available supply during multiple dry years. As discussed in the City's UWMP, the available water supply figures shown in Table UT-4 conform to the requirements of the Water Forum Agreement, including Hodge Flow requirements (discussed previously).

Table UT-4: City of Sacramento Maximum Total Water Demands through 2045 (acre-feet per year)

Water Use	2025	2030	2035	2040	2045
Potable and Raw Water	107,432	113,809	120,187	126,564	132,942
Recycled Water	1,000	1,000	1,000	1,000	1,000
Total	**108,432**	**114,809**	**121,187**	**127,564**	**133,942**
SOURCE: City of Sacramento 2021: 4-3, Tables 4-8 and 4-9.					

Water Infrastructure

The City of Sacramento provides more than 45 billion gallons of water for drinking, household use, fire suppression, landscaping, and commercial and industrial uses. The distribution system is a pipeline network, in which surface water and groundwater is mixed within the system. The Department of Utilities operates and maintains the City's two water treatment plants, eight pump stations, many storage reservoirs, 28 municipal wells, thousands of hydrants, and nearly 1,800 miles of pipeline to convey water to homes and businesses throughout the City (City of Sacramento 2021).

Table UT-5: Comparison of City of Sacramento Multiple-Dry-Year Supply and Demand, 2025 through 2045 (acre-feet per year)

Year Scenario	Water Supply or Demand	2025	2030	2035	2040	2045
First Year, Multiple-Dry-Year Scenario	**Supply Total**	333,200	350,200	350,200	350,200	350,200
	Demand Total	108,432	114,809	121,187	127,564	133,942
	Excess Supply	**224,768**	**235,391**	**229,013**	**222,636**	**216,258**
Second Year, Multiple-Dry-Year Scenario	**Supply Total**	333,200	350,200	350,200	350,200	350,200
	Demand Total	109,707	116,085	122,462	128,840	138,397
	Excess Supply	**223,493**	**234,115**	**227,738**	**221,360**	**211,803**
Third Year, Multiple-Dry-Year Scenario	**Supply Total**	333,200	350,200	350,200	350,200	350,200
	Demand Total	110,983	117,360	123,738	130,115	142,853
	Excess Supply	**222,217**	**232,840**	**226,462**	**220,085**	**207,347**
Fourth Year, Multiple-Dry-Year Scenario	**Supply Total**	333,200	350,200	350,200	350,200	350,200
	Demand Total	112,258	118,636	125,013	131,391	147,308
	Excess Supply	**220,942**	**231,564**	**225,187**	**218,809**	**202,892**
Fifth Year, Multiple-Dry-Year Scenario	**Supply Total**	333,200	350,200	350,200	350,200	350,200
	Demand Total	113,534	119,911	126,289	132,666	151,764
	Excess Supply	**219,666**	**230,289**	**223,911**	**217,534**	**198,436**

SOURCE: City of Sacramento 2021: 7-13, Table 7-11.

WATER TREATMENT

The City owns and operates two water diversion and treatment facilities: the SRWTP on the Sacramento River and the FWTP on the American River. These treatment plants operate as demands dictate; treatment is directly related to consumer demands.

The SRWTP, located just downstream of the Sacramento River's confluence with the American River on the east side of the Sacramento River, south of Richards Boulevard and north of the Railyards redevelopment area, has a permitted treatment capacity of 160 mgd. The City is currently evaluating further expansion of the SRWTP to increase the diversion and treatment capacity to 310 mgd (City of Sacramento 2021).

The FWTP, located on the south bank of the Lower American River, has a permitted capacity of 160 mgd, with a peak hydraulic flow of 200 mgd. As discussed previously above, there are restrictions on how much water can be diverted at the FWTP under certain flow conditions in the Lower American River. The City's current maximum surface water treatment capacity is 320 mgd. In 2020, City treated and delivered 100,483 AF (or 89.7 mgd), of which 20,429 AF (or 18.2 mgd) was groundwater.

WATER STORAGE

Stored water is used to meet water demands during periods when peak-hour demand exceeds maximum daily supply rates. These high-demand periods usually occur for four to six hours during hot summer days, and for potentially longer periods during large fire events.

The City currently has 17 storage facilities. Twelve storage reservoirs are located throughout the city, with a combined capacity of 49 million gallons (MG). The City also has five finished water storage facilities at its water treatment plants: two at the FWTP and three at SRWTP. The reservoirs at the water treatment plants have a combined capacity of approximately 45 MG. Total treated water in storage is 89 MG (City of Sacramento 2021).

WATER DISTRIBUTION

The City conveys water using its system of larger transmission pipelines, which are at least 16 inches in diameter, and smaller distribution mains, which range from 4 to 12 inches in diameter. Transmission pipelines are used solely to convey large volumes of water; they are generally not tapped for water or fire services. In total, the City manages approximately 1,800 miles of water pipelines (City of Sacramento 2021).

The NCMWC currently serves its agricultural customers in the western portion of the UWSP area with an existing 30-inch pipeline located a quarter mile to the east of Garden Highway, while the City of Sacramento currently serves domestic customers within the eastern portion of the UWSP area with an existing 24-inch transmission line in El Centro Road and San Juan Road that connects with the 1.5 MG El Centro water storage tank located approximately two miles north of the plan area and the 1.5 MG San Juan water storage tank located directly northeast of the UWSP area at the intersection of San Juan Road and West Drainage Canal (Witter Canal). The Northlake project (formerly Greenbriar), which is currently under construction, will complete a 24-inch connection from the El Centro tank east to the Elkhorn Pump Station located at the intersection of Elkhorn Boulevard and Natomas Boulevard in the City of Sacramento, thus improving the capabilities of the City of Sacramento's looped water main system.

WASTEWATER

Wastewater is collected throughout Sacramento County and is conveyed through Sacramento Area Sewer District (SacSewer) local sewer systems to the regional interceptor system for treatment at the Sacramento Regional Wastewater Treatment Plant (SRWWTP) in Elk Grove, which is owned and operated by SacSewer.

TREATMENT

SacSewer provides regional wastewater conveyance and treatment services to commercial, residential, and industrial end users in the City of Sacramento, and in unincorporated Sacramento County and the cities of Citrus Heights, Elk Grove, Folsom, Rancho Cordova, and West Sacramento, as well as the communities of Courtland and Walnut Grove. The existing SRWWTP currently maintains a maximum average dry-

weather treatment capacity of 181 mgd (Carollo 2008). As of 2023, actual average dry-weather flow (ADWF) for the facility was approximately 135 mgd, substantially lower than the facility's capacity (SacSewer 2023a). Treated effluent is discharged into the Sacramento River.

In 2010, the Central Valley Regional Water Quality Control Board (RWQCB) released a draft targeted permit for the SRWWTP that targeted ammonia reductions from the existing SRWWTP facility. The SRWWTP currently maintains secondary-level treatment processes. To meet these target requirements and other anticipated future discharge requirements, SacSewer is upgrading the SRWWTP. The new system, referred to as the EchoWater Project, is fully operational and commenced operations in 2023. With completion of the EchoWater Project, the SRWWTP produces high-quality effluent for discharge to the Sacramento River and will increase recycled water use and reuse through the deployment of new treatment technologies and facilities. However, the upgrades associated with the EchoWater Project will only increase the quality of effluent discharged into the Sacramento River; the upgrades will not result in a net increase in the permitted capacity of the SRWWTP.

Conveyance

SacSewer owns and operates 5,000 miles of lateral and main wastewater pipelines and is responsible for the day-to-day operations and maintenance of those pipelines and over 100 pump stations (SacSewer 2023b). SacSewer provides service to 1.6 million people in the Sacramento region, including the unincorporated areas of Sacramento County; the cities of Citrus Heights, Rancho Cordova, and Elk Grove; portions of the cities of Folsom and Sacramento; and the communities of Courtland and Walnut Grove. In these areas, SacSewer provides sewer collection service to residential, commercial, and industrial customers.

An existing 24-inch sewer conveyance line currently flows from outside the UWSP area south along El Centro Road into a 33-inch sewer line located at the intersection of El Centro Road and San Juan Road that flows approximately 1.6 miles east along San Juan Road to the New Natomas Pump Station, which is generally located northeast of the I-5 and I-80 interchange and operated by SacSewer.

Stormwater Drainage

The UWSP area is located within the Natomas Basin, a low-lying area east of the Sacramento River, north (upstream) of its confluence with the American River. The basin is served by a series of canals and pump stations. In the undeveloped areas of Natomas, canals and drains serve the dual purpose of providing flood control and irrigation water. As discussed above, irrigation water is provided to the UWSP area by the NCMWC, a private water company whose service area includes the entire Natomas Basin. Drainage and flood control for the Natomas Basin is provided by Reclamation District (RD) 1000, a public agency that has a coinciding service area and several joint-use facilities with the NCMWC. RD-1000 operates the primary drainage canals within the Natomas Basin and is responsible for conveying and pumping urban and non-urban stormwater runoff from the basin. Runoff from developed and existing agricultural lands

within the Natomas Basin flows into numerous local drainage ditches that ultimately drain into the primary RD-1000 canals.

The nearest RD-1000 facility is the West Drainage Canal (Witter Canal), which is located along the eastern edge of the UWSP area. There are two existing pump stations in the UWSP area that pump runoff into this facility, the San Juan Pump Station, which is located directly southwest of the intersection of San Juan Road and West Drainage Canal (Witter Canal), and the Riverside Pump Station, which is located about a quarter mile to the north, also on the westside of West Drainage Canal (Witter Canal). Existing stormwater runoff is conveyed to these pump stations via a system of existing irrigation and drainage ditches that are maintained by the NCMWC and in many cases by RD-1000.

Solid Waste

Disposal

The Sacramento County Department of Waste Management and Recycling (DWMR) provides solid waste services to the unincorporated portions of Sacramento County. Sacramento County owns and operates the Kiefer Landfill, located at Kiefer Boulevard and Grant Line Road. Kiefer Landfill is 1,084 acres in size, with a permitted disposal area of 660 acres. Kiefer Landfill is the primary solid waste disposal facility in the County. Kiefer Landfill is classified as a Class III municipal solid waste landfill facility and is permitted to accept general residential, commercial, and industrial refuse for disposal, including municipal solid waste, construction waste, green materials, agricultural debris, dead animals, and other designated debris. The Kiefer Landfill receives over 700,000 tons of waste per year. Kiefer Landfill is permitted to accept a maximum of 10,815 tons per day of solid waste and currently has a design capacity of approximately 117 million cubic yards. The Kiefer Landfill has 75 million cubic yards of remaining capacity and is expected to be operational until 2098. (Hoseit, pers. comm. 2021.)

Collection/Processing

Sacramento County also owns and operates the North Area Recovery Station (NARS) located in North Highlands. The NARS is 23 acres in size and accepts waste from the general public, businesses, and private waste haulers. The facility has a permitted capacity of processing 2,400 tons per day (Hoseit, pers. comm. 2021). In 2020, the NARS processed an average of 1,200 tons per day of recyclables, trash, yard waste, and construction waste (Hoseit, pers. comm. 2022a).

There are various other transfer stations and small privately owned landfills throughout Sacramento County, located mainly within the boundaries of the City of Sacramento. These include three additional facilities other than NARS that process construction waste. These facilities are Florin Perkins Public Disposal, located at 4201 Florin Perkins Road, L and D Landfill and Material Recovery Facility (L and D Landfill), located at 8635 Fruitridge Road, and Sierra Waste Recycling and Transfer Station (Sierra Waste), located at 8260 Berry Avenue. Florin Perkins Public Disposal recycles 75 – 95 percent of all construction waste and meets all local recycling requirements as well as CalGreen

requirements. The recycling program at L and D Landfill includes a full-service operation for construction and other related industries and includes certified C&D recycling, concrete and asphalt reclamation, soil recycling, beneficial reuse of many inert materials, and final disposal as landfill. Sierra Waste accepts commercial and residential solid waste, including construction waste, inert debris, recycled materials, non-curbside collected green waste, wood waste products, and mixed-material waste.

Residential (not multi-family) solid waste in the unincorporated areas of Sacramento County is collected by the Sacramento County DWMR. County DWMR does not provide solid waste collection (including recycling or organics) for commercial business and multi-family residential units. Solid waste for commercial and multi-family customers is collected by private franchised haulers. Solid waste collected by the commercial haulers is either taken to a transfer station and then transported to a landfill, or taken directly to a landfill.

Commercial and multi-family wastes in unincorporated Sacramento County are taken to a variety of landfills within Sacramento County, as long as they are compliant with the County DWMR's regulations for commercial waste hauling. A majority of the residential solid waste collected is taken to the NARS, where it is sorted for transport to a landfill (County DWMR 2022).

Electricity, Natural Gas, and Telecommunications

Electricity

Electrical service to the UWSP area is provided by Sacramento Municipal Utility District (SMUD). 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 gets its electricity from diverse and competitively priced resources, including hydropower generation; cogeneration plants; advanced and renewable technologies such as wind, solar, and biomass/landfill gas power; and power purchased on the wholesale market.

An existing SMUD 69 kilovolt (kV) transmission line currently extends from South Natomas across I-80 to El Centro Road where to continues north along El Centro Road and connects to an existing electric substation located just off-site at the intersection of Arena Boulevard and El Centro Road before continuing north and east from this location. SMUD has plans to construct an additional 69 kV transmission line in the UWSP area that would generally run in a northwesterly direction along the West Drainage Canal to San Juan Road, where it would turn west and terminate in the vicinity of El Centro Road. Portions of this line would fall within the boundaries of the UWSP. However, this facility has long been envisioned by SMUD and would be constructed regardless of whether the UWSP is approved. The facility therefore not a part of the UWSP project since it has independent utility from the project. As such, the impacts of constructing this facility are not evaluated in this EIR.

In addition, an existing Western Area Power Administration 120 kV transmission line currently traverses the UWSP area, extending from South Natomas across I-80 to Bryte Bend Road where it continues south along Bryte Bend Road across the Sacramento River Into West Sacramento. The 120 kV transmission towers are spaced approximately 600 feet apart on center.

Natural Gas

Natural gas service to the UWSP area is currently supplied by Pacific Gas and Electric (PG&E), a publicly traded utility that provides electricity and natural gas distribution, electricity generation, transportation and transmission, natural gas procurement, and storage throughout Northern California. The utility company is bound by contract to update its systems to meet any additional demand. PG&E serves 48 counties in California with a total service area of approximately 70,000 square miles in Northern and Central California. PG&E provides services with 42,141 miles of natural gas distribution pipelines and 6,438 miles of transportation pipelines (PG&E 2022).

An existing natural gas main enters the UWSP area from the west after crossing under the Sacramento River and then crosses twice beneath I-80, before it traverses north within El Centro Road and exits the UWSP area at Arena Boulevard.

Telecommunications

Telecommunications service to Natomas is provided by several providers, including Comcast and AT&T (Wood Rodgers 2021a). These providers provide local and long-distance phone, high-speed internet, and cable television service and generally complete upgrades to their existing distribution systems as the need arises to meet customer demand.

Regulatory Setting

Federal

U.S. Environmental Protection Agency

The U.S. Environmental Protection Agency (USEPA) established primary drinking water standards in Clean Water Act Section 304; states are required to ensure that potable water for the public meets these standards. Standards for 81 individual constituents have been established under the Safe Drinking Water Act, as amended in 1986. USEPA may add additional constituents in the future.

Safe Drinking Water Act

USEPA administers the Safe Drinking Water Act, the primary federal law that regulates the quality of drinking water and establishes standards to protect public health and safety. The California Department of Public Health implements the Safe Drinking Water Act and oversees the quality of public water systems statewide. The California

Department of Public Health establishes legal drinking water standards for contaminants that could threaten public health.

Clean Water Act

Code of Federal Regulations Title 40, Part 503, as well as California Code of Regulations Title 23 and standards established by the RWQCBs, regulate the disposal of biosolids. The main purpose of these regulatory measures is to ensure appropriate limits for effluent discharge to surface waters. These limits affect the sizing and treatment capacities of wastewater utilities that serve communities in California. Clean Water Act Sections 401 and 402 contain general requirements regarding National Pollutant Discharge Elimination System (NPDES) permits, and Section 307 describes the factors that USEPA must consider in setting effluent limits for priority pollutants.

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act, Subtitle D (United States Code Title 42, Section 6901 et seq.), contains regulations for municipal solid waste landfills and requires states to implement their own permitting programs incorporating the federal landfill criteria. The federal regulations address the location, operation, design, groundwater monitoring, and closure of landfills. The USEPA waste management regulations are codified in Code of Federal Regulations Title 40, Parts 239–282. The Resource Conservation and Recovery Act Subtitle D is implemented by Public Resources Code Title 27, approved by USEPA.

Federal Energy Regulatory Commission

The Federal Energy Regulatory Commission is an independent agency that regulates the transmission and sale of electricity, natural gas, and oil; licenses and inspects hydropower projects; reviews proposals to build liquefied natural gas terminals; and oversees related environmental matters.

State

Drinking Water Quality

As part of its efforts to implement the Safe Drinking Water Act, the California Department of Public Health inspects and provides regulatory oversight for public water systems in California. In the Sacramento area, the Central Valley RWQCB also has responsibility for protecting the beneficial uses of the state's waters, including groundwater; these beneficial uses include municipal drinking water supply, as well as various other uses.

Public water system operators are required to monitor their drinking water sources regularly for microbiological, chemical, and radiological contaminants to show that drinking water supplies meet the regulatory requirements listed in California Code of Regulations Title 22 as primary maximum contaminant levels. Primary standards are developed to protect public health and are legally enforceable. Among these contaminants are approximately 80 specific inorganic and organic contaminants and six radiological contaminants that reflect the natural environment, as well as human

activities. Examples of potential primary inorganic contaminants are aluminum and arsenic, while radiological contaminants can include uranium and radium.

Public water system operators are also required to monitor for a number of other contaminants and characteristics that deal with the aesthetic properties of drinking water. These are known as secondary maximum contaminant levels. Secondary standards are generally associated with qualities such as taste, odor, and appearance, but these are generally non-enforceable guidelines. However, in California, secondary standards are legally enforceable for all new drinking water systems and new sources developed by existing public water suppliers. The public water system operators are also required to analyze samples for unregulated contaminants, and to report other contaminants that may be detected during sampling.

California Model Water Efficient Landscape Ordinance

The California Model Water Efficient Landscape Ordinance (MWELO) sets restrictions on outdoor landscaping. Because the Sacramento County is a "local agency" under the MWELO, it must require project applicants to prepare plans consistent with the requirements of the MWELO for review and approval by the County. The MWELO was most recently updated by the DWR and approved by the California Water Commission on July 15, 2015. All provisions became effective on February 1, 2016. The revisions, which apply to new construction with a landscape area greater than 500 square feet, reduced the allowable coverage of high-water-use plants to 25 percent of the landscaped area. The MWELO also requires use of a dedicated landscape meter on landscape areas for residential landscape areas greater than 5,000 square feet or nonresidential landscape areas greater than 1,000 square feet and requires weather-based irrigation controllers or soil-moisture based controllers or other self-adjusting irrigation controllers for irrigation scheduling in all irrigation systems.

Urban Water Management Planning Act

California Water Code Section 10610 et seq. requires all public water systems providing water for municipal purposes to more than 3,000 customers, or supplying more than 3,000 AFY, to prepare an UWMP. UWMPs represent key water supply planning documents for municipalities and water purveyors in California, and often form the basis of water supply assessments, or WSAs (see below) prepared for individual projects. UWMPs must be updated at least every five years on or before December 31, in years ending in five and zero.

Water Supply Assessment

California Public Resources Code Section 21151.9 requires that a WSA be prepared for a proposed plan, as defined in the statute, to ensure that long-term water supplies are sufficient to meet the project's demands in normal, single dry, and multiple dry years for a period of 20 years. Preparation of a WSA is required if a proposed action meets the statutory definition of a "project," which includes at least one of the following (Water Code Section 20912[a]):

- A proposed residential development of more than 500 dwelling units (DU).

- A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space.
- A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space.
- A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area.
- A mixed-use project that includes one or more of the projects specified in the above list items.

Completion of a WSA requires the collection of proposed water supply data and information relevant to the project in question, an evaluation of existing/current use, a projection of anticipated demand sufficient to serve the project for a period of at least 20 years, the delineation of proposed water supply sources, and an evaluation of water supply sufficiency under single-year and multiple-year drought conditions.

Written Verification of Water Supply

Government Code Section 66473.7(a)(1) requires an affirmative written verification of sufficient water supply. The written verification is designed as a "fail-safe" mechanism to ensure that collaboration on finding the needed water supplies to serve a new large subdivision occurs early in the planning process. This verification must also include documentation of historical water deliveries for the previous 20 years, as well as a description of reasonably foreseeable impacts of the proposed subdivision on the availability of water resources of the region. Government Code Section 66473.7(b)(1) states:

> *The legislative body of a city or county or the advisory agency, to the extent that it is authorized by local ordinance to approve, conditionally approve, or disapprove the tentative map, shall include as a condition in any tentative map that includes a subdivision a requirement that a sufficient water supply shall be available. Proof of the availability of a sufficient water supply shall be requested by the subdivision applicant or local agency, at the discretion of the local agency, and shall be based on written verification from the applicable public water system within 90 days of a request.*

In other words, as a result of the information contained in the written verification, the city or county may attach conditions to assure that an adequate water supply is available to serve the proposed plan as part of the tentative map approval process. Pursuant to Government Code Section 66473.7(i), additional water supply verification is not required for:

> *Any residential project proposed for a site that is within an urbanized area and has been previously developed for urban uses, or where the immediate contiguous properties surrounding the residential project site are, or previously*

have been, developed for urban uses, or housing projects that are exclusively for very low- and low-income households.

California Water Conservation Act

The California Water Conservation Act, enacted in November 2009, required each urban water supplier to select one of four water conservation targets contained in California Water Code Section 10608.20, with the statewide goal of achieving a 20 percent reduction in urban per-capita water use by 2020.

Sustainable Groundwater Management Act of 2014

The Sustainable Groundwater Management Act of 2014 (SGMA) became law on January 1, 2015 and applies to all groundwater basins in the state (Water Code Section 10720.3). (The SGMA comprises three separate bills: Senate Bill [SB] 1168, SB 1319, and Assembly Bill [AB] 1739. All three were signed into law by Governor Edmund G. Brown, Jr. on September 16, 2014.) By enacting the SGMA, the Legislature intended to provide local agencies with the authority and the technical and financial assistance necessary to sustainably manage groundwater within their jurisdictions (Water Code Section 10720.1).

Pursuant to the SGMA, any local agency that has water supply, water management, or land use responsibilities for a groundwater basin may elect to be a "groundwater sustainability agency" for that basin (Water Code Section 10723). Local agencies had until January 1, 2017, to elect to become or form a groundwater sustainability agency (GSA). In the event a basin is not within the management area of a GSA, the county within which the basin is located will be presumed to be the GSA for the basin. However, the county may decline to serve in this capacity (Water Code Section 19724).

In October 2015, the SGA Board submitted a notification of its intention to become the GSA for the Sacramento County portion of the North American Subbasin. In late January 2016, following a 90-day comment period, SGA was designated as the exclusive GSA for its management area. SGA coordinated with representatives throughout the North American Basin to ensure that effective GSAs were formed covering the entire subbasin by June 30, 2017. The Groundwater Sustainability Plan (GSP) Emergency Regulations for evaluating GSPs, the implementation of GSPs, and coordination agreements were adopted by the California Department of Water Resources and approved by the California Water Commission on May 18, 2016.

Groundwater authorities have additional powers under the SGMA to manage groundwater within the basin, including, for example, the power to: conduct investigations of the basin, require registration of groundwater extraction facilities and metering of groundwater extractions, regulate groundwater extractions from individual groundwater wells or wells generally, and assess fees on groundwater extractions (see, generally, Water Code Section 10725 et seq.). The SGMA also provides local agencies with additional tools and resources to ensure that the state's groundwater basins are sustainably managed.

SGMA also requires the California Department of Water Resources to categorize each groundwater basin in the state as high, medium, low, or very low priority (Water Code Sections 10720.7 and 10722.4). The North American Subbasin has been categorized as high priority. All basins designated as high- or medium-priority basins must be managed by a GSA under a GSP that complies with Water Code Section 10727 et seq.

National Pollutant Discharge Elimination System

As authorized by the Clean Water Act, the NPDES is a federal program that has been delegated to the State of California for implementation through the State Water Resources Control Board and the nine RWQCBs, collectively called the Regional Water Boards. Each NPDES permit for point-source discharges defines threshold limits of allowable concentrations of pollutants contained in discharges. SacSewer treats wastewater at the SRWWTP and then discharges the treated effluent into the Sacramento River near the town of Freeport. These discharges are subject to the NPDES permit program, which protects the beneficial uses of surface waters that could be used for drinking, fishing, swimming, agriculture, and other activities. NPDES permit number CA0077682 for the SRWWTP was issued in 2016.

Integrated Waste Management Act (Assembly Bill 939)

Regulations affecting solid waste disposal in California are included in Public Resources Code Title 14, the Integrated Waste Management Act, which was originally adopted in 1989. AB 939 was designed to increase landfill life by diverting solid waste from landfills in the state and conserving other resources through increasing recycling programs and incentives. AB 939 requires counties to prepare integrated waste management plans to implement landfill diversion goals and requires cities and counties to prepare and adopt source reduction and recycling elements. These elements must set forth a program for management of solid waste generated with the jurisdiction of the respective city or county. Each source reduction and recycling element must include, but is not limited to, all of the following components for solid waste generated in the jurisdiction of the plan:

- Waste characterization
- Source reduction
- Recycling
- Composting
- Solid waste facility capacity
- Funding
- Special waste

The Source Reduction and Recycling Element programs are designed to achieve landfill diversion goals by encouraging recycling in the manufacture, purchase and use of recycled products. AB 939 also requires California cities to implement plans designed to divert the total solid waste generated within each jurisdiction by 50 percent based on a

base year of 2000. The diversion rate is adjusted annually for population and economic growth when calculating the percentage achieved in a particular jurisdiction.

Public Resources Code Section 41780

The California Legislature set the policy goal for the state that not less than 75 percent of solid waste generated be source reduced, recycled, or composted by the year 2020. Furthermore, a 50 percent diversion rate was to be enforced for local jurisdictions.

Assembly Bill 1220

The California Department of Resources Recycling and Recovery (CalRecycle) and the State Water Resources Control Board completed a parallel rulemaking as a result of AB 1220 (Chapter 656, Statutes of 1993). AB 1220 required clarification of the roles and responsibilities of the two boards, the RWQCB's and CalRecycle's local enforcement agencies in regulating solid waste disposal sites. The approved Title 27 regulations combine prior disposal site/landfill regulations of CalRecycle and the State Water Resources Control Board that were maintained in California Code of Regulations Title 14 and Title 23, Chapter 15 (which contains requirements for disposal of hazardous waste).

The purpose of these CalRecycle standards is to protect public health and safety and the environment. The regulations apply to active and inactive disposal sites, including facilities or equipment used at the disposal sites. These standards make clear that primary responsibility for enforcing state minimum standards rests with the local enforcement agency in cooperation with the RWQCB or other oversight agency. Subchapters of Title 27 include all of the following:

- Operating criteria for landfills and disposal sites.
- Requirements to have enough materials to cover waste to prevent a threat to human health and the environment.
- Requirements for operations at solid waste facilities for the handling of waste and equipment needs of the site.
- Requirements for controlling activities on-site.
- Requirements for controlling landfill gas created from the decomposition of wastes on-site.
- Requirements for the owner/operator of a facility to properly operate the site to protect the site from fire threat.

Assembly Bill 341

To reduce greenhouse gas emissions from the disposal of recyclables in landfills, AB 341 (Chapter 476, Statutes of 2011) requires local jurisdictions to implement commercial solid waste recycling programs. Businesses that generate 4 cubic yards or more of solid waste per week or multifamily dwellings of five units or more must arrange for recycling services. To comply with AB 341, jurisdictions' commercial recycling

programs must include education, outreach, and monitoring of commercial waste generators and report on the process to CalRecycle. Jurisdictions may enact mandatory commercial recycling ordinances to outline how the goals of AB 341 will be reached. For businesses to comply with AB 341, they must arrange for collection of recyclables through self-hauling, subscribing to franchised haulers for collection, or subscribing to a recycling service that may include mixed-waste processing that yields diversion results comparable to source separation (CalRecycle 2021).

Assembly Bill 1826

To further reduce greenhouse gas emissions from disposal of organics materials in landfills, AB 1826 (Chapter 727, Statutes of 2014) required businesses to recycle their organic waste beginning on April 1, 2016, depending on the amount of solid waste generated per week. Similar to AB 341, AB 1826 requires jurisdictions to implement an organic waste recycling program that includes the education, outreach, and monitoring of businesses that must comply. *Organic waste* refers to food waste, green waste, landscaping and pruning waste, nonhazardous wood waste, and food-soiled paper that is mixed with food waste.

California Public Utilities Commission

The California Public Utilities Commission regulates the design, installation, and management of California's public utilities, including electric, natural gas, water, transportation, and telecommunications. The California Public Utilities Commission also provides consumer programs and information, such as energy efficiency, low-income programs, demand response, and California solar initiative for California's energy consumers.

California Code of Regulations

New buildings constructed in California must comply with the standards contained in Title 20, Energy Building Regulations, and Title 24, California Building Standards Code, known as CALGreen. Part 6 of Title 24 contains California's Energy Efficiency Standards for Residential and Nonresidential Buildings. These regulations were established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to incorporate new energy efficiency technologies and methods.

California Energy Commission

On May 9, 2018, the California Energy Commission adopted new building standards requiring all new homes to have solar photovoltaic systems starting in 2020. The new standards aim to reduce energy uses in new homes by more than 50 percent. Other key areas the new standards address include updated thermal envelope standards (prevention of heat transfer), residential and nonresidential ventilation requirements, and nonresidential lighting requirements.

LOCAL

SACRAMENTO COUNTY 2030 GENERAL PLAN

The following policies from the Agricultural, Conservation, Energy, Land Use, and Public Facilities elements of the Sacramento County 2030 General Plan are applicable to the proposed UWSP.

AGRICULTURE

AG-27 The County shall actively encourage groundwater recharge, water conservation and water recycling by both agricultural and urban water users.

CONSERVATION

CO-1 Support conjunctive use water supply for development.

CO-7 Support the Water Forum Agreement Groundwater Management Element. Prior to approving any new development water supply plan shall be approved that demonstrates consistency with an adopted groundwater management plan.

CO-9 Developments in areas with significant contamination shall utilize remediated groundwater as part of their water supply when feasible.

CO-14 Support the use of recycled wastewater to meet non-potable water demands where financially feasible.

CO-16 Ensure developments are consistent with the County Water Efficient Landscape Ordinance, which shall be updated as needed to conform to state law.

CO-22 Support water management practices that are responsive to the impacts of Global Climate Change such as groundwater banking and other water storage projects.

CO-23 Development approval shall be subject to a finding regarding its impact on valuable water-supported ecosystems.

CO-34 Development applications shall be subject to compliance with applicable sections of the California Water Code and Government Code to determine the availability of an adequate and reliable water supply through the Water Supply Assessment and Written Verification processes.

CO-35 New development that will generate additional water demand shall not be approved and building permits shall not be issued if sufficient water supply is not available, as demonstrated by Water Supply Assessment and Written Verification processes.

CO-36 Water supply entitlements will be granted on a first come first serve basis to optimize the use of available water supplies.

ENERGY

EN-1 Develop standards which would reduce the energy required to maintain interior spaces in the comfort zone, including such standards as tree planting and proper orientation of dwellings.

EN-2 Inform the public of the need and of ways to conserve energy in the home.

EN-11 Promote the location within the Sacramento area of those industries which are labor intensive, utilize solar energy systems, and are consistent with other policies in terms of environmental protection.

EN-12 Encourage industry located or locating in the Sacramento area to participate in cogeneration of power.

EN-14 Develop or revise design standards relating to building solar orientation, landscaping, impervious surfaces, and parking space requirements to conserve energy.

EN-16 Promote the use of passive and active solar systems in new and existing residential, commercial, and institutional buildings as well as the installation of solar swimming pool heaters and solar water and space heating systems.

EN-17 Support the development and improvement of solar space cooling systems.

EN-18 Develop and implement standards for the protection of the solar rights of property owners.

LAND USE

LU-73 Sewer and water treatment and delivery systems shall not provide for greater capacity than that authorized by the General Plan.

PUBLIC FACILITIES

PF-2 Municipal and industrial development within the Urban Service Boundary but outside of existing water purveyors' service areas shall be served by either annexation to an existing public agency providing water service or by creation or extension of a benefit zone of the SCWA [Sacramento County Water Agency].

PF-4 Connector fees for new development shall cover the fair share of costs to acquire and distribute surface water to the urban area.

PF-5 New treatment facilities and all facility operations shall be funded by beneficiaries.

PF-6 Interceptor, trunk lines, and flow attenuation facilities shall operate within their capacity limits without overflowing.

PF-7 Although sewer infrastructure will be planned for full urbanization consistent with the Land Use Element, an actual commitment of additional sewer system capacity will be made only when the land use jurisdiction approves development to connect and use the system.

PF-8 Do not permit development which would cause sewage flows into the trunk or interceptor system to exceed their capacity.

PF-9 Design trunk and interceptor systems to accommodate flows generated by full urban development at urban densities within the ultimate service area. System design may take into consideration land that cannot be developed for urban uses due to long-term circumstances including but not limited to conservation easements, floodplains, public recreation areas etc. This could include phased construction where deferred capital costs are appropriate.

PF-10 Development along corridors identified by the Sanitation Districts in their Master Plans as locations of future sewerage conveyance facilities shall incorporate appropriate easements as a condition of approval.

PF-13 Public sewer systems shall not extend service into agricultural-residential areas outside the urban policy area unless the Environmental Health Department determines that there exists significant environmental or health risks created by private disposal systems serving existing development and no feasible alternatives exist to public sewer service.

PF-14 Independent community sewer systems shall not be established for new development.

PF-15 Support CSD-1 and SRCSD policies to fund new trunk and interceptor capital costs through connection fees for new development.

PF-16 Support SRCSD policy to fully fund treatment plant operation through monthly service charges to system users. Fund treatment plant expansion and upgrades and existing trunk and interceptor replacements or improvements through connection fees or other revenue sources.

PF-18 New development projects which require extension or modification of the trunk or interceptor sewer systems shall be consistent with sewer facility plans and shall participate in established funding mechanisms. The County should discourage development projects that are not consistent with sewer master plans or that rely upon interim sewer facilities, particularly if the costs of those interim facilities may fall on ratepayers. Prior to approval of a specific Commercial Corridor redevelopment project which requires extension or modification of the trunk or interceptor sewer systems, a sewer study and financing mechanism shall be prepared and considered along with the

proposed Corridor redevelopment project, in consultation with the Sacramento Area Sewer District.

PF-19 Extension or modification of trunk or interceptor sewer systems that are required for new developments shall be consistent with sewer facility plans and shall participate in an established funding mechanism. New development that will generate wastewater for treatment at the SRWTP shall not be approved if treatment capacity at the SRWTP is not sufficient to allow treatment and disposal of wastewater in compliance with the SRWTP's NPDES Permit.

PF-23 Solid waste collection, handling, recycling, composting, recovery, transfer and disposal fees shall recover all capital, operating, facility closure and maintenance costs.

PF-24 Solid waste disposal fees and rate structures shall reflect current market rates and provide incentives for recovery.

Sacramento Local Agency Formation Commission Policies, Standards, And Procedures

Sacramento Local Agency Formation Commission Policies, Standards, and Procedures require that any proposed annexations are consistent with applicable service elements of the Sphere of Influence of any affected agencies, and that adequate services be provided within the time frame needed for the inhabitants of the annexation area (Section I, Standard Number 4). A Municipal Services Review is prepared to meet these requirements. In addition, the Local Agency Formation Commission requires that any annexation provides for the lowest cost and highest quality of urban services (Section I, Standard Number 5). Where local policies may be silent, the Commission will make findings pursuant to the Cortese-Knox-Hertzberg Local Government Reorganization Act.

Sacramento County Stormwater Ordinance

The Sacramento County Water Resources Department is responsible for reviewing drainage plans and hydrologic and hydraulic analyses for the proposed UWSP. Drainage design standards for the proposed development are based on Chapter 9, Storm Drainage Design, from the Sacramento County Improvement Standards, and from discussions with the Project team and RD-1000. Stormwater Quality standards are based on the Stormwater Quality Design Manual for the Sacramento Region. The County has established a Stormwater Ordinance (Sacramento County Code 15.12). The Stormwater Ordinance prohibits the discharge of unauthorized non-stormwater to the County's stormwater conveyance system and local creeks. It applies to all private and public projects in the county, regardless of size or land use type.

Stormwater Quality Design Manual for the Sacramento Region

The Sacramento Stormwater Quality Partnership, which includes the County of Sacramento and the Cities of Citrus Heights, Elk Grove, Folsom, Galt, Rancho Cordova and Sacramento, has prepared the *Stormwater Quality Design Manual for the*

Sacramento Region (Sacramento Stormwater Quality Design Partnership 2018). This manual is intended to satisfy the regulatory requirements of each jurisdiction's respective municipal stormwater permits. The manual outlines planning tools and requirements to reduce urban runoff pollution to the maximum extent practicable from new development and redevelopment projects.

New development is required to include treatment of urban runoff using the BMPs defined in the Stormwater Quality Design Manual for the Sacramento Region. The BMPs include a number of options for treatment, from simple grassy swales and rain gardens to more complex systems that use cisterns, pumps, and sand filters.

Sacramento County Department of Waste Management & Recycling

The County DWMR manages the operations, maintenance, and development of the solid waste management system within unincorporated portions of Sacramento County. The County DWMR provides solid waste residential curbside pickup services for garbage, recycling, organics, and bulky waste collection to households in the unincorporated areas; provides transfer and disposal services for household hazardous waste, residential, commercial, and self-haul customers at the NARS and Keifer Landfill; and, through its ordinances, regulates collection by franchised haulers for commercial solid waste and recycling for businesses and commercial properties.

Impacts And Analysis

Significance Criteria

For purposes of this EIR and consistent with the criteria presented in Appendix G of the CEQA Guidelines, impacts related to utilities may be considered significant if implementation of the proposed project would:

- Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects;
- Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years;
- Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments;
- Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals; or
- Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

Issues Not Discussed in Impacts

All potential issues related to utilities identified in the significance criteria above are evaluated below.

Methodology and Assumptions

Water

Water Supply

The City's Water Study Design Manual contains the Water System Design Criteria, a summary of recommended potable-water system performance and operational criteria. The Water System Design Criteria provides a table of gross unit water use factors for various land uses. The demands are divided into two categories of water use factors: residential and nonresidential. The residential factors are based on acre-feet per year per dwelling unit (AFY/DU) and the nonresidential factors are based on AFY per acre. For the proposed UWSP, dwelling units are comprised of low, medium and high density residential. Nonresidential water use factors are distributed to each of the commercial areas based on type of facility and services provided or performed at this facility. Based on the Water System Design Criteria, water use factors for development allowed under the proposed UWSP were derived. A water supply assessment, or WSA, prepared by the City of Sacramento for the proposed UWSP calculates water demand under all water year types including normal, single dry, and multiple dry years over a 20-year planning horizon. The WSA was adopted by the City of Sacramento City Council at its December 6, 2022, meeting.

Water demand for the proposed UWSP was compared to water supplies available to the City, in accordance with City procedures, and a determination was made regarding the sufficiency of supply for the proposed UWSP using the WSA (see Appendix UT-1). Based on the City's water use factors discussed above, land uses allowed under the proposed UWSP would generate a water demand of approximately 4,313 AFY (see **Table UT-6**).

Water Distribution

The water distribution infrastructure required to serve development allowed under the proposed UWSP was reviewed to determine if its construction and installation would cause significant environmental effects.

Wastewater

Treatment Capacity

The amount of wastewater generated by development allowed under the proposed UWSP was compared to available wastewater treatment capacity at the SRWWTP. SacSewer's standards were utilized to determine wastewater flows generated by development allowed under the proposed UWSP.

Table UT-6: Water Demand for the Proposed UWSP

Proposed Development		Residential Water Use Factor	Non-residential Water Use Factor	Water Demand (AFY)
RESIDENTIAL				
LOW DENSITY				
Rural Residential	197 DUs	0.61	--	120
Suburban Neighborhood	2,366 DUs	0.61	--	1,443
Traditional Neighborhood	1,063 DUs	0.61	--	649
MEDIUM DENSITY				
Urban Neighborhood	749 DUs	0.39	--	292
HIGH DENSITY				
Traditional Neighborhood	911 DUs	0.12	--	109
MIXED USE				
Traditional Center	791 DUs	0.19	--	151
Urban Center	3,279 DUs	0.15	--	492
NON-RESIDENTIAL AREAS				
Commercial	47.1 Acres	--	1.5 AF/acre	71
Public/Quasi-Public	141.1 Acres	--	2.0 AF/acre	282
Parks and Recreation Areas	120.5 Acres	--	3.0 AF/acre	362
Open Space	154.2 Acres	--	0	0
Other Water Use				342
			TOTAL	**4,313**

NOTES: AFY = acre-feet per year; DUs = dwelling units

SOURCE: Environmental Science Associates 2022.

The proposed UWSP is estimated to create a sewer demand of 13,215 equivalent single-family dwelling units (ESDs) based on SacSewer's methodology for planning level ESD calculations (see **Table UT-7**). Typically planning level ESDs are based upon a minimum of 6 dwelling units per acres. However, the land use plan indicates densities in several land use categories exceeding this minimum. Table UT-7 shows the ESDs per acres utilized for ESD calculations and the total ESDs calculated by land use. A factor of 1 ESD per residential unit was selected based on the nature of the proposed

UWSP's low-density urban infill residential. This factor, when multiplied by 310 gallons per day per ESD, yields a sewer generation rate of 310 gallons per day per residential unit. For residential land uses, sewer densities ranged from 6 to 40 dwelling units per acre, while for nonresidential uses a sewer density of 6 units per acres was used for schools, general office, and commercial buildings per SacSewer's standards.

Table UT-7: UWSP Land Use and Sewer ESDs

Proposed Land Use	Land Use Description	Area (ac)	Sewer Density (du/ac)	ESDs
VLDR	Very Low Density Residential	160.9	6	965
LDR	Low Density Residential	431.5	6	2,589
LMDR	Low/Medium Density Residential	138.6	8	1,109
MDR	Medium Density Residential	62.5	12	750
HDR	High Density Residential[1]	36.4	18.75	683
VHDR	Very High Density Residential[1]	22.6	26.25	593
CMU	Commercial Mixed Use	83.2	40	3,328
E/HC	Employment/Highway Commercial	52.9	6	317
S	School[2]	146.1	6	877
OS	Open Space	141.8	6	851
AG	AG-Cropland[3]	410.2	0	0
AR	AG-Residential[3]	84.2	0	0
UF	Urban Farm/Greenbelt	45.0	6	270
P	Park	73.5	6	441
W	Water (Basin/Canal)	15.0	6	90
LC	Landscape Corridor	35.6	6	214
ROADS	Major Roads A	126.5	6	943
ROADS	Major Roads B (within AG-Buffer[3])	0	0	0
TOTAL		**2,067.7**		**14,020**

NOTES:

1 Sewer density for HDR & VHDR are 75 percent actual dwelling units per acre.
2 School ESDs are adjusted as necessary by methodologies provided is SASD Standards Section 201.1.5.
3 AR, AG and AG-buffer road areas will be outside the annexation of SASD's service so are not included the ESD calculations.

SOURCE: Wood Rodgers 2021b

Based on an average dry-weather flow (ADWF) of 310 gallons per day per ESD, it is estimated that the development allowed under the proposed UWSP at buildout would produce a wastewater demand of 4.27 mgd ADWF and 9.23 mgd peak wet-weather flow.

WASTEWATER CONVEYANCE

The wastewater conveyance infrastructure required to serve development allowed under the proposed UWSP was reviewed to determine if its construction and installation would cause significant environmental effects.

DRAINAGE/STORMWATER

The storm drain infrastructure required to serve development allowed under the proposed UWSP was reviewed to determine if its construction and installation would cause significant environmental effects.

SOLID WASTE

The estimated amount of solid waste generated by development allowed under the proposed UWSP was compared to available processing capacity at the NARS and available disposal capacity at the Keifer Landfill. Solid waste generation rates provided by CalRecycle were utilized to determine the estimated amount of solid waste generated under the proposed UWSP. Based on these rates, development allowed under the proposed UWSP at buildout would generate approximately 17,687 tons of solid waste per year (see **Table UT-8**), or 335,378 cubic yards per year, which equates to approximately 48.5 tons pf solid waste per day or 918.8 cubic yards per day.

Table UT-8: Solid Waste Generation for the Proposed UWSP

Land Use	Generation Rate	Dwelling Units	Commercial Area (sf) or Students	Annual Solid Waste Generation (Tons/Year)
Residential	1.1 tons/dwelling unit/ year	9,356	N/A	10,292
Commercial (Town Center)	13 lbs/1000 sf ft/day	N/A	3,000,000	7,118
Schools (K-8; K-12; K-14)	1 lbs/student/day	N/A	3,000	278
Totals		**9,356**	**3,003,000**	**17,686.60**
SOURCE: CalRecycle 2022.				

ELECTRICITY, NATURAL GAS, AND TELECOMMUNICATIONS

The electrical, natural gas, and telecommunications infrastructure required to serve development allowed under the proposed UWSP was reviewed to determine if its construction and installation would cause significant environmental effects.

IMPACT UT-1: CONSTRUCTION OF INFRASTRUCTURE COULD RESULT IN ADVERSE PHYSICAL EFFECTS

WATER

TREATMENT

The City owns and operates two water diversion and treatment facilities: the SRWTP on the Sacramento River and the FWTP on the American River. These treatment plants operate as demands dictate; treatment is directly related to consumer demands.

The SRWTP is located just downstream of the Sacramento River's confluence with the American River on the east side of the Sacramento river, south of Richards Boulevard and north of the Railyards redevelopment area. The SRWTP has a permitted treatment capacity of 160 mgd.[7] The City is currently evaluating further expansion of the SRWTP to increase the diversion and treatment capacity to 310 mgd.[8]

The FWTP, located on the south bank of the Lower American River, has a permitted capacity of 160 mgd, with a peak hydraulic flow of 200 mgd. As discussed previously, there are restrictions on how much water can be diverted at the FWTP under certain flow conditions in the Lower American River. The City's current maximum surface water treatment capacity is 320 mgd. In 2020, City treated and delivered 100,483 AF (or 89.7 mgd), of which 20,429 AF (or 18.2 mgd) was groundwater.

Development allowed under the proposed UWSP would demand 4,313 AFY (see Table UT-6) or 3.85 mgd, of water that would require treatment prior to delivery within the UWSP area. The SRWTP and FWTP have a maximum combined capacity of 360 mgd (403,398 AFY) if operated continuously. Based on Sacramento's 2020 water demand of 275 mgd, the treatment plants have a combined excess capacity of 85 mgd, and thus the demand associated with the proposed UWSP represents roughly 0.05 percent of this excess capacity. As a result, no additional water treatment capacity would need to be constructed to accommodate the increase in water demand anticipated under the proposed UWSP, and this impact would be **less than significant**.

MITIGATION MEASURE

None required.

DISTRIBUTION

Buildout of the proposed UWSP would require a water storage tank site southwest of the intersection of Bryte Bend Road and San Juan Road. From this facility, a 24-inch transmission main is proposed to connect from the existing 24-inch transmission main in San Juan and El Centro roads. Finally, a series of 16-inch or 24-inch transmission

[7] City of Sacramento. 2021. *City of Sacramento 2020 Urban Water Management Plan.* Jointly prepared by City of Sacramento and West Yost Associates. June 2021. Page 3-8.

[8] City of Sacramento. 2021. *City of Sacramento 2020 Urban Water Management Plan.* Jointly prepared by City of Sacramento and West Yost Associates. June 2021. Page 3-8.

mains are planned to serve the Development Area via a system of looped pipelines in major roadway corridors (see Plate PD-16). None of the required improvements to the water distribution system would occur offsite.

The potential impacts associated with the construction and installation of these on-site improvements are considered throughout the technical chapters of this Draft EIR, including Chapter 6, *Air Quality*; Chapter 7, *Biological Resources*; Chapter 9, *Cultural Resources*; Chapter 11, *Geology, Soils, and Paleontology*; Chapter 15, *Noise and Vibration*; Chapter 18, *Transportation and Circulation*; and Chapter 19, *Tribal Cultural Resources*. Project-specific mitigation measures for construction identified for each topical issue would reduce potential significant impacts associated with construction and installation of water distribution facilities to the maximum extent feasible. There are no environmental impacts that would occur specifically related to the construction and installation of water distribution facilities. In addition, future facilities would be required to comply with the County's requirements for construction projects, including but not limited to, grading permits and encroachment permits. Therefore, the impact related to the construction of water distribution facilities would be **less than significant**.

MITIGATION MEASURES

None required.

WASTEWATER

TREATMENT

Development allowed under the proposed UWSP would increase wastewater flows by approximately 4.27 mgd ADWF and 9.23 mgd peak wet-weather flow. The SRWWTP has a current excess capacity of up to 46 mgd, and thus the demand associated with the proposed UWSP represents roughly 8.7 percent of this excess capacity. In addition, SacSewer expects per capita consumption to fall 25 percent over the next 20+ years through the ongoing installation and use of water meters, as well as compliance with conservation mandates such as the state Water Conservation Act of 2009 (SB X7-7). As a result, substantial water conservation is expected throughout SacSewer's service area, and the SRWWTP's existing 181 mgd ADWF treatment capacity would be sufficient for at least 40 more years. As a result, no additional wastewater treatment capacity would need to be constructed to accommodate the increase in wastewater generation anticipated under the proposed UWSP, and this impact would be **less than significant**.

MITIGATION MEASURE

None required.

CONVEYANCE

Buildout of the proposed UWSP would require a sewer pump station near the intersection of Street 8 and El Centro Road along with a 1.8-mile force main that is aligned to run north along El Centro road and east along San Juan Road, parallel to the existing sewer trunk line in San Juan Road. This force main would connect to the New

Natomas Pump Station located 1.6 miles to the east outside the UWSP area operated by SacSewer. In addition, an 18-inch sewer trunk line is proposed to extend south from the new sewer pump station down El Centro Road to serve the southern portion of the Development Area. Finally, a 30-inch sewer trunk line would extend west on Street 7 to Bryte Bend Road from the new sewer pump station, where it would split to serve the westerly and northerly portions of the Development Area while a 12-inch sewer trunk line would extend east on Street 7 from the new sewer pump station to serve the easterly portion of the Development Area (see Plate PD-15).

The potential impacts associated with the construction and installation of these on- and off-site improvements are considered throughout the technical chapters of this Draft EIR, including Chapter 6, *Air Quality*; Chapter 7, *Biological Resources*; Chapter 9, *Cultural Resources*; Chapter 11, *Geology, Soils, and Paleontology*; Chapter 15, *Noise and Vibration*; Chapter 18, *Transportation and Circulation*; and Chapter 19, *Tribal Cultural Resources*. Project-specific mitigation measures for construction identified for each topical issue would reduce potential significant impacts associated with construction and installation of wastewater conveyance facilities to the maximum extent feasible. There are no environmental impacts that would occur specifically related to the construction and installation of waste conveyance facilities. In addition, future facilities would be required to comply with the County's requirements for construction projects, including but not limited to, grading permits and encroachment permits. Therefore, the impact related to the construction of wastewater conveyance facilities would be **less than significant**.

MITIGATION MEASURE

None required.

STORMWATER/DRAINAGE

In order to manage stormwater flows within the UWSP area, a new on-site storm drain system including collection, detention basins, conveyance pipelines and proposed pump stations would need to be constructed and installed to serve future development (see Plate PD-17). In addition, the banks of the levees at the San Juan Pump Station and the Riverside Pump Station would be reinforced at these locations to prevent erosion due to an increase in the amount of stormwater entering the West Drainage Canal (Witter Canal) from the UWSP area.

The potential impacts associated with the construction and installation of these on- and off-site improvements are considered throughout the technical chapters of this Draft EIR, including Chapter 6, *Air Quality*; Chapter 7, *Biological Resources*; Chapter 9, *Cultural Resources*; Chapter 11, *Geology, Soils, and Paleontology*; Chapter 15, *Noise and Vibration*; Chapter 18, *Transportation and Circulation*; and Chapter 19, *Tribal Cultural Resources*. Project-specific mitigation measures for construction identified for each topical issue would reduce potential significant impacts associated with construction and installation of storm drainage facilities to the maximum extent feasible. There are no environmental impacts that would occur specifically related to the construction and installation of storm drainage facilities. In addition, future facilities

would be required to comply with the County's requirements for construction projects, including but not limited to, grading permits and encroachment permits. As a result, the impact related to the construction of storm drain facilities would be **less than significant**.

MITIGATION MEASURE

None required.

ELECTRICITY

Two new electric substations would be required to serve development allowed under the proposed UWSP. Substation No. 1 would be located southwest of the intersection of proposed Street 2 and El Centro Road in close proximity to the existing 69kV line and is anticipated to serve the Town Center District and the surrounding residential areas on the southerly portion of the Plan Area. Substation No. 2 is proposed southeast of the intersection of El Centro Road and San Juan Road. In addition, a backbone electrical system would be constructed to deliver electricity from the proposed substations to future development allowed under the proposed UWSP (see Plate PD-18). None of the required improvements to the electrical distribution system would occur offsite.

The potential impacts associated with the construction and installation of these on-site improvements are considered throughout the technical chapters of this Draft EIR, including Chapter 6, *Air Quality*; Chapter 7, *Biological Resources*; Chapter 9, *Cultural Resources*; Chapter 11, *Geology, Soils, and Paleontology*; Chapter 15, *Noise and Vibration*; Chapter 18, *Transportation and Circulation*; and Chapter 19, *Tribal Cultural Resources*. Project-specific mitigation measures for construction identified for each topical issue would reduce potential significant impacts associated with construction and installation of electrical distribution facilities to the maximum extent feasible. There are no environmental impacts that would occur specifically related to the construction and installation of electrical distribution facilities. In addition, future facilities would be required to comply with the County's requirements for construction projects, including but not limited to, grading permits and encroachment permits. For these reasons, the impact related to the construction of onsite and off-site electrical distribution facilities would be **less than significant**.

MITIGATION MEASURE

None required.

NATURAL GAS

Existing natural gas infrastructure in the UWSP area may be plumbed along arterial and collector streets to serve commercial uses and the high school and community college sites within the Development Area. Natural gas would not be extended to single-family homes, as the UWSP is pursuing a goal of Net Zero Energy design. None of the required improvements to the natural gas distribution system would occur offsite.

The potential impacts associated with the construction and installation of these on-site improvements are considered throughout the technical chapters of this Draft EIR,

including Chapter 6, *Air Quality*; Chapter 7, *Biological Resources*; Chapter 9, *Cultural Resources*; Chapter 11, *Geology, Soils, and Paleontology*; Chapter 15, *Noise and Vibration*; Chapter 18, *Transportation and Circulation*; and Chapter 19, *Tribal Cultural Resources*. Project-specific mitigation measures for construction identified for each topical issue would reduce potential significant impacts associated with construction and installation of natural gas distribution facilities to the maximum extent feasible. There are no environmental impacts that would occur specifically related to the construction and installation of natural gas distribution facilities. In addition, future facilities would be required to comply with the County's requirements for construction projects, including but not limited to, grading permits and encroachment permits. As a result, the impact related to the construction of natural gas distribution facilities would be **less than significant**.

MITIGATION MEASURE

None required.

TELECOMMUNICATIONS

New telecommunications infrastructure would be necessary to serve the technological needs of proposed development in the UWSP area. None of the required improvements to the telecommunications system would occur offsite.

The potential impacts associated with the construction and installation of these improvements are considered throughout the technical chapters of this Draft EIR, including Chapter 6, *Air Quality*; Chapter 7, *Biological Resources*; Chapter 9, *Cultural Resources*; Chapter 11, *Geology, Soils, and Paleontology*; Chapter 15, *Noise and Vibration*; Chapter 18, *Transportation and Circulation*; and Chapter 19, *Tribal Cultural Resources*. Project-specific mitigation measures for construction identified for each topical issue would reduce potential significant impacts associated with construction and installation of new telecommunications infrastructure to the maximum extent feasible. There are no environmental impacts that would occur specifically related to the construction and installation of new telecommunications infrastructure. In addition, future facilities would be required to comply with the County's requirements for construction projects, including but not limited to, grading permits and encroachment permits. Therefore, the impact related to the construction of telecommunications facilities would be **less than significant**.

MITIGATION MEASURE

None required.

IMPACT UT-2: RESULT IN A PROJECT WATER DEMAND THAT CANNOT BE MET BY SUPPLY

Development allowed under the proposed UWSP would be required to comply with water conservation, reuse, and efficiency standards under CALGreen. To this end, development would use low-flow/high-efficiency plumbing fixtures, and landscaping in the project area would be designed and maintained for low water use and appropriate

site conditions and methods for reducing water demand. Compliance with these measures may reduce the project's water demand to less than 4,313 AFY.

The increase in water demand under the proposed UWSP would represent an increase of approximately 0.05 percent relative to the City of Sacramento's total 2020 water demand of 100,483 AF. As shown in Table UT-1 and discussed above, the City has surface water rights to divert up to 326,800 AFY from the American and Sacramento Rivers and had a groundwater pumping capacity of 20,429 AFY in 2020. Thus, the total available water supply for the city of Sacramento in 2020 was more than 346,000 AF and is sufficient to meet demand generated by the proposed UWSP in normal precipitation years.

The City's surplus water supply is projected to range from 224,768 AFY in 2025 to 216,258 AFY in 2045 during a single dry year or the first year of a multiple-dry-year drought (see Table UT-5). Buildout of the proposed UWSP is anticipated to occur before 2045, when the City's surplus water supply is projected to be 198,436 AFY in the fifth year of multi-year drought. Therefore, the increase in water demand resulting from development allowed under the proposed UWSP would be approximately 2.17 percent of the City's surplus water supply in 2045. Thus, as shown in Table UT-5, the City of Sacramento would have adequate planned water supply to serve development allowed under the proposed UWSP during normal, single dry, and multiple dry years, as confirmed by the WSA prepared for the proposed UWSP. Therefore, the impact of the proposed UWSP on water supply resources would be **less than significant**.

Mitigation Measures

None required.

Impact UT-3: Result in a Project Sewer Disposal Demand That Cannot Be Met by Disposal or Conveyance Capacity

As discussed above, development allowed under the proposed UWSP would increase wastewater flows by approximately 4.27 mgd ADWF and 9.23 mgd peak wet-weather flow. However, this increase in wastewater flow would not exceed the current excess capacity of up to 46 mgd at the SRWWTP. In addition, SacSewer expects per capita consumption to fall 25 percent over the next 20+ years through the ongoing installation and use of water meters, as well as compliance with conservation mandates such as the state Water Conservation Act of 2009 (SB X7-7). As a result, substantial additional conservation is expected throughout SacSewer's service area, and the SRWWTP's existing 181 mgd ADWF treatment capacity would be sufficient to treat wastewater generated by existing and future land uses for at least 40 more years. Thus, no additional wastewater treatment capacity would need to be constructed to accommodate the increase in wastewater generation anticipated under the proposed UWSP, and this impact would be **less than significant**.

Mitigation Measures

None required.

IMPACT UT-4: RESULT IN A PROJECT SOLID WASTE DISPOSAL DEMAND THAT CANNOT BE MET BY LANDFILL CAPACITY

CONSTRUCTION

Project construction would generate various types of construction waste: scrap lumber, scrap finishing materials, various scrap metals, and other recyclable and non-recyclable construction-related wastes. Construction waste would be managed in accordance with ordinances promulgated by the DWMR —in particular, in accordance with DWMR's requirement that haulers achieve at least 30 percent recycling rate and up to 50 percent pursuant to AB 939. Recyclable construction materials—concrete, metals, wood, and other materials—would be diverted to recycling facilities.

Development in the UWSP area would comply with County requirements to divert a minimum of 50 percent of construction waste to a certified recycling processor. Adhering to these requirements would minimize the total volume of demolition and construction waste that would be landfilled but would not avoid disposal of all construction waste in local landfills. Construction solid waste could be delivered to one or more of the following facilities: NARS, Florin-Perkins Public Disposal, L and D Landfill, or Sierra Waste. Use of these facilities would be short-term, and the volume of material would represent a relatively minor component of daily input to these facilities. Therefore, new or expanded solid waste management or disposal facilities would not be required to accommodate project-related construction, and thus no adverse physical environmental effects would occur. As a result, potential construction-related impacts of the proposed UWSP on solid waste facilities that process construction waste would be **less than significant**.

MITIGATION MEASURES

None required.

OPERATION

Operation of development allowed under the proposed UWSP would generate municipal solid waste. Waste from operations would include household, commercial, residential, and office wastes. As shown in Table UT-8, development anticipated under the proposed UWSP would generate approximately 17,687 tons of solid waste per year or 335,378 cubic yards per year, which equates to approximately 48.5 tons of solid waste per day or 918.8 cubic yards per day.

Waste generated by development allowed under the proposed UWSP would be collected and transported to NARS for processing and then on to Kiefer Landfill for disposal. Solid waste would be either recycled in accordance with state and County programs and requirements, composted as organic materials or landfilled at the Kiefer Landfill.

The NARS currently processes 1,200 tons of solid waste per day and is permitted to receive up to 2,400 tons per day. Project-related waste would represent an increase of

approximately four percent over the amount of solid waste currently processed at the facility and about two percent of the facility's permitted capacity. As a result, sufficient solid waste processing capacity would be available to serve development allowed under the proposed UWSP.

Kiefer Landfill currently has approximately 75 million cubic yards[9] of available capacity and is expected to be operational until 2098. Project-related wastes would represent less than one-third of a percent (<0.01 percent) of total annual capacity of Kiefer Landfill or 0.44 percent of available capacity. Therefore, sufficient landfill disposal capacity would be available to serve development allowed under the proposed UWSP.

Based on the above, the proposed UWSP would not require new or expanded solid waste management or disposal facilities. Because there would be no need to expand or create new landfill or solid waste management facilities, there would be no related physical environmental effects. Therefore, the operational impact of the proposed UWSP on landfill capacity would be **less than significant**.

MITIGATION MEASURES

None required.

IMPACT UT-5: CONFLICT WITH SOLID WASTE REGULATIONS

As previously discussed, the DWMR oversees solid waste, recycling, and disposal needs in the greater Sacramento area. The DWMR regulates commercial solid waste collection by franchised haulers through ordinances. DWMR ordinances include the requirement that franchised haulers achieve at least 30 percent recycling rate and up to 50 percent pursuant to AB 939 and offer recycling services to businesses and multi-family dwelling units. Because the haulers serving the UWSP area would be regulated by DWMR, they would be in compliance with federal, state, and local statutes and regulations related to solid waste. Therefore, the proposed UWSP would not conflict with solid waste regulations and impacts are considered **less than significant**.

MITIGATION MEASURES

None required.

[9] One cubic yard is equivalent to approximately 0.1125 tons un-compacted, or approximately 0.375 tons compacted, as waste would arrive at the landfill from trucks or other transport equipment.

21 OTHER RESOURCE TOPICS

INTRODUCTION

This chapter describes environmental topics listed in Appendix G of the CEQA Guidelines, including mineral resources and wildfire, that would either not be affected by the proposed plan or would involve impacts of the UWSP that would be clearly less than significant.

MINERAL RESOURCES

For purposes of this EIR and consistent with the criteria presented in Appendix G of the CEQA Guidelines, impacts on mineral resources may be considered significant if implementation of the proposed plan would:

- Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state; or
- Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

OVERVIEW

Mineral resources present within Sacramento County include sand, gravel, clay, gold, silver, peat, topsoil, lignite, natural gas and petroleum. However, aggregate (sand and gravel) and natural gas are the principal mineral resources that are currently in production. Aggregate deposits are primarily located in the southeastern portion of the county within the Old American River channel south of Rancho Cordova while natural gas production areas are located in the far southwestern portion of the county in the Delta (County of Sacramento 2017).

The Surface Mining and Reclamation Act of 1975 requires the State Geologist to classify land into Mineral Resource Zones (MRZs) based on the known or inferred mineral resource potential of that land. A majority land in Sacramento County is classified as either MRZ-1, defined as areas where available geologic information indicates that little likelihood exists for the presence of significant mineral resources, and MRZ-3, areas containing mineral occurrences of undetermined mineral resource significance. Only portions of land along the American River corridor and in the center of the County, south of the American River, are classified as MRZ-2, areas where adequate information indicates that significant mineral deposits are present, or where geologic information indicates that significant inferred resources are present (County of Sacramento 2010).

According to the Mineral Land Classification Map of Portland Cement Concrete-Grade Aggregate Resources in Sacramento County (Dupras 1999a) and the Selected Historic

and Active Mining Operations in Sacramento County (Dupras 1999b), resources published by the California Geological Survey, there are no significant mineral resources or active mining operations in or near the UWSP area. Likewise, based on these conditions, the entire UWSP area has been classified by the State geologist as MRZ-1 (County of Sacramento 2010). Finally, according to information from the Geologic Energy Management Division, no active or inactive natural gas wells are located within the UWSP area (CalGEM 2022).

Impact: Loss of availability of a known mineral resource or locally known mineral resource site

As described above, there are no significant mineral resources or active mining operations in or near the UWSP area and the area is classified as MRZ-1 by the State geologist. Furthermore, the UWSP area has also not been identified as an area likely to produce natural gas. For these reasons, implementation of the proposed UWSP would not result in the loss of availability of a known mineral resource or locally important mineral resource recovery site, and **no impact** would occur.

Wildfire

For purposes of this EIR and consistent with the criteria presented in Appendix G of the CEQA Guidelines, impacts related to wildfire may be considered significant if, for projects located in or near State Responsibility Areas or lands classified as very high fire hazard severity zones, implementation of the proposed plan would:

- Substantially impair an adopted emergency response plan or emergency evacuation plan;
- Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire;
- Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment; or
- Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

Overview

With large areas of the state burning annually, often at great cost to life and property, wildfire has become a significant concern in much of California over the last two decades. These events are most often associated with rural and suburban areas adjacent to or directly within areas where a combination of vegetation, terrain, climate, and weather heighten the risk of wildfire and make control of wildfire difficult. These

areas, commonly referred to as the Wildland-Urban Interface, present specific risks and challenges associated with wildfire. These conditions are being exacerbated by the effects of climate change, which has resulted in prolonged fire seasons and an increase in the severity of climate, weather, and fuel conditions that increase the risk of catastrophic wildfire.

The California Department of Forestry and Fire Protection (CAL FIRE) has considered each of these criteria in its preparation of Fire Hazard Severity Zone Maps for each of California's counties. Where areas of higher wildfire risk are present, these zones are categorized as moderate, high, or very high. Of particular interest to this topic is the presence of fire hazard severity zones within areas where CAL FIRE has responsibility for fire protection. These areas are referred to as State Responsibility Areas (SRAs) and are typically located in the rural and nonurbanized areas of the state. In contrast, most of the urbanized areas of the state lie within Local Responsibility Areas, where local city fire departments and organized fire districts have fire protection responsibility. The UWSP area is located within an SRA, but as noted in Chapter 2, *Project Description*, fire protection and prevention services are currently provided by the City of Sacramento Fire Department through a contract with the Natomas Fire Protection District. It is anticipated that this arrangement would remain in place if the UWSP is approved. As such, the UWSP area is located within an SRA, but fire protection services are contractually provided by a local fire protection agency. This is a common arrangement in many areas of California, particularly in the rural and semi-rural areas immediately surrounding urbanized cities, as is the case with the UWSP area.

With respect to the conditions described above that contribute to heightened wildfire risk, these conditions are not present within the UWSP area. According to fire history maps compiled by CAL FIRE, there have been no recorded wildfires in the area since record-keeping began more than 100 years ago (CapRadio 2024). While the area is located within an SRA, with fire protection services provided by a contracted local agency, no portion of the UWSP is located within a fire hazard severity zone, and neither are any adjoining areas. The nearest designated fire hazard severity zone to the UWSP area is 20 miles to the east, in the lower Sierra Nevada Foothills. The UWSP area itself is primarily occupied by agricultural uses and is crisscrossed by roadways and irrigation canals and ditches. Woody and flammable vegetation of the types associated with high wildfire danger (e.g., scrub vegetation, woodlands, and timber) are not present in the area. With respect to the vicinity surrounding the UWSP area, the riparian area along the Sacramento River to the west contains marginal wildfire fuels, but under existing conditions there are no substantial fuels present to carry fire from the riparian area to the UWSP area and the proposed 534-acrea Agricultural buffer to the west of the Development Area would maintain that condition. Urbanized areas lie to the south, east, and north of the UWSP area and thus are devoid of high-risk characteristics. Owing to the area's flat terrain, lack of flammable vegetation, and existing land uses, the area's risk relevant to wildfire is low.

IMPACT: SUBSTANTIALLY IMPAIR AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN

Individual development projects constructed and operated within the UWSP area would be required to comply with applicable County requirements concerning ingress and egress, emergency access, and minimum roadway design requirements. While additional traffic volumes could be expected with the construction of more housing and other uses, the County would be required to periodically update its emergency response and evacuation plan(s) in response to changing conditions, as required in the County's General Plan and State law.[1] This periodic reevaluation would address these changed conditions, and would adjust the evacuation plans accordingly, thus rendering this impact **less than significant**.

IMPACT: EXPOSURE TO POLLUTANT CONCENTRATIONS FROM A WILDFIRE

As noted in the overview discussion above, the UWSP area does not present features associated with enhanced wildfire risk. The area's flat terrain, its absence of vegetation conducive to the spread of wildfire, and existing land uses present a low risk of wildfire for the area. The residential, commercial, and other land uses proposed as part of the UWSP would not increase the area's susceptibility to wildfire, and thus would not exacerbate wildfire risks. This impact would be **less than significant**.

IMPACT: INSTALLATION OR MAINTENANCE OF INFRASTRUCTURE THAT MAY EXACERBATE FIRE RISK OR THAT MAY RESULT IN TEMPORARY OR ONGOING IMPACTS TO THE ENVIRONMENT

As noted above, the area is at low risk for wildfire, and the land uses proposed as part of the UWSP would not change that condition. Roads, fuel breaks, and other features associated with abating wildfire risk would not be required. There would therefore be no exacerbation of wildfire risks or ongoing impacts associated with wildfire risk abatement activities. This impact would be **less than significant**.

[1] General Plan Policies SA-31 through SA-34 contain requirements for periodic updates to the County's Emergency Response Plan, Local Hazard Mitigation Plan, coordination with local agencies and jurisdictions on emergency response and evacuation, and public education concerning emergency response procedures. At the State level, AB 747 (2019) requires that the safety elements within general plans be reviewed and updated as necessary to identify evacuation routes and their capacity, safety, and viability under a range of emergency scenarios. Since safety elements are required to be updated at the same time as housing elements, and since housing elements are required to be updated on a five to eight-year timetable, the County's evacuation routes and procedures would also necessarily be updated on a regular basis.

IMPACT: EXPOSE PEOPLE OR STRUCTURES TO SIGNIFICANT RISKS AS A RESULT OF RUNOFF, POST-FIRE SLOPE INSTABILITY, OR DRAINAGE CHANGES

As noted above, the area is at low risk for wildfire, and the land uses proposed as part of the UWSP would not change that condition. Accordingly, there would be no exposure of people or structures to post-fire impacts like downslope flooding, landslides, or drainage changes because the area is flat. This impact would be **less than significant**.

22 CUMULATIVE IMPACTS

INTRODUCTION

A cumulative impact consists of an impact that is created by the combination of the project evaluated in the EIR together with other past, present, and reasonably foreseeable projects causing related impacts.

The beginning of the cumulative impact analysis includes a description of the cumulative analysis methodology and the geographic or temporal context in which the cumulative impact is analyzed (e.g., the Sacramento County, the Sacramento Valley Air Basin, other activity concurrent with project construction). In some instances, a project-specific impact may be considered less than significant, but when considered in combination with other cumulative projects or activities, the impact may be considered significant or potentially significant.

As noted above, where a cumulative impact is significant when compared to existing or baseline conditions, the analysis must address whether the project's contribution to the significant cumulative impact is "considerable." If the contribution of the project is considerable, then the EIR must identify potentially feasible measures that could avoid or reduce the magnitude of the project's contribution to a less-than-considerable level. If the project's contribution is not considerable, it is considered less than significant, and no mitigation of the project contribution is required.

METHODOLOGY

The CEQA Guidelines suggest that the analysis of cumulative impacts for each environmental factor can employ one of two methods to establish the effects of other past, current, and probable future projects. A lead agency may select a list of projects, including those outside the control of the agency, or alternatively, a summary of projections. These projections may be from an adopted general plan or related planning document, or from a prior environmental document that has been adopted or certified, and these documents may describe or evaluate regional or area-wide conditions contributing to the cumulative impact.

In this Draft EIR, a combination of these two methods is used depending upon the specific resource area being analyzed. To evaluate traffic and traffic-related air quality and traffic-related noise impacts, the impacts were evaluated using the projected growth in traffic through 2040 based on SACOG projections. Other impacts, such as construction air and noise impacts, were evaluated using a list of recently approved and/or proposed projects in the vicinity of the UWSP area that are not yet constructed, are not yet occupied, or are very newly constructed. This development includes growth under projects proposed and adopted by the City of Sacramento and Sacramento County in north Natomas and the Central City. **Plate CI-1** shows the location of projects

within the vicinity of the UWSP area while **Table CI-1**, below, includes a comprehensive list of projects in unincorporated portions of southeast, southcentral, and northwest Sacramento County and incorporated portions of Sacramento County (Elk Grove, Folsom, Rancho Cordova, Sacramento) as wells as projects in nearby Placer and Sutter counties that border Sacramento County.

Table CI-1: Cumulative Project List

Project Number	Project Name	Location	Description	Status
UNINCORPORATED SACRAMENTO COUNTY				
1	Vineyard Springs Comprehensive Plan	South-central portion of Sacramento County	2,650 acres bounded by Gerber Road to the north, Calvine Road to the south, Excelsior Road on the east, and Bradshaw Road on the west	Approved 2000
2	North Vineyard Station Specific Plan	South-central portion of Sacramento County	1,594 acres bound by Florin Road to the north, Gerber Road to the south, Vineyard Road to the east, and Elder Creek on the west	Approved 1998
3	Florin Vineyard Gap Community Plan	Within the community plan areas of Vineyard and South Sacramento	3,872 acres bounded by Elder Creek Road on the north, Bradshaw Road on the east, Churchill Downs neighborhood to the south, and Union Pacific Railroad tracks on the west	Approved 2010
4	Mather Airport Master Plan	10425 Norden Ave, Mather, CA	Establishes a program for modifications of existing facilities and development of new facilities through 2035	Approved 2014, Amended 2016
5	Cordova Hills	Southeastern Sacramento County	2,669 acres east and adjacent to Rancho Cordova	Approved 2013
6	Easton Project, including Glenborough at Easton and Easton Place	Within Cordova Community Planning Area	1,391 acres south of U.S. 50 and east of Rancho Cordova	Approved 2008
7	NewBridge Specific Plan	Eastern Sacramento County along Jackson Road	1,095 acres	Approved 2020
8	Mather South Community Master Plan	Eastern Sacramento County along Jackson Road	884 acres located northeast of the Plan Area	Approved 2020
9	Jackson Township Specific Plan	Eastern Sacramento County along Jackson Road	1,391 acres located between NewBridge and West Jackson	Approved 2022

Project Number	Project Name	Location	Description	Status
10	West Jackson Highway Master Plan	Eastern Sacramento County along Jackson Road	5,900 acres east of South Watt Avenue, north of Elder Creek Road, south of Kiefer Boulevard, and west of Excelsior Road	In Process
11	Capitol SouthEast Connector Expressway	Link I-5 and SR-99 South of Elk Grove to U.S. 50 East of El Dorado Hills	Designed to provide congestion relief	Preliminary design
12	Stoneridge Quarry	Eastern Sacramento County south of U.S. 50	Quarry mining and processing of materials on 619 acres of a 1,360-acre property	Approved 2011
13	Teichert Quarry	Eastern Sacramento County south of U.S. 50	Quarry mining and operation of a processing plant on 380 acres of a 584-acre property for 25 years	Approved 2010
14	Milgate Quarry	Eastern Sacramento County south of U.S. 50	Quarry mining on 194 acres for 50 years	Currently Inactive
15	Granite White Rock North Mine	Between Folsom Boulevard (to the north) and White Rock Road (to the south), adjacent to Easton and Glenborough	Mining 25 million tons of sand and gravel on 2,125 acres over 20 years	In Process
16	Granite Vineyard South Mine Expansion	Between Elder Creek Road (to the north) and Florin Road (to the south)	Expansion of mining from 146 acres to 206 acres (for an increase of 60± acres) on a 255-acre property	In Process
17	Grandpark Specific Plan*	Northwest Sacramento County, east of SR-99, north of Elkhorn Boulevard	Proposed Specific Plan for 5,675 acres	In Process
18	Metro Air Park*	Northwest Sacramento County, north of I-5	Approximately 1,867 acres, Industrial/Office park	Approved 1993
19	Elverta Specific Plan*	Northern Sacramento county, bounded by Gibson Ranch on the east, U Street on the South, various property lines approximately 1,350 feet west of Palladay Road on the west	1,820 acres of residential, ag-res, commercial, parks, schools	Approved 2007
20	Northborough (within Elverta Specific Plan)*	East of 16th Street in Elverta Specific Plan	298 acres within Elverta Specific Plan, including 1,127 residential units, parks, and school	Approved 2017
21	Sacramento International Airport Master Plan*	Northwest Sacramento County, north of I-5	Updates a program for modifications of existing facilities and development of new facilities through 2035	Approved 2022

Project Number	Project Name	Location	Description	Status
22	Metro Airpark East	Northwest of SR-99 and Elkhorn Boulevard interchange	Proposed logistics center on 529-acre parcel	Currently inactive
23	WattEV*	Northwest Sacramento County, south of I-5 within Sacramento International Airport Master Plan area	Publicly accessible Electric Vehicle (EV) charging facility that would be built on a 110-acre parcel of land adjacent to I-5 and proximate to SR-99	In process
24	Carli Mine Expansion	11509 Florin Road, On The North Side Of Florin Road Between Eagles Nest Road And Sunrise Boulevard.	Expansion of 153 acres to existing Carli Mine, and ready-mix plant.	Approved 2020
25	Aspen IV	North Side Of Jackson Road Approximately 2,000 Feet East Of Bradshaw Road,	278 acres of aggregate mining	Approved 2018 Approved 1991
26	Aspen V	east side of Bradshaw Road, approximately 1,300 feet south of Kiefer Boulevard	Fully mined – reclamation will occur at same time as Aspen VI.	Originally approved in 1996
27	Aspen V a	Eastern Sacramento County south of Highway 50	Fully mined – reclamation will occur at same time as Aspen VI.	Originally approved in 1996
28	Aspen III South	Southwest Corner Of Fruitridge Road And Mayhew Road	Sand and gravel mining along 881.7 acres of the 966.3 acres.	Amendment Approved 2013
29	Aspen VI	Northside of Jackson Road, approximately 2,000 feet east of Bradshaw Road	752.5 acres sand & gravel mining	Approved 2018
30	Aspen IV South	northeast corner of Mayhew Road and Elder Creek Road	570 acres of surface mining	Approved 2013
31	Aspen V South	South side of Jackson Road, east of Bradshaw Road	Aggregate surface mining on 193 acres of the 261 acres project site	Originally approved in 1999
32	Aspen 8 and 9	both sides of Elder Creek Road approximately 4,000 feet east of Bradshaw Road	353-acres of surface mining	Approved 2016
33	Aspen 8 & 9 Expansion	both sides of Elder Creek Road approximately 4,000 feet east of Bradshaw Road	Additional 245 acres of surface mining to Aspen 8 & 9	In progress

Project Number	Project Name	Location	Description	Status
CITY OF RANCHO CORDOVA				
34	Arboretum	Within the Grant Line North Planning Area	1,349 acres bounded by Highway 16 to the south, Grant Line Road to the east, Kiefer Boulevard to the north, and Sunrise Boulevard to the west	Currently Inactive
35	Suncreek Specific Plan	Located in southern Rancho Cordova	1,265 acres located east of the Folsom Canal	Approved 2013
36	Sunridge Ranch Specific Plan	Located in southern Rancho Cordova	2,606 acres south of Douglas Road, east of Sunrise Boulevard, and north of Grant Line Road	Approved 2002
37	Rio del Oro Specific Plan	Located in central Rancho Cordova	3,828 acres south of White Rock Road, east of Sunrise Boulevard, and north of Douglas Road	Approved 2010
38	Westborough Specific Plan	Located in central Rancho Cordova	1,695 acres north of White Rock Road and including Rancho Cordova Parkway	In Progress
39	Rancho Cordova General Plan	City of Rancho Cordova	All land uses assumed in the City of Rancho Cordova General Plan	Adopted 2006
CITY OF FOLSOM				
40	Folsom South of 50 Specific Plan	Eastern Sacramento County, south of U.S. 50 and west of Folsom city limits	3,510 acres south of U.S. 50, north of White Rock Road, east of Prairie City Road, and west of Sacramento/El Dorado County Line	Approved 2011, currently under construction
CITY OF SACRAMENTO				
41	Aspen 1/New Brighton	Eastern City of Sacramento at County line	232 acres at the corner of Jackson Road and Watt Avenue	Approved 2015
42	Innovation Park/ CNU Medical Center Campus*	Located in northern City of Sacramento	Reuse of the former Sleep Train Arena in North Natomas, includes California Northstate University Medical Center Campus.	Approved 2022
43	Northlake (previously known as Greenbriar)*	Northern City of Sacramento, west of SR-99, north of I-5	577± acres located at the southwest corner of the intersection of Elkhorn Boulevard and SR-99.	Approved 2008

Project Number	Project Name	Location	Description	Status
44	Downtown/ Central City Specific Plan*	Downtown Sacramento	Generally bounded by the Sacramento River to the west, Business 80 to the east, the American River on the north (excluding the River District and Railyards)	Approved 2018
45	Panhandle*	Northeast City of Sacramento	589± acres in the City of Sacramento, which includes the land north of Del Paso Road, south of Elkhorn Boulevard, west of Sorento Road/E. Levee Road, and east of the developed neighborhoods known as Natomas Park and Regency Park	Approved 2018
46	West Broadway Specific Plan*	Central City of Sacramento	292 acres area generally bounded by the Sacramento River on the west; U.S. 50 and Broadway on the north; Muir Way and 5th Street on the east; and 4th Avenue on the south.	Approved 2020
47	Railyards Specific Plan *	North of Downtown Sacramento, east of I-5	244 acres formerly used by Union Pacific Railroad, entitled for dense urban residential neighborhoods, a historic museum, a shopping and market district, a regional intermodal transit station, a county courthouse, a medical campus, a soccer stadium, pedestrian-oriented streets, shopping and entertainment complexes, riverfront access, and high-rise mixed-use buildings	Approved 2016
48	River District Specific Plan*	North of Downtown Sacramento, east of I-5	773 acres including a transit-oriented mixed use urban environment that would include 8,144 dwelling units, 3.956 million square feet of office, 854,000 square feet of retail/ wholesale, 1.463 million square feet light industrial, and 3,044 hotel units.	Approved 2011
49	Delta Shores MDR-6 & MDR-7 Project	North of Delta Shore South Circle and south of Cosumnes River Boulevard	197-parcel residential project	Approved 2023

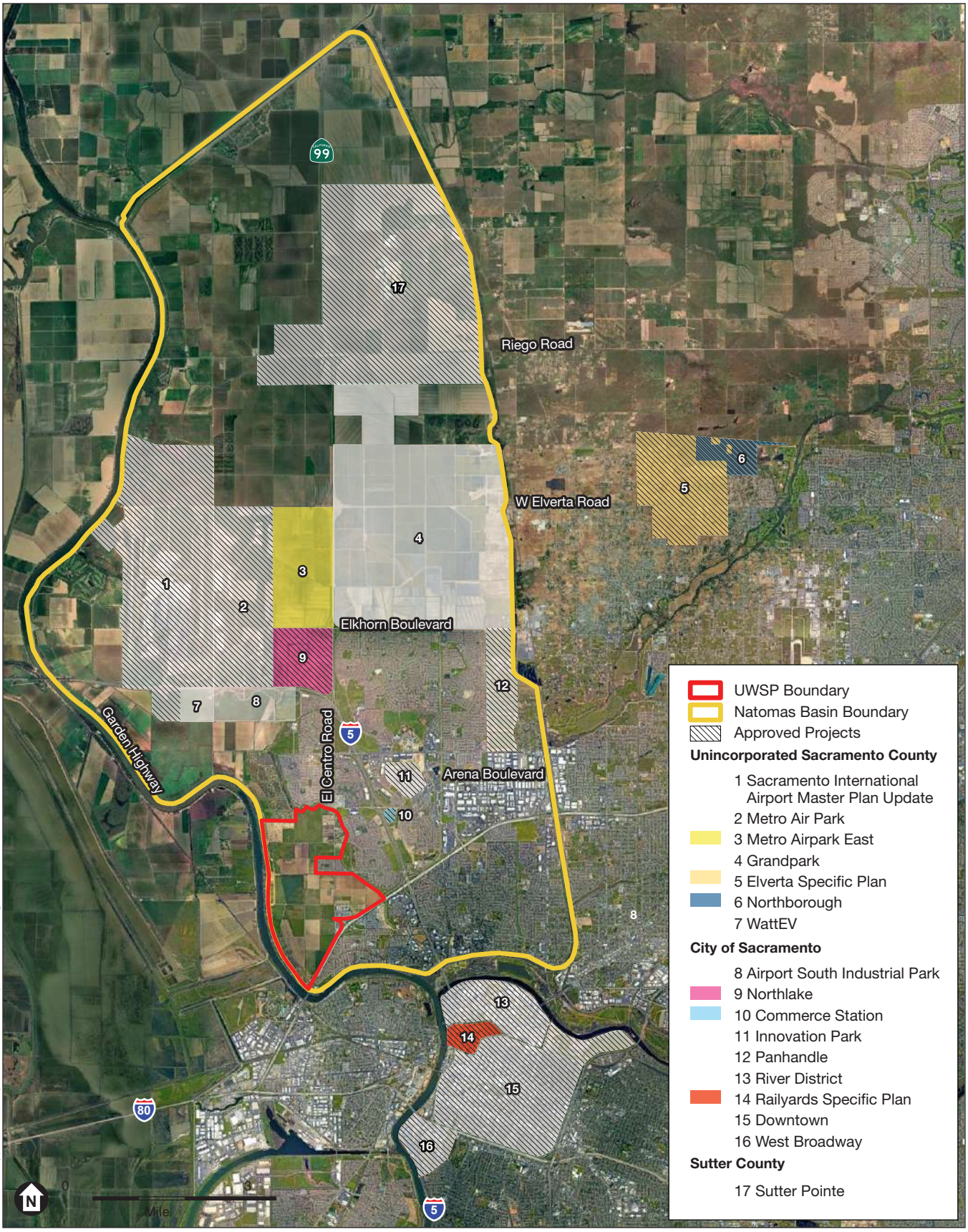
Project Number	Project Name	Location	Description	Status
50	Airport South Industrial Project*	Northern City of Sacramento, south of I-5	Annexation from unincorporated County to City of Sacramento	In process
51	Commerce Station P06-018*	Del Paso Road and East Commerce Parkway, east of I-5	Planned 180-5-acre development with 20.6-acre regional shopping center and 155.8-acres of mixed uses.	Approved 2008
CITY OF ELK GROVE				
52	Southeast Industrial Area	East of Grant Line Road and SR-99	Southeast Industrial Area (382 acres annexed to City of Elk Grove in 2019), potential for additional 189 acres to be annexed in future	Approved 2019
53	Elk Grove Crossing Specific Plan	Within the Kammerer/ SR-99 Sphere of Influence Area between the future extension of Big Horn Boulevard on the west and the future extension of Murphy's Corral Road on the east.	319 acres including high and medium density residential, commercial, office, retail, entertainment, and light industrial/"flex" uses.	In process
54	Southeast Policy Area (SEPA) and Lent Ranch/Elk Grove Promenade	North of Kammerer Road, east of Bruceville Road, west of SR-99	1,200 acres including industrial/ "flex" uses, mixed use, offices, parks, schools, and residential uses. Approximately 270 acres including commercial, office uses. Projects have been incorporated into the City's General Plan.	SEPA approved 2014, potential changes pending
55	Bilby Ridge	South of Bilby Road, north of the Planned Kammerer Road extension, between Bruceville Road and Willard Parkway	484 acres planned for residential, retail, service commercial, schools, parks, and open space	In process
SUTTER COUNTY				
56	Sutter Pointe Specific Plan*	Southern Sutter County. Bound by Natomas Road on the east and Powerline Road on the west. The northern boundary is approximately 4 miles north of the City of Sacramento while the southern boundary is adjacent to the Sutter/ Sacramento county line.	7,528 acres including approximately 49.7 million square feet of industrial, commercial, and business/ professional development; and 17,500 low-, medium-, and high-density residential units.	Approved 2009

Project Number	Project Name	Location	Description	Status
PLACER COUNTY				
57	Placer Vineyards Specific Plan	Southwestern Placer County. Bound to the north by Base Line Road, to the south by the Sacramento County line, to the west by the Sutter County line and Pleasant Grove Road, and to the east by the Dry Creek Parkway and Walerga Road	5,230 acres including 14,132 residential units, 274 acres of commercial uses, 919 acres of park and open space land, and 851 acres of quasi-public uses (i.e., public facilities/services, schools, roadways, religious facilities)	Approved 2007
58	Placer Ranch Specific Plan	Terminus of Woodcreek Oaks Boulevard north of the City of Roseville	2,213-acre specific plan containing 5,636 dwelling units and 8.4-million square feet of commercial, employment, and university-related non-residential uses.	Under developme nt
59	Sunset Area Plan	Located between the cities of Rocklin to the east, Roseville to the south, and Lincoln to the north	Mix of labor and employment uses, associated with Placer Ranch Specific Plan	Updated approvals in 2019
60	Regional University Specific Plan	South of Pleasant Grove Creek between Brewer Road and the City of Roseville	6,000-student university campus and 3,232-unit associated community development.	Developme nt Guidelines adopted 2019

NOTES: I-5 = Interstate 5; SR-99 = State Route 99; U.S. 50 = U.S. Highway 50

* Located within the vicinity of the UWSP area

SOURCE: County of Sacramento 2024



D150587.01 - Upper Westside Specific Plan EIR\05 Graphics-GIS-Modeling-USE AZURE\Illustrator

SOURCE: Google Earth Pro, basemap, 2021; ESA, 2024

Upper Westside Specific Plan EIR

Plate CI-1
Cumulative Projects Within the Vicinity of UWSP

ESA

CUMULATIVE ISSUE AREAS

Cumulative impacts for each environmental resource topic area are discussed below. Significance criteria, unless otherwise specified, are the same for cumulative impacts as project impacts for each environmental resource topic area. When considered in relation to other probable future projects, cumulative impacts for some resources could be significant and more severe than those caused by the proposed UWSP alone.

AESTHETICS

GEOGRAPHIC CONTEXT

The geographic context for the analysis of cumulative effects related to aesthetics, light, and glare varies depending on the specific environmental issue area being analyzed. The geographic context for scenic vistas and visual resources includes the area that comprises the view shed of and from the UWSP area while the geographic context for light and glare considers other development in the surrounding area that could affect the same area as that affected by project-generated light.

CUMULATIVE IMPACTS EVALUATION

SCENIC VIEWS AND SCENIC VISTAS

As discussed in Chapter 4, *Aesthetics*, of this Draft EIR, scenic views and scenic vistas in the Sacramento region are typically elements of the broader viewshed, such as distant views of the Sierra Nevada and the Coast Range. Scenic views and scenic vistas are usually background elements that can be seen from a range of viewpoints. These types of expansive and open views are considered part of the County's visual heritage. Scenic views and scenic vistas are differentiated from scenic resources, which typically comprise distinct natural or built features within a specific area that act as the focal point of a viewshed and are usually foreground elements. Accordingly, cumulative effects to scenic resources are addressed in the *Visual Character* impact discussion below.

Various plans, policies, and regulations include specific provisions for the protection of scenic views and scenic vistas. These include but are not limited to general plans, specific plans, zoning regulations, design requirements, design review programs, and design guidelines. Development standards such as height restrictions and minimum setback distances are among the most effective methods employed to avoid or minimize adverse impacts to scenic views and scenic vistas. While recently approved and/or proposed projects in the vicinity of the UWSP area (see Table CI-1 and Plate CI-1) are required to adhere to applicable plans, policies, and regulations aimed to protect aesthetic resources, including scenic views and scenic vistas, it is nonetheless reasonable to assume that the introduction of new buildings, structures, and landscaping elements that would occur with implementation of these projects could block numerous existing scenic views. This impact would be more pronounced where vertical development would occur on areas currently comprised of largely flat agricultural land and rural residential communities to the north of the UWSP area, where

distant views of the Sierra Nevada and the Coast Range experienced by local residents and travelers are largely unobstructed. This blockage of scenic views and scenic vistas across an extensive and largely undeveloped area would be a significant cumulative impact.

As discussed in Chapter 4, *Aesthetics*, of this Draft EIR, while the proposed UWSP includes development standards and design guidelines to direct the buildout of the 1,532-acre Development Area to ensure high quality design and visual cohesion and consistency, development of the UWSP area would result in the construction of buildings, structures, and landscaping elements that could block distant views of the horizons in all directions from most areas within the UWSP area. Given the extent of urban development that would occur with implementation of the proposed UWSP and the largely undeveloped nature of the UWSP area, the contribution of the proposed UWSP to the significant cumulative impact on scenic views and scenic vistas would be considerable. Aside from implementation of development standards and design guidelines already required for the proposed UWSP, no other feasible mitigation is available to reduce the magnitude of the visual changes that would occur. Therefore, the cumulative impact would be **significant and unavoidable**.

VISUAL CHARACTER

Cumulative development would construct new urban uses within or directly adjacent to existing urban uses. Future development under these projects would generally blend in with existing commercial and residential development and would not likely result in individual or cumulatively significant impacts related to degradation of visual character. However, a substantial portion of cumulative growth in the vicinity of the UWSP area would occur on presently non-urbanized lands to the north of the UWSP area. This development includes growth contemplated under the proposed Airport South Industrial Park project and Grandpark Specific Plan, and the approved Metro Air Park and Northlake specific plans in North Natomas (see Table CI-1 and Plate CI-1). The visual character of the lands on which these projects would be developed is very similar to the visual character of the UWSP area. Like the UWSP area, these lands are dominated by crop farming interspersed with rural communities and open space areas. While development on these lands would be required to comply with applicable plans, policies, and regulations aimed to ensure high-quality design and visual cohesion and consistency, the change in visual character experienced by local residents and travelers would be permanent and substantial, regardless of whether or not the new development would be visually appealing. This change in visual character across an extensive and largely undeveloped area would have a significant cumulative impact.

As discussed in Chapter 4, *Aesthetics*, of this Draft EIR, implementation of the proposed UWSP would result in the development of residential, commercial, mixed use, office, school, park, open space, roadways, and other urban uses, as well as creation of an agricultural buffer area on an approximately 2,066-acre site in unincorporated northwestern Sacramento County, which currently comprises mostly agricultural cropland, along with rural residential and commercial uses. While the proposed UWSP includes adoption of design guidelines and development standards aimed to ensure high quality design and visual cohesion and consistency, the change in visual character

would be permanent and drastic. Given the extent of urban development that would occur with implementation of the proposed UWSP and the largely undeveloped nature of the UWSP area, the contribution of the proposed UWSP to the significant cumulative impact on visual character would be considerable. Aside from implementation of development standards and design guidelines already required for the proposed UWSP, no other feasible mitigation is available to reduce the magnitude of the visual changes that would occur. Therefore, the cumulative impact would be **significant and unavoidable**.

LIGHT OR GLARE

As previously noted, several recently approved and/or proposed projects in the vicinity of the UWSP area, such as specific plans in the Central City of the City of Sacramento, would develop new urban uses within or directly adjacent to existing urban uses that generally already contain many existing sources of light and glare. Future development under these projects would add new sources of light and glare, but the net increases in light and glare would not be anticipated to result in individual or cumulatively significant impacts. However, a substantial portion of cumulative growth in the vicinity of the UWSP area would occur on presently non-urbanized lands to the north of the UWSP area. This development includes growth contemplated under the proposed Airport South Industrial Park project and Grandpark Specific Plan, and the approved Metro Air Park and Northlake specific plans in North Natomas (see Table CI-1 and Plate CI-1). Like UWSP area, the majority of the lands on which these projects would be developed consists of farm fields that are devoid of nighttime lighting and are dark at night. Rural residential uses and associated vehicular traffic on local roadways in these areas produce minimal amounts of light or illumination. Future development under these projects could result in the conversion of previously undeveloped land to urban uses in such a way that the additional sources of light and glare would noticeably change the aesthetic environment, especially with regard to diminished views of the night sky. This introduction of new sources of light and glare and the resultant change to the aesthetic environment across an extensive and largely undeveloped area would have a significant cumulative impact.

As discussed in Chapter 4, *Aesthetics*, of this Draft EIR, upon full buildout, the proposed UWSP would result in the urbanization of up to 1,532 acres with up to 9,356 housing units; more than 3 million square feet of commercial, retail, and office uses; as well as schools, parks, and associated roadways and parking lots. New uses and associated automobiles would introduce new sources of light to an area with relatively few lighting sources. In addition to new sources of light, the urbanization of up to 1,532 acres of sparsely developed land would also introduce new sources of glare from reflective elements such as glass and rooftop photovoltaic (PV) solar panels. Although spillover lighting, excessive lighting, and glare would be minimized due to the strict lighting standards that would be adopted as part of the project, implementation of the proposed UWSP would introduce a substantial amount of new lighting to an area that is currently rural and contains minimal lighting. Given the extent of urban development that would occur with implementation of the proposed UWSP and the largely undeveloped nature of the UWSP area, which includes minimal amounts of existing lighting or illumination, the contribution of the proposed UWSP to the significant cumulative impact related to production of light and glare would be considerable. Mitigation Measure AE-3 is

proposed to ensure that outdoor lighting associated with development allowed under the proposed UWSP is designed in accordance with Section 140.7, Prescriptive Requirements for Outdoor Lighting, in the 2022 Building Energy Efficiency Standards, which specifies wattage allowance per lighting application based on lighting zones. However, aside from implementation of development standards and design guidelines already required for the proposed UWSP, no other feasible mitigation is available to reduce the magnitude of the visual changes that would occur. Therefore, the cumulative impact would be **significant and unavoidable**.

AGRICULTURAL RESOURCES

GEOGRAPHIC CONTEXT

Farmland and agricultural resources are important contributors to Sacramento County's economy and land conservation efforts. The geographic context for cumulative impacts related to the conversion of farmland to nonagricultural use, conflicts with existing agricultural use and zoning, and other changes that could result in the conversion of farmland to nonagricultural use is Sacramento County.

CUMULATIVE IMPACTS EVALUATION

CONVERT FARMLAND TO NONAGRICULTURAL USE

Cumulative loss of agricultural land is a great concern in the State of California, especially within the Central Valley. This is a particular concern in Sacramento County, where approximately 11,320 acres of Important Farmland was lost between 2010 and 2020 (California Department of Conservation 2024). This is approximately five percent of the acres of Important Farmland that were present in 2010. Much of the cumulative development in unincorporated southeast, southcentral, and northwest Sacramento County (see Table CI-1 and Plate CI-1) includes large portions of Important Farmland that would be converted to urban uses. As a result, cumulative development in the County would continue the trend of Important Farmland being converted to non-agricultural use, and thus would result in a potentially significant cumulative impact.

As discussed in Chapter 5, *Agricultural Resources*, of this Draft EIR, the proposed UWSP would convert approximately 1,372 acres of farmland to nonagricultural uses. While the implementation of Mitigation Measure AG-1 would reduce the impact of farmland conversion by mitigating the loss of farmland at a 1:1 ratio consistent with Sacramento County General Plan Policy AG-5, there would be a substantial net loss of agricultural production within Sacramento County as a result of the proposed UWSP. Due to the sizable acreage of farmland that would be converted to nonagricultural uses, implementation of the proposed UWSP would result in a considerable contribution to the cumulative loss of farmland, and this cumulative impact would remain **significant and unavoidable.**

CONFLICT WITH EXISTING ZONING FOR AGRICULTURAL USE

Land enrolled in a Williamson Act contract is preserved exclusively for agricultural and open space uses. A standard contract refers to a typical 10-year contract. A super

contract refers to a 20-year contract. Therefore, land enrolled in the Williamson Act program protects the conversion of land to non-agricultural uses over a decade or more. In the Sacramento Valley region, the acreage of land under Williamson Act contracts has increased five of the past six years, resulting in a net negligible change in acreage (County of Sacramento 2023a). However, Sacramento County has experienced a cumulative loss of farmland, or Williamson Act contracts have not been renewed, as urban development continues in the County. Projects considered in the cumulative list (see Table CI-1 and Plate CI-1), particularly large specific plans on agricultural land, would have a cumulatively considerable impact on the further conversion of Williamson Act land throughout the County.

As discussed in Chapter 5, *Agricultural Resources*, of this Draft EIR, the proposed changes to land use designations and allowable uses within the UWSP area would be permitted with approval of a General Plan amendment and approval of related amendments to the County Code. Because the entitlements requested as components of the proposed UWSP would change the zoning to make it consistent with the proposal, the proposed UWSP would not conflict with zoning for agricultural use within the UWSP area.

With regard to land within a Williamson Act contract, Sacramento County requires land within a Williamson Act contract be zoned for agricultural use. As discussed in Chapter 5, *Agricultural Resources*, of this Draft EIR, the UWSP area includes one parcel (APN 225-0190-024) under a Williamson Act contract, which would continue to be designated as Agricultural Cropland with implementation of the proposed UWSP and would be within the proposed agricultural buffer to the west of the Development Area. Implementation of the proposed UWSP would not affect the zoning, contract status, or viability of the parcel under a Williamson Act contract within or in the vicinity of the UWSP area.

For these reasons, implementation of the proposed UWSP would not result in a considerable contribution to cumulative conflicts with existing zoning for agricultural use, or a Williamson Act contract, and this cumulative impact would be **less than significant**.

OTHER CHANGES THAT COULD CONVERT FARMLAND TO NON-AGRICULTURAL USE

Sacramento County has experienced a tremendous amount of growth in recent decades. Development within the County as well as surrounding counties has reduced the amount of agricultural land in the area due to increased urban development. The County's General Plan calls for the development of unincorporated areas to provide areas for the county to grow. Thus, existing agricultural land may be converted to non-agricultural uses, especially as adjacent properties become entitled for urban development. Most cumulative development in unincorporated southeast, southcentral and northwest Sacramento County (see Table CI-1 and Plate CI-1) include large tracts of farmland. As growth and development expand, additional areas of agricultural land may be affected, and thus would result in a significant cumulative impact.

As discussed in Chapter 5, *Agricultural Resources*, of this Draft EIR, the proposed UWSP emphasizes policies that support the long-term preservation of agriculture and ensure that development pressures are avoided to the maximum extent feasible. For example, UWSP Policy 3-EE specifies the implementation and maintenance of an agricultural buffer to the west of the Development Area to preserve existing agricultural uses and farming operations, to allow visual separation between the Development Area and the Garden Highway/Sacramento River, and to create a transition to habitat mitigation areas located to the northeast. UWSP 3-FF specifies that the agricultural buffer would be outside of the County's Urban Policy Area (UPA) and Urban Services Boundary (USB). UWSP Policy 3-GG specifies that uses within the agricultural buffer should be limited to those compatible with the rural character of the area, consistent with Section 3.4.4, *Agricultural Buffer Uses*, within the proposed UWSP, and the County's Zoning Code. Development allowed under the proposed UWSP would be concentrated within the established Development Area and necessary infrastructure to serve this development would not be sized to serve development offsite. As a result, implementation of the proposed UWSP would not result in a considerable contribution to the cumulative conversion of farmland to non-agricultural use, and this cumulative impact would be **less than significant**.

AIR QUALITY

GEOGRAPHIC CONTEXT

The geographic context for changes in the air quality environment due to development permitted under the proposed UWSP would be both regional and local. Ozone and PM_{10} would be the primary pollutants of regional concern as the Sacramento Valley Air Basin (SVAB), which includes Sacramento County, is currently in state and federal nonattainment for these pollutants. Dust and toxic air contaminants (TACs) would be the primary pollutants of local concern as project emissions could combine with the emissions of other projects within 1,000 feet of the UWSP area to negatively affect nearby sensitive receptors.

CUMULATIVE IMPACTS EVALUATION

CONSTRUCTION EMISSIONS OF CRITERIA AIR POLLUTANTS AND PRECURSORS

The Sacramento Metropolitan Air Quality District (SMAQMD) has developed thresholds of significance in consideration of achieving attainment status under the California Ambient Air Quality Standards and National Ambient Air Quality Standards and has determined that projects with estimated emissions below these thresholds would not result in a cumulatively considerable contribution to regional air quality degradation.

As discussed in Chapter 6, *Air Quality,* of this Draft EIR, the project applicant would be required to adhere to SMAQMD rules and regulations for construction (e.g., Rule 403 related to fugitive dust and Rule 4040 related to Particulate Matter) and comply with SMAQMD Basic Construction Emissions Control Practices (BCECPs) to control dust, such as watering all exposed surfaces two times daily and maintaining at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the

site. However, construction activities that would be associated with the proposed UWSP would result in NOx emissions that would exceed the applicable significance threshold; therefore, the project could potentially result in a significant incremental contribution towards cumulative air quality impacts. Consequently, all heavy-duty off-road diesel-powered construction equipment engines shall be California Air Resources Board (CARB) Tier 4 Final compliant or cleaner as required by Mitigation Measure AQ-1a. With this measure in place, project-related construction emissions of ozone precursors would not exceed the applicable mass emission thresholds established by SMAQMD. As a result, construction of development allowed under the proposed UWSP would not be considered to result in a cumulatively considerable net increase of a criteria pollutant for which the project region is non-attainment, and this cumulative impact would be **less than significant**.

LONG-TERM OPERATIONAL EMISSIONS OF CRITERIA AIR POLLUTANTS AND PRECURSORS

The SMAQMD directs lead agencies to use the region's existing attainment plans as a basis for analysis of cumulative emissions. A project's interference with such plans may be determined using the SMAQMD's recommended thresholds of significance for ozone precursors, $PM_{2.5}$, and PM_{10}. Given the project's required compliance with all applicable BMPs, the SMAQMD's recommended cumulative thresholds are identical to its operational thresholds. Accordingly, if the proposed plan would result in an increase of ROG, NOx, PM_{10}, or $PM_{2.5}$ in excess of SMAQMD's operational phase cumulative-level emissions threshold, which are equivalent to SMAQMD's project-level operational emissions thresholds, the project could potentially result in a significant incremental contribution toward cumulative air quality impacts.

As discussed in Chapter 6, *Air Quality,* of this Draft EIR, the project applicant would be required to comply with the provisions of the SMAQMD-approved Air Quality Management Plan prepared for the proposed UWSP as required by Mitigation Measure AQ-1b. However, even with this requirement in place, project-related operational emissions of ozone precursors and NOx would still exceed the applicable mass emission thresholds established by SMAQMD. Therefore, operation of development allowed under the proposed UWSP could be considered to result in a cumulatively considerable net increase of a criteria pollutant for which the project region is non-attainment, and this cumulative impact would be **significant and unavoidable**.

EXPOSURE OF RECEPTORS TO TACS

The SMAQMD currently does not have thresholds of significance related to cumulative health risks, therefore the Bay Area Air Quality Management District's (BAAQMD's) thresholds were used for this analysis. According to BAAQMD guidance, a project would have a cumulative significant impact if the aggregate total of all past, present, and foreseeable future TAC sources, plus the contribution from the project, exceeds a cancer risk of 100 in one million persons, a chronic non-cancer risk of 10.0, or an annual average $PM_{2.5}$ concentration of 0.8 $\mu g/m^3$.

EXPOSURE OF EXISTING SENSITIVE RECEPTORS

The CARB has identified diesel particulate matter (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. In addition, gasoline includes multiple TACs, which are released through various processes during the operation of gasoline dispensing facilities (GDFs). Such TACs include benzene, ethyl benzene, toluene, and xylene, among others.

Following the guidance within the SMAQMD's *Guide to Air Quality Assessment in Sacramento County* (SMAQMD 2020) as well as guidance from the Toxics Committee of the California Air Pollution Control Officers Association (CAPCOA) (CARB and CAPCOA 2022) the concentrations of pollutants from operation of the existing GDFs at the I-80 interchange with El Camino Avenue were calculated using AERMOD. The associated cancer risk and non-cancer hazard indices were calculated using the CARB's Hotspot Analysis Reporting Program Version 2 (HARP 2) Risk Assessment Standalone Tool (RAST). For this analysis, the primary TAC of concern is benzene. As such, potential health risks related to the exposure of receptors to benzene were considered.

Only the highest estimated pollutant concentrations at the maximally exposed individual receptor (MEIR) were used in calculating cancer risk and hazard indices. Health risks to all other receptors would be lower than the health risks to the MEIR, because all other receptors would be exposed to lower concentrations of GDF-related pollutants as compared to the MEIR. Additionally, the estimation of health risks conservatively assumed that nearby receptors would be continuously exposed to pollutants from the GDF at the maximum estimated concentrations. This assumption would represent a scenario whereby a resident living nearby also attends one of the nearby schools and is therefore exposed to pollutants both at home and at school and, thereby, offers the most conservative approach to analysis. The existing receptors located to the south of the site, across Interstate 80 (I-80), could be exposed to increased multiple TACs, including DPM emissions associated with increased traffic on I-80 generated by the proposed UWSP.

Total cumulative cancer risk for existing off-site sensitive receptors would generally be the same as the cumulative cancer risks associated with the proposed on-site multi-family housing, presented in **Table CI-2**. Therefore, the proposed UWSP would result in potential health risks associated with the existing receptors located to the south of the site, across I-80, and a potentially significant impact would occur.

Implementation of Mitigation Measure AQ-1b would be required. Also, Mitigation Measure AQ-4a would require that the specific plan design guidelines and development standards of the proposed UWSP include consideration of CARB's land use siting recommendations found in its *Air Quality and Land Use Handbook: A Community Health Perspective*. In addition, installation of a minimum efficiency reporting value (MERV 13) filter in the HVAC systems for the existing sensitive receptors to the south of the project site, across I-80, would reduce the cancer risk for such receptors. However, because installation of such filters in the existing residences would require resident

approval, neither Sacramento County, nor the project applicant, can legally impose such improvements on private properties. Therefore, such a mitigation approach as outlined in Mitigation Measure AQ-4b would only be effective for residents that select to participate in the program, and it would be speculative to predict what the participation level would be.

Table CI-2: Cumulative Cancer Risk

Health Risk at MEIR	Maximum Cancer Risk (in a million)	Chronic Risk (Hazard Index)	Acute Risk (Hazard Index)	$PM_{2.5}$ Concentration ($\mu g/m^3$)
Total Health Risk Existing Conditions	173.8	0.15	0.74	0.17
Total Health Risk Existing Plus Cumulative No Project Conditions	287.4	0.18	0.74	0.10
Total Health Risk Existing Plus Cumulative Plus Project Conditions	331.8	0.19	0.74	0.35
Total Health Risk Cumulative Plus Project Contribution	158	0.04	0.00	0.18
SOURCE: Based on Raney June 2024 (Table 13).				

In addition, implementation of Mitigation Measure AQ-1a would require the use of low emissions engines (i.e., Tier 4 Final) that would reduce the project's generation of DPM emissions during construction. However, the aggregate total of all past, present, and foreseeable future TAC sources, plus the contribution from the proposed UWSP, would likely continue to exceed the cancer risk threshold of 100 in one million persons. Therefore, the cumulative impact would remain **significant and unavoidable**.

EXPOSURE OF FUTURE SENSITIVE RECEPTORS

The cumulative potential health risks associated with the multi-family housing proposed near two existing GDFs at the I-80 interchange with El Camino Avenue and I-80 are presented in Table CI-2.

As presented in the table, the total cancer risk for cumulative conditions without the proposed UWSP would be 287 per one million, and the cumulative conditions with the proposed UWSP would be 332 cancer risks per million. Therefore, the risk would exceed the cumulative impact significance threshold of 100 in one million and the proposed UWSP would exacerbate existing conditions related to potential health risks associated with the proposed multi-family housing in close proximity to two existing GDFs and I-80. The cumulative impact would be potentially significant.

Implementation of Mitigation Measure AQ-1b would be required during operation of the proposed UWSP. Also, Mitigation Measure AQ-4a would require that the specific plan design guideline and development standards of the proposed UWSP include consideration of CARB's land use siting recommendations found in its *Air Quality and Land Use Handbook: A Community Health Perspective*. In addition, Mitigation Measure AQ-4c, would require that a minimum MERV 13 filter be included in the central heating, ventilation, and air conditioning systems for all sensitive land uses within 1,000 feet of I-80. MERV 13 filters are rated to capture at least 85 percent of particles that are 1.3 to 3.0 microns in size, and over 90 percent of particles that are 3.0 to 10.0 microns in size. Therefore, the inclusion of MERV 13 filters in sensitive land uses provided by the proposed UWSP would dramatically reduce resident $PM_{2.5}$ exposure. In fact, the installation of upgraded MERV rating filters has been shown to reduce indoor $PM_{2.5}$ exposure by 19 to 28 percent. A linear relationship exists between $PM_{2.5}$ concentration and the associated cancer risk when all other variables, including exposure time, remain constant. Therefore, in the case of the proposed UWSP, a 19 to 28 percent reduction in $PM_{2.5}$ concentration would equate to a 19 to 28 percent reduction in cancer risk. After installation of MERV 13 filters, the total cumulative plus project contribution cancer risk can reasonably be expected to range between 114 to 128 cases per million, which would still exceed the total cumulative plus project contribution cancer risk significance threshold of 100 cases per million. Therefore, implementation of Mitigation Measures AQ-1b, AQ-4a, and AQ-4c would reduce the total cumulative plus project contribution cancer risk; however, the proposed UWSP would continue to exacerbate existing conditions at future residences in the UWSP area. As a result, the project's contribution to the cumulative health risk would be cumulatively considerable, and thus the cumulative impact would **significant and unavoidable**.

EXPOSURE TO OBJECTIONABLE ODORS

As discussed in Chapter 6, *Air Quality*, of this Draft EIR, land uses allowed under the proposed UWSP would generate temporary odors during construction as well as during operation of new odor sources associated with the commercial land uses (e.g., fast-food and sit-down restaurants). Construction-related odors would be minimal, temporary, and would cease once construction is complete. Because of the localized character of odor-related impacts, as well as adherence with SMAQMD Rule 402, which prohibits any person or source from emitting air contaminants that cause detriment, nuisance, or annoyance to a considerable number of persons or the public, the contribution of the proposed UWSP to odor issues would not be cumulatively considerable and would not result in a considerable contribution such that a new significant cumulative impact would occur. Therefore, the cumulative odor impact would be **less than significant**.

BIOLOGICAL RESOURCES

GEOGRAPHIC CONTEXT

Landcover types within the UWSP area consist primarily of agricultural uses, including field crops, grain and hay, partially irrigated crops, pasture, and truck crops. These agricultural lands can function as important foraging habitat for special-status species, including Swainson's hawk, since they can provide some of the same functional values

as the native annual grasslands that were historically prevalent throughout the Sacramento region. Additional landcover types include ruderal, annual grasses and forbs, deciduous, Fremont cottonwood, valley oak, vineyard, and urban/developed areas. Open water is also present in the form of retention basins and agricultural ditches, which provide suitable aquatic habitat for some special-status species, including giant garter snake. The geographic context for this cumulative analysis of the impacts to biological resources is the Sacramento region and the Natomas Basin.

CUMULATIVE IMPACTS EVALUATION

HAVE A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATION, ON ANY SPECIES IDENTIFIED AS A SPECIAL-STATUS SPECIES

Historic and ongoing loss of agricultural lands managed in a manner suitable for Swainson's hawk foraging has occurred in the Sacramento region as these areas were, and continue to be, converted to urban development or agricultural practices of little to no value to Swainson's hawk, such as orchards and vineyards. Additionally, ongoing conversion of seasonal wetlands and other aquatic habitat in the region have affected the availability of habitat for species such as giant garter snake and western pond turtle.

As previously analyzed in Chapter 7, *Biological Resources*, of this Draft EIR, implementation of the proposed UWSP will result in a net loss of 1,197 acres of Swainson's hawk foraging habitat, 975 of which are in the Swainson's Hawk Zone, and a net loss of 22 acres of aquatic habitat for giant garter snake and western pond turtle. The UWSP area also includes 72.4 acres of suitable undisturbed upland habitat and 396 acres of disturbed suitable upland habitat for giant garter snake (HELIX 2024). Future development is expected to continue in the Sacramento region, including the Natomas Basin where the proposed UWSP is located. Cumulative development within the Natomas Basin (see Table CI-1 and Plate CI-1) would result in the permanent loss of annual grasslands, annual croplands, and other upland habitat that serve as habitat for a range of special-status species found in the Natomas Basin and broader Sacramento region, including Swainson's hawk, giant garter snake, and northwestern pond turtle.

These cumulative development projects and plans would be required to comply with the Sacramento County 2030 General Plan, and the Sacramento County Swainson's Hawk Impact Mitigation, or the ordinances and planning documents applicable to the local jurisdiction in which the cumulative development projects occur. Additionally, they would be subject to compliance with the California Endangered Species Act, federal Endangered Species Act, California Fish and Game Code, and other relevant regulations, permits, and requirements. Nevertheless, the implementation of previously approved and reasonably foreseeable future development projects listed in **Table CI-3** are expected to result in permanent conversion of annual grasslands, agricultural areas, and other biologically significant upland habitat within the Natomas Basin. As shown in Table CI-3, more than half of the 53,537-acre footprint of the Natomas Basin is either already developed or approved for development. Furthermore, reasonably foreseeable future projects listed in Table CI-3 are anticipated to result in approximately 7,600 acres of development in the Natomas Basin, including annual grasslands and agricultural

areas that are potentially existing suitable habitat for special-status species such as Swainson's hawk. The cumulative impact of the development within the Natomas Basin summarized in Table CI-3 on special-status species would be potentially significant.

Table CI-3: Acreage of Existing and Reasonably Foreseeable Development in the Natomas Basin

Project/Development	Project Acreage	Percentage of Natomas Basin[1]
EXISTING/APPROVED		
NBHCP-covered development	17,500.0	32.7
Panhandle (included in above)	589.4	1.1
Sacramento International Airport with buffer lands	5,900.0	11.0
SWIFT (WattEV) (included in above)	110.0	0.2
Subtotal	*23,400.0*	*43.7*
Other Developed Land		
Urban as of 1997[1]	3,854.0	7.2
Innovation Park (included in above)	183.7	0.3
Highways	1,435.0	2.7
Major canals[2]	503.0	0.9
Northlake (formerly known as "Greenbriar")	577.0	1.1
Subtotal	*6,369.0*	*11.9*
REASONABLY FORESEEABLE		
Grandpark	5,675.6	10.6
Upper Westside	1,523.8	2.9
Airport South Industrial Park	419.0	0.8
Subtotal	*7,618.4*	*14.3*
Total	**37,387.4**	**70.0**

NOTES:

1 1997 land cover was used as the baseline/existing conditions for the 2003 NBHCP's analyses.
2 Corresponds to Class I canals in NBHCP.

SOURCES: City of Sacramento, Sutter County, and Natomas Basin Conservancy 2003; County of Sacramento 2023b; City of Sacramento 2022; NorthPoint development 2021; USFWS 2017b

As discussed in Chapter 7, *Biological Resources*, of this Draft EIR, the proposed UWSP would implement multiple mitigation measures to avoid or substantially lessen its impacts to special-status species. Implementation of Mitigation Measure BR-1 would require each development phase to have a qualified biologist prepare a Baseline

Biological Resources Report documenting current biological resource conditions and applicable mitigation measures. Implementation of Mitigation Measure BR-2a would avoid construction impacts on all special-status species by requiring that all project personnel would receive a comprehensive Worker Environmental Awareness Program presentation on the first day on a site prior to the initiation of construction, including an overview of sensitive biological resources on site and their protections.

To avoid impacts on special-status plant species, implementation of Mitigation Measure BR-2b would require the applicant to prepare a Weed Control Plan. Implementation of Mitigation Measure BR-2c would require a pre-construction survey for special-status plant species; marking special-status plant species or plant populations for avoidance; if avoidance is not possible, preparing and implementing a plan to salvage, replant or relocate plants, collect seeds or other propagules for plant reintroduction, or making payment of compensatory mitigation; and conducting monitoring surveys to meet success criteria.

To avoid impacts on giant garter snake, implementation of Mitigation Measure BR-3 would require conducting construction activity during the active period for giant garter snake (May 1 through September 30), unless approved by CDFW to work outside of that period; conducting pre-construction surveys; dewatering giant garter snake habitat for at least 15 days prior to excavation or filling; designating avoided giant garter snake habitat; presence of a biological monitor during grading activities; removal of temporary fill or construction debris from the site following construction, and compensating for permanent impacts on giant garter snake habitat at mitigation sites outside of the Natomas Basin and in the American Basin Recovery Unit as defined in the *Recovery Plan for the Giant Garter Snake (*Thamnophis gigas*)* (USFWS 2017a).

To avoid impacts on northwestern pond turtle, implementation of Mitigation Measure BR-4 would require dewatering of irrigation ditches as described in Mitigation Measure BR-3, conducting a pre-construction survey within 24 hours of the start of construction, limiting clearing to the minimal area necessary to facilitate construction activities, and having a biological monitor present during grading activities within 200 feet of aquatic northwestern pond turtle habitat to stop construction work in the immediate vicinity of the turtle.

To avoid impacts on tricolored blackbird, loggerhead shrike, song sparrow (“Modesto” population), purple martin, yellow warbler, yellow-headed blackbird, American white pelican, northern harrier, white-tailed kite, bird species protected by the Migratory Bird Treaty Act, and nesting raptors, implementation of Mitigation Measure BR-4 would require pre-construction nesting bird surveys during the avian nesting season within 250 feet of the construction disturbance footprint to locate any active passerine (perching bird) nests and within 500 feet to locate any active raptor (bird of prey) nests. If active nests are found, the measure calls for establishing a no-disturbance buffer until young have fledged or the nest is otherwise no longer active.

To avoid impacts on burrowing owls, implementation of Mitigation Measure BR-6 would require conducting focused burrowing owl surveys, and if burrowing owls are detected,

avoiding disturbance to individuals and their burrows; conducting take avoidance surveys immediately prior to the start of construction; and, where on-site avoidance is not possible, providing compensatory mitigation for disturbance and/or destruction of burrows.

To avoid impacts on nesting Swainson's hawks, implementation of Mitigation Measure BR-7a would require Swainson's hawk nesting surveys be conducted prior to development of the proposed UWSP if construction activities will begin during the nesting season, and if active nests are found, the development of an avoidance and minimization plan. BR-7a would also require regular monitoring of the nest during construction activities and halting construction if construction activities are disturbing the nest.

Implementation of Mitigation Measure BR-7b would mitigate for the permanent loss of 1,197 acres of foraging habitat for Swainson's hawk at a 1:1 ratio by preserving off-site habitat and ensuring that the preserved land is managed in perpetuity in a manner suitable for Swainson's hawk foraging (and would also mitigate impacts to habitat of other special-status species using annual cropland and annual grasses and forbs). Mitigation sites would be located outside, but within 10 miles, of the Natomas Basin. This preserved habitat could otherwise be lost because there is an ongoing regional trend of widespread conversion of annual row crops, many of which are suitable foraging habitat for Swainson's hawks, to orchards and vineyards, which are not suitable foraging habitat for Swainson's hawks. Such changes in cropping patterns are up to the discretion of the agricultural operator and not subject to the discretionary approval of local land use agencies. Therefore, preservation of suitable foraging habitat in perpetuity under Mitigation Measure BR-7b would contribute to long-term protection of foraging habitat for Swainson's hawk in the Sacramento region.

To avoid impacts on pallid bats, implementation of Mitigation Measure BR-8 would require a pre-construction survey by a qualified biologist who is experienced with bat surveying techniques for habitat assessment of the project area to characterize potential bat habitat and identify potentially active roost sites. If potential roost sites are found, Mitigation Measure BR-8 would require implementation of seasonal avoidance of bat roosts, and if seasonal avoidance is infeasible, establishment of a no-disturbance buffer until the end of the seasonal avoidance windows or the site is deemed inactive by the qualified biologist. In addition, the measure requires certain steps during trimming or removal of trees hosting potential bat roosting sites to avoid and minimize impacts to pallid bats.

To avoid impacts on valley elderberry longhorn beetles, implementation of Mitigation Measures BR-9a and BR-9b would reduce the potential impact to the species by implementing measures consistent with the USFWS's Framework for Assessing Impacts to the Valley Elderberry Longhorn Beetle (*Desmocerus californicus dimorphus*), dated May 2017.

With implementation of these mitigation measures, the proposed UWSP's contribution to cumulative impacts to special-status species would not be cumulatively considerable,

and the cumulative impact associated with the proposed UWSP with respect to special-status species would be **less than significant**.

HAVE A SUBSTANTIAL ADVERSE EFFECT ON PROTECTED STATE OR FEDERALLY PROTECTED WETLANDS OR SURFACE WATERS AND SENSITIVE NATURAL COMMUNITIES

There are no sensitive natural communities in the UWSP area and, therefore, the proposed project would not result in any potential impacts to such resources. The UWSP area includes protected state or federally protected wetlands or surface waters and cumulative impacts for these biological resources are discussed below.

As previously analyzed in Chapter 7, *Biological Resources*, of this Draft EIR, an estimated total of 45.08 acres of the UWSP area are subject to United States Army Corps of Engineer (USACE) and Central Valley Regional Water Quality Control Board (RWQCB) jurisdiction under Section 404 and 401 of the Clean Water Act (CWA). Future development is expected to continue in the Sacramento region, including in the Natomas Basin where the proposed UWSP is located. Cumulative development within the Natomas Basin (see Table CI-1 and Plate CI-1) would result in the permanent loss of jurisdictional wetlands and waters.

Since approximately 150 years ago, permanent wetlands were routinely drained for conversion to agricultural land and other uses (County of Sacramento 2010). Sacramento County once supported seasonal and emergent wetlands in association with the many natural drainage systems that previously flowed through the County; however, many of these natural drainage systems are now either channelized or confined within a system of artificial levees (County of Sacramento 2010). Future development within the Sacramento region in general, and the Natomas Basin in particular, is anticipated to continue to result in the loss of these sensitive habitats.

Any planned future development would be required to comply with local ordinances and plans, such as General Plans and/or Habitat Conservation Plans that are applicable to the jurisdictions in which the development projects occur, in addition to all relevant regulations, permits, and requirements that protect jurisdictional wetlands and waters. Nevertheless, implementation of previously approved projects have resulted in permanent losses of wetlands and waters, and reasonably foreseeable future development projects are expected to result in additional permanent losses of jurisdictional wetlands and waters. As shown in Table CI-3, more than half of the 53,537-acre footprint of the Natomas Basin is either already developed or approved for development. Furthermore, reasonably foreseeable future projects listed in Table CI-3 are anticipated to result in approximately 7,600 acres of development in the Natomas Basin. A portion of this development is assumed to result in additional losses to potentially jurisdictional wetlands and waters. The cumulative impact of the development within the Natomas Basin summarized in Table CI-3 on wetlands and waters would be potentially significant.

As discussed in Chapter 7, *Biological Resources*, of this Draft EIR, the proposed UWSP would implement multiple mitigation measures to avoid or substantially lessen its impacts on jurisdictional wetlands and water. Implementation of Mitigation Measure BR-11 would require that the existing preliminary jurisdictional delineation of wetlands and supporting wetland delineation report would be submitted to the County for review and approval before the issuance of any demolition, grading, or building permit for construction activity within the UWSP area. Wetlands identified in the report would be avoided through project design where feasible, and if avoidance is not feasible, compensation for permanent impacts on wetlands or waters would be provided at a 1:1 ratio, or as agreed upon by the California Department of Fish and Wildlife (CDFW), USACE, and the Central Valley RWQCB, as applicable. Given the implementation of Mitigation Measure BR-11, the proposed UWSP project would not result in a considerable contribution to cumulative impacts to protected state or federally protected wetlands or surface waters, and the cumulative impact associated with the proposed UWSP with respect to wetlands would be **less than significant**.

INTERFERE SUBSTANTIALLY WITH THE MOVEMENT OF ANY NATIVE RESIDENT OR MIGRATORY FISH OR WILDLIFE SPECIES OR WITH ESTABLISHED NATIVE RESIDENT OR MIGRATORY WILDLIFE CORRIDORS, OR IMPEDE THE USE OF NATIVE WILDLIFE NURSERY SITES

Sacramento County once supported seasonal and emergent wetlands in association with the many natural drainage systems that previously flowed through the county; however, many of these natural drainage systems are now either channelized or confined within a system of artificial levees (County of Sacramento 2010). Future development within the Sacramento region in general, and specifically in the Natomas Basin, is anticipated to continue to result in the loss of these habitats that facilitate species movement and migration.

As previously analyzed in Chapter 7, *Biological Resources*, of this Draft EIR, an estimated total of 45.08 acres of the UWSP area are subject to USACE and RWQCB jurisdiction under Section 404 and 401 of the CWA. Future development is expected to continue in the Sacramento region, including the Natomas Basin where the proposed UWSP is located. Cumulative development within the Natomas Basin, presented in Table CI-3, could result in the permanent loss of irrigation canals, seasonal wetlands, and other aquatic habitat, which may negatively impact the availability of wildlife movement habitat for species such as giant garter snake and northwestern pond turtle.

These cumulative development projects and plans would be required to comply with local ordinances and planning documents, such as General Plans and/or Habitat Conservation Plans/Natural Community Conservation Plans that are applicable to the jurisdictions in which the cumulative development projects are constructed. Nevertheless, the implementation of previously approved and reasonably foreseeable future development projects listed in Table CI-3 are expected to result in the permanent loss of jurisdictional wetlands and waters. As shown in Table CI-3, more than half of the 53,537-acre footprint of the Natomas Basin is either already developed or approved for development. Furthermore, reasonably foreseeable future projects listed in Table CI-3 are anticipated to result in approximately 7,600 acres of development in the Natomas Basin including potentially jurisdictional wetlands and waters. The cumulative impact of

the development within the Natomas Basin summarized in Table CI-3 on wetlands and waters would be potentially significant.

As previously analyzed in Chapter 7, *Biological Resources*, of this Draft EIR, the UWSP area likely provides dispersal habitat for individual giant garter snakes. Implementation of Mitigation Measure BR-3 would require the applicant to compensate for permanent impacts on aquatic giant garter snake habitat through creation, preservation, and management of marsh, or preservation and management of rice fields, as habitat for giant garter snake; or enhancing or restoring connectivity of giant garter snake habitat at mitigation sites in the American Basin Recovery Unit as defined in the *Recovery Plan for the Giant Garter Snake (Thamnophis gigas)* (USFWS 2019). The UWSP area is within the Pacific flyway and thereby supports some migratory bird species. Implementation of Mitigation Measure BR-5 would limit construction to the non-nesting season when feasible or, if avoiding the nesting season is not feasible, conducting pre-construction surveys for nesting birds and establishing no-disturbance buffers around any active nests to ensure they are not disturbed by construction; and repeating the pre-construction surveys when work resumes after being suspended for seven days.

With implementation of Mitigation Measures BR-3 and BR-5, the proposed UWSP would not result in a considerable contribution to cumulative impacts on movement conditions for native resident or migratory wildlife, and the cumulative impact associated with the proposed UWSP with respect to movement corridors for native resident or migratory wildlife would be **less than significant**.

CONFLICT WITH ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES

Sacramento County has adopted an ordinance to protect Swainson's hawk foraging habitat and has also adopted measures protecting native and landmark trees. As described previously in Chapter 7, *Biological Resources*, of this Draft EIR, the proposed UWSP would result in conversion of Swainson's hawk foraging habitat and may affect native trees protected by Sacramento County. Implementation of Mitigation Measure BR-7b would mitigate the project's contribution to conversion of Swainson's hawk foraging habitat and Mitigation Measures BR-10a through BR-10c would mitigate the project's contribution to impacts to native trees. With implementation of these mitigation measures, which are consistent with the applicable Sacramento County policies, the proposed UWSP would not result in a considerable contribution to cumulative conflicts with local policies or ordinances protecting biological resources, and the cumulative impact associated with the proposed UWSP would be **less than significant**.

CONFLICT WITH THE PROVISIONS OF AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL COMMUNITY CONSERVATION PLAN, OR APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN

As previously analyzed in Chapter 7, *Biological Resources*, of this Draft EIR, construction of the proposed UWSP would not conflict with implementation of the NBHCP or Metro Airpark Habitat Conservation Plan (MAP HCP). The MAP HCP's conservation strategy has been aligned with the NBHCP's conservation strategy, and its implementation integrated with that of the NBHCP. The MAP HCP's conservation strategy was initially based on the 1997 NBHCP, but the MAP HCP has since been

revised to incorporate applicable provisions of the 2003 NBHCP, and TNBC is the plan operator for both the MAP HCP and the NBHCP. Thus, the NBHCP's General Conservation Strategy applies to the MAP HCP as well. Cumulatively considerable impacts related to the NBHCP's General Conservation Strategy, as well as the NBHCP's Guidelines for Reserve Acquisition and the Conservation Strategies for Wetland Habitat and Upland Habitat, are analyzed below.

SITE-SPECIFIC MANAGEMENT PLANS

As previously analyzed in Chapter 7, *Biological Resources*, of this Draft EIR, development of the proposed UWSP is not anticipated to adversely affect any Site-Specific Management Plans (SSMPs) for existing or future TNBC reserves within or in the vicinity of the UWSP area. While the TNBC Alleghany Reserve would be surrounded by the UWSP Agricultural Buffer and adjacent to the San Juan Road tie-in to Garden Highway, this is not anticipated to require a change to the SSMP for Alleghany Reserve as the right-of-way along the road is wide enough to accommodate all construction activities and therefore avoid direct and indirect effects to the reserve. The TNBC Cummings Reserve would be adjacent to Agricultural and Open Space Buffers included in the proposed UWSP area, which would also not necessitate a change to the Cummings Reserve SSMP. Therefore, no cumulatively considerable impacts to the SSMP element of the NBHCP's General Conservation Strategy would occur.

BUFFERS WITHIN THE RESERVE LANDS

As previously analyzed in Chapter 7, *Biological Resources*, of this Draft EIR, the proposed UWSP is not expected to affect the buffers within existing reserve lands. Buffers are often incorporated into TNBC reserves to minimize the effects of incompatible adjoining land uses. The UWSP proposes an Agricultural Buffer between the UWSP development area and the Cummings and Alleghany reserves. Therefore, no cumulatively considerable impacts to the buffers within the reserve lands element of the NBHCP's General Conservation Strategy would occur.

CONNECTIVITY

The NBHCP conservation strategy prioritizes maintaining connectivity for giant garter snake between TNBC reserves. As previously analyzed in Chapter 7, *Biological Resources*, of this Draft EIR, the proposed UWSP is not expected to affect connectivity within existing reserve lands. The approximately 22 acres of suitable giant garter snake aquatic habitat within the UWSP area is largely isolated from the broader Natomas Basin due to urban development on the eastern, northeastern, and southeastern boundaries of the UWSP area. The UWSP area is hydrologically connected to Cummings Reserve but given that the existing canals and ditches in the UWSP area are terminal habitat for giant garter snake, development of the proposed UWSP would not reduce connectivity between existing TNBC reserves. Therefore, no cumulatively considerable impacts to the connectivity element of the NBHCP's General Conservation Strategy would occur.

MINIMUM BLOCK SIZE

As previously analyzed in Chapter 7, *Biological Resources*, of this Draft EIR, the proposed UWSP is situated such that it would not preclude TNBC from establishing minimum habitat blocks for its reserve system. TNBC has already completed the 2,500-acre block requirement, and the UWSP area would not preclude connecting existing reserves to create minimum habitat blocks of at least 400 acres and creating linkages that enhance the NBHCP Reserve System. Therefore, no cumulatively considerable impacts to the minimum block size element of the NBHCP's General Conservation Strategy would occur.

FORAGING HABITAT AND MITIGATION RATIO

As previously analyzed in Chapter 7, *Biological Resources*, of this Draft EIR, Mitigation Measure BR-7b would require compensation for permanent loss of Swainson's hawk foraging habitat at a 1:1 ratio through purchase of credits from an agency-approved conservation bank, or through protection of habitat through acquisition of fee-title or a conservation easement at sites outside, but within 10 miles, of the Natomas Basin. Mitigating for Swainson's hawk foraging habitat outside of Natomas Basin would avoid potential conflicts with TNBC's efforts to secure Swainson's hawk foraging habitat conservation sites within the geographic boundaries of the Natomas Basin. There are substantial opportunities for mitigation land that could fulfill the requirements of Mitigation Measure BR-7b located outside of the Natomas Basin (refer to Plate BR-4). Therefore, while the proposed UWSP development is within the Swainson's Hawk Zone, implementation of Mitigation Measure BR-7b would minimize conflicts with this NBHCP strategy through (1) applying a higher mitigation ratio for conservation of Swainson's hawk foraging habitat than proposed in the NBHCP, and (2) by targeting this compensatory mitigation outside of the Natomas Basin.

Similarly, Mitigation Measure BR-3b would require mitigation for permanent loss of aquatic and associated upland habitat for giant garter snake (i.e., foraging habitat) through creation, restoration, enhancement, preservation, and management of suitable aquatic and associated upland giant garter snake habitat, or purchase of credits for aquatic and associated giant garter snake upland habitat (e.g., constructed marsh) at a ratio of at least 1:1 (mitigation aquatic and upland habitat to permanently lost aquatic and upland habitat),or mitigation through preservation and management of rice fields at a ratio of at least 2:1. Compensatory mitigation would be located outside, and within 10 miles, of the Natomas Basin so as to avoid conflicts with TNBC's efforts to secure giant garter snake habitat mitigation sites within the Natomas Basin.

By exceeding TNBC's mitigation ratio for Swainson's hawk and giant garter snake, and targeting compensatory mitigation outside of the Natomas Basin, the proposed UWSP would have a less than significant impact on the foraging habitat and mitigation ratio requirement of the NBHCP's General Conservation Strategy; therefore, the proposed UWSP would not contribute to a cumulatively considerable impact to the NBHCP or MAP HCP.

GUIDELINES FOR RESERVE ACQUISITION

The NBHCP aims to create a system of reserves that would support giant garter snake and Swainson's hawk, and other covered species that use those same habitats. Criteria that TNBC considers when evaluating potential reserve acquisitions include setbacks adjacent to reserve lands, mitigation of effects related to sale or transfer of habitat mitigation reserve sites, and overall acquisition criteria.

As previously described in Chapter 7, *Biological Resources*, of this Draft EIR, the existing Alleghany Reserve would be within the Agricultural Buffer of the proposed UWSP and would be buffered from the Development Area. Although the NBHCP aims to have an 800-foot setback between reserve acquisitions and urban development, the Alleghany Reserve is not a new acquisition and the NBHCP states that mitigation lands or easements lacking an 800-foot setback may be acquired on a case-by-case basis.

The proposed UWSP would not result in the sale or transfer of reserve lands, nor cause impact from real estate, right of way, or other acquisitions or uses that would affect TNBC reserves. Therefore, mitigation for such activities and impacts do not apply to the proposed UWSP.

As previously analyzed in Chapter 7, *Biological Resources*, of this Draft EIR, Mitigation Measures BR-3b and BR-7b would require compensation for permanent loss of giant garter snake and Swainson's hawk habitat, respectively. Mitigation could be fulfilled through purchase of credits from an agency-approved conservation bank, or through protection of habitat through acquisition of fee-title or a conservation easement; however, these mitigation sites would be outside of the Natomas Basin and would not be part of TNBC's reserve acquisitions.

Because the proposed UWSP would have no impact on any of TNBC's guidelines for acquisition, there would be a less than significant impact on the NBHCP's Reserve Acquisition Criteria; therefore, the proposed UWSP would not contribute to a cumulatively considerable impact to the NBHCP or MAP HCP.

CONSERVATION STRATEGY FOR WETLAND AND UPLAND HABITAT

The NBHCP conservation strategy for wetland habitat is to (1) convert rice land into managed marsh wetlands and (2) preserve rice land and manage it to provide greater habitat values than unpreserved rice land for the benefit of giant garter snake. The UWSP area does not include existing rice land; however, it includes agricultural ditches and canals that provide potential aquatic habitat for giant garter snake. The development of the UWSP area would result in the permanent loss of approximately 22 acres of aquatic habitat, and approximately 468 acres of associated upland habitat, suitable for giant garter snake (HELIX 2024).

As previously described in Chapter 7, *Biological Resources*, of this Draft EIR, Mitigation Measure BR-3b would provide compensatory mitigation for giant garter snake outside of the Natomas Basin and in the American Basin Recovery Unit as defined in the

*Recovery Plan for the Giant Garter Snake (*Thamnophis gigas*)* (USFWS 2019).[1] Compensatory mitigation would be at a 1:1 ratio, exceeding the NBHCP's mitigation ratio for giant garter snake. As stated under the Connectivity discussion, above, the existing canals and ditches in the UWSP area are terminal habitat for giant garter snake; therefore, mitigation within the American Basin Recovery Unit would provide an equal amount of habitat, but of a higher quality, relative to the canals and ditches in the UWSP area due to better habitat connectivity within the American Basin Recovery Unit.

By exceeding TNBC's mitigation ratio for giant garter snake and targeting compensatory mitigation in the American Basin Recovery Unit, there would be a less than significant impact on the NBHCP's Conservation Strategy for Wetland Impacts.

The NBHCP's primary strategy to mitigate impacts to Swainson's hawk includes acquiring upland habitat as mitigation lands inside the Swainson's Hawk Zone and elsewhere within the Basin. The net loss of annual grasses and forbs, and agricultural land (field crops, grain and hay, partially irrigated crops, pasture, and truck crops) associated with development of the UWSP area, excluding the Agricultural Buffer, would result in a permanent loss of 1,197 acres of Swainson's hawk foraging habitat, 975 acres of which are in the Swainson's Hawk Zone.

As described under Foraging Habitat and Mitigation Ratio, above, Mitigation Measure BR-7b would provide compensatory mitigation for Swainson's hawk outside, but within 10 miles, of the Natomas Basin, where substantial opportunities for Swainson's hawk foraging habitat mitigation land exists. Compensatory mitigation would exceed the NBHCP's mitigation ratio for Swainson's hawk.

These mitigation lands would be managed for the benefit of other wildlife and plant species covered by the NBHCP and the MAP HCP that share upland habitat requirements with Swainson's hawk (see Table BR-3). The proposed UWSP would avoid or substantially lessen potential impacts to NBHCP and MAP HCP covered species by implementing measures (see Mitigation Measures BR-1 through BR-9), that are as protective as, or more protective than, those required by the NBHCP and MAP HCP.

To further evaluate whether implementation of the proposed UWSP, in combination with existing, approved, or reasonably foreseeable development, could result in significant cumulative impacts on the ability for TNBC to implement the NBHCP's conservation strategy for wetland and upland habitat, an assessment was conducted to evaluate the availability of potential conservation lands within the Natomas Basin relative to the remaining needs to fulfill the conservation requirements of the NBHCP. As shown in **Table CI-4**, 84 percent of the lands currently available for acquisition by TNBC would remain available following the build-out of the UWSP area.

[1] The Natomas Basin is a small portion of the overall American Basin Recovery Unit (376,104 acres) identified in the USFWS Recovery Plan for giant garter snake.

Table CI-4: Proportion of Available Reserve Lands Remaining After Build-out of Existing and Planned Development

Land Use	Acreage
A. NBHCP Plan Area	**53,537**
B. Existing Conservation Lands	**6,530**
Acquired TNBC Reserve Lands	5,186
Other Conservation Easements[1]	630
California Protected Areas Database (CPAD) Protected Areas[2]	714
C. Existing or Planned Development (Table CI-3)	**37,387**
City of Sacramento and Sutter County HCP Development	17,500
Sacramento International Airport and Bufferlands	5,900
Existing Developed Land	6,369
Proposed Development	7,618
D. Available TNBC Reserve Lands [A – (B+C)]	**9,620**
TNBC Reserve Lands Needed for Permitted Areas	8,750
Acquired TNBC Reserve Lands	5,186
Remaining Need for TNBC Reserve Lands	**3,564**
E. UWSP Development Area	1,524
Proportion of Available Reserve Lands Remaining After Build-out of the UWSP Area [100 – (E/D]	**84%**

NOTES:

1 Other conservation easements were sourced from the California Conservation Easement Database GIS dataset as well as publicly available information regarding reserve lands set aside for the Greenbriar/Northlake project and excludes TNBC reserve lands.

2 CPAD is a GIS dataset depicting lands that are owned in fee and protected for open space purposes by public agencies or non-profit organizations.

Given that 84 percent of the lands currently available for acquisition by TNBC in the Natomas Basin would remain available following the build-out of the UWSP area, there would be a **less than significant** impact to the NBHCP Conservation Strategy for Upland Habitat; therefore, the proposed UWSP would not contribute to a cumulatively considerable impact to the NBHCP or MAP HCP.

SUMMARY

As described above, the proposed UWSP would not contribute to a cumulatively considerable impact to the conservation strategies core to the NBHCP and MAP HCP, including cumulatively impacting the ability of the plan to secure future reserve lands in the Basin. As such, the cumulative impact with respect to the adopted NBHCP associated with the proposed UWSP would be **less than significant**.

CLIMATE CHANGE

GEOGRAPHIC CONTEXT

Prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Human-caused emissions of these GHGs in excess of natural ambient concentrations have been found to be 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. Climate change is a global problem caused by global pollutants and is inherently cumulative. Therefore, the cumulative context for climate change is global, and there is an existing adverse cumulative condition.

CUMULATIVE IMPACTS EVALUATION

As discussed in Chapter 8, *Climate Change*, of this Draft EIR, development of the proposed UWSP would result in the production of GHG emissions during construction activities and throughout the operational period of the project due to vehicle use, energy use, waste generation, water treatment and distribution, and other area sources. However, with the implementation of Mitigation Measures CC-1a through CC-1c, GHG emissions generated within the UWSP area would be reduced.

It is important to note that the development of the UWSP area in conjunction with future planned development in unincorporated and incorporated portions of Sacramento County as well as in nearby Placer and Sutter counties (see Table CI-1 and Plate CI-1) would provide regional vehicle miles traveled (VMT) reductions compared to the cumulative scenario with the proposed UWSP alone. Surrounding large-scale development, such as proposed Airport South Industrial Park project and Grandpark Specific Plan, and the approved Metro Air Park and Northlake specific plans in North Natomas would provide additional community amenities (e.g., shopping, jobs, entertainment) that would support development associated with the proposed UWSP, thus resulting in a decrease in VMT associated with the proposed plan. Considering incorporated mitigation measures, future anticipated reductions in project generated VMT, and the continuation of GHG reducing State regulations, long-term operational GHG emissions are anticipated to be lower than those estimated for the proposed UWSP.

CONSTRUCTION

Incorporation of Mitigation Measure CC-1a would reduce the construction GHG emissions impact associated with the proposed UWSP and associated subsequent projects to a less-than-significant level. Although an existing cumulative adverse condition exists, construction of the proposed UWSP and associated subsequent projects, as mitigated, would not result in a cumulatively considerable contribution to an existing adverse cumulative condition, and this cumulative impact would be **less than significant**.

OPERATION

With regarding to UWSP operations, Mitigation Measures CC-1b and CC-1c would reduce emissions associated with the proposed UWSP to a less-than-significant level. Although an existing cumulative adverse condition exists, operation of the proposed UWSP, as mitigated, would not result in a cumulatively considerable contribution to an existing adverse cumulative condition, and this cumulative impact would be **less than significant**.

CULTURAL RESOURCES

GEOGRAPHIC CONTEXT

The geographic context for the analysis of cumulative effects related to cultural resources is Sacramento County for historic and historic-era archaeological resources, and the portions of Central Valley identified as the territory of the local Native American community for pre-contact Native American archaeological resources.

CUMULATIVE IMPACTS EVALUATION

Cumulative development in Sacramento County could result in significant cumulative impacts on cultural resources as there are over 600 previously recorded historical resources in the County, 16 of which are listed on the National Register of Historic Places (NRHP) and/or the California Register of Historical Resources (CRHR), and over 600 previously recorded pre-contact Native American resources in the County, seven of which are listed on the NRHP and/or the CRHR. In addition, there are several other cultural resources in the County that have been determined eligible for listing but have not been formally designated (County of Sacramento 2010). Projects within unincorporated and incorporated portions of Sacramento County (see Table CI-1 and Plate CI-1) could negatively affect known and unknown historical sites, including destruction or alteration of historic buildings or structures. Furthermore, these projects could negatively affect known and unknown pre-contact Native American sites, including the disruption of human remains. However, each individual project is subject to review under CEQA and is required to obtain necessary permits and approvals from federal and state resource agencies. As a result of these processes, each project would be required to avoid, minimize, and compensate for impacts on cultural resources, such that the cumulative impact would be reduced, though not completely eliminated. However, because not all such impacts from these other projects have been or can be reduced with certainty to less-than-significant levels, the loss of any cultural resources would result in a significant cumulative impact.

As discussed in Chapter 9, *Cultural Resources*, of this Draft EIR, there are historical resources and potential historical resources within the UWSP area. Furthermore, there are archaeological resources, some with potential human remains, as well as potential archaeological resources within the UWSP area. Implementation of the proposed UWSP could negatively affect these cultural resources, and while Mitigation Measures CUL-1 through CUL-3 would be implemented to reduce the impacts of development allowed under the proposed UWSP on these resources, in some instances it may not be feasible to avoid a cultural resource, and the resource may need to be altered or

destroyed. In addition, as the extent and location of such actions are not known at this time, it is not possible to conclude that the mitigation measures, or equally effective mitigation measures, would reduce significant impacts to a less-than-significant level in all cases. Therefore, implementation of the proposed UWSP could result in a considerable contribution to the cumulative loss of cultural resources, and this cumulative impact would remain **significant and unavoidable**.

ENERGY

GEOGRAPHIC CONTEXT

The geographic context for the analysis of cumulative effects related to energy includes the service areas of the local electricity and natural gas providers, SMUD and PG&E, respectively.

CUMULATIVE IMPACTS EVALUATION

As discussed in Chapter 10, *Energy*, of this Draft EIR, development allowed under the proposed UWSP would use energy resources during construction and operation; therefore, it could contribute to potential cumulative impacts during either of these phases as well. In addition, continued growth in the Sacramento area and throughout SMUD's and PG&E's service areas could contribute to ongoing increases in demand for electricity and natural gas, which are discussed below.

ENERGY DEMAND

Cumulative development (see Table CI-1 and Plate CI-1) could cumulatively contribute to ongoing increases in demand for electricity and natural gas. These anticipated increases would be countered in part by ongoing increases in national, statewide, and local requirements and incentives to support construction or retrofit of buildings with increased energy efficiency.

For electricity, overall supply during most conditions is adequate; therefore, there is no existing significant adverse condition that would be worsened or intensified by development allowed under the proposed UWSP. However, as demand continues to increase in SMUD's service area, temporary shortfalls could occur in SMUD's system (and other portions of the statewide grid) during temporary periods of high peak demand. Peak demands occur in the area during the summer's hot weather conditions when people run their air conditioners. In the future, electrification of buildings and increased use of electricity as a transportation fuel would add to SMUD's peak demand.

With an increasing number of hot-weather days and the move toward electrification of buildings, meeting demand during peak periods is a key planning consideration for the utility. SMUD is actively planning to offset growth in peak demands by encouraging and deploying energy efficiency and conservation measures within its service area. Through a combination of increases in efficiency and deployment of power management strategies, including power imports during peak periods, SMUD expects to maintain sufficient capacity to provide power to its service area, including development allowed under the proposed UWSP, at least through 2050 (SMUD 2019).

With respect to natural gas, PG&E sources natural gas from a combination of producers and suppliers located in Canada and the U.S. The utility maintains contracts with producers and suppliers over daily, monthly, and longer-term agreements. PG&E also maintains gas storage facilities and a network of conveyance and distribution pipelines within its service area. PG&E maintains an active planning process to identify and deploy additional conservation measures to minimize future increases in demand, to secure a continued natural gas supply, and to maintain sufficient distribution system capacity within its service area. Existing and planned infrastructure is anticipated to be sufficient to maintain service to development allowed under the proposed UWSP and to other cumulative scenario projects (PG&E 2023).

Similarly, regarding the efficiency of fuel use during construction and operation, there is no existing significant adverse condition (such as a shortage) that would be worsened or intensified by the project. Cumulative development (see Table CI-1 and Plate CI-1) could require gasoline or diesel fuel but would not combine with the fuel demands of the proposed UWSP to cause a significant adverse cumulative impact relating to the wasteful, inefficient, or unnecessary consumption or use of fuel. In the event of a future shortage, higher prices at the pump would curtail unnecessary trips that could be termed “wasteful” and would moderate choices regarding vehicles, equipment, and fuel efficiency.

Additionally, conservation policies encouraged by the County, including those set forth in the 2030 Sacramento County General Plan (electricity and natural gas services, energy consumption per capita, renewable energy, and energy efficiency appliances), are expected to support increased energy conservation in new development, such as that which would occur under the proposed UWSP. Although the proposed UWSP could result in an overall increase in energy demand from suppliers, the anticipated increases would be restrained by these requirements.

For these reasons, cumulative impacts on energy production and transmission facilities would not be significant, and the contribution of the proposed UWSP would not be cumulatively considerable. As such, the cumulative impact with respect to energy would be **less than significant**.

Geology, Soils, and Paleontology

Geographic Context

The geographic context for the analysis for cumulative geology, soils, and paleontology effects encompasses and is limited to the UWSP area and the immediately adjacent area (i.e., one-half quarter mile of the UWSP area). This is because impacts relative to geology, soils, and paleontology impacts are generally site-specific. For example, the effect of erosion would tend to be limited to the localized area of a project and could only be cumulative if erosion occurred as the result of two or more adjacent projects that spatially overlapped.

CUMULATIVE IMPACTS EVALUATION

SEISMIC SHAKING AND SEISMIC-INDUCED GROUND FAILURE

Strong seismic ground shaking and seismic-induced ground failures (e.g., liquefaction, settlement) could occur within the UWSP area due to the presence of the Huntington-Berryessa fault system, as well as other active faults located farther away. The intensity of such an event would depend on the causative fault and the distance to the epicenter, the magnitude, the duration of shaking, and the nature of the geologic materials on which UWSP components would be constructed. Strong groundshaking and high ground accelerations could affect the entire UWSP area, including at the locations of cumulative projects.

As discussed in Chapter 11, *Geology, Soils, and Paleontology*, of this Draft EIR, the California Building Code (CBC) and Sacramento County building codes would require that the structural elements of development allowed under the proposed UWSP and cumulative projects in the vicinity of the UWSP area (see Table CI-1 and Plate CI-1) undergo appropriate design-level geotechnical evaluations prior to final design and construction. The geotechnical investigations would include any necessary recommendations for soils remediation and/or foundation systems necessary to reduce seismic-related hazards. With compliance with existing regulations, development allowed under the proposed UWSP and cumulative projects would not cause or contribute to a cumulatively considerable impact with respect to seismic ground shaking and seismic-induced ground failures, and this cumulative impact would be **less than significant**.

SOIL EROSION OR TOPSOIL LOSS

Like the proposed UWSP, the development of cumulative projects in the vicinity of the UWSP area (see Table CI-1 and Plate CI-1) could result in soil erosion or topsoil loss. However, as discussed in Chapter 11, *Geology, Soils, and Paleontology*, of this Draft EIR, each project involving disturbance of one acre or more of land would be required to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) per requirements of National Pollutant Discharge Elimination System (NPDES) Construction General Permit. The SWPPPs would describe Best Management Practices (BMPs) to control runoff and prevent erosion for each such project. Through compliance with this requirement, the potential for erosion impacts would be reduced. The Construction General Permit has been developed to address cumulative conditions arising from construction throughout the state and is intended to maintain cumulative effects of projects subject to this requirement below levels that would be considered significant. For example, two adjacent construction sites would be required to implement BMPs to reduce and control the release of sediment and/or other pollutants in any runoff leaving their respective sites. The runoff water from both sites would be required to achieve the same action levels, measured as a maximum amount of sediment or pollutant allowed per unit volume of runoff water. Thus, even if the runoff waters were to combine after leaving the sites, the sediments and/or pollutants in the combined runoff would still be at concentrations (amount of sediment or pollutants per volume of runoff water) below action levels. With compliance with existing regulations, development allowed under the

proposed UWSP and cumulative projects would not cause or contribute to a cumulatively considerable impact with respect to erosion of loss of topsoil, and this cumulative impact would be **less than significant**.

UNSTABLE GEOLOGIC OR SOIL UNITS

Like the proposed UWSP, the development of cumulative projects in the vicinity of the UWSP area (see Table CI-1 and Plate CI-1) could occur on unstable geologic or soil units (e.g., susceptible to liquefaction or expansion). However, as discussed in Chapter 11, *Geology, Soils, and Paleontology*, of this Draft EIR, and above in the analysis relative to seismic shaking, the designs for development allowed under the proposed UWSP and cumulative projects would be required to comply with the CBC and County building codes. Geotechnical investigations would be required to assess for unstable geologic or soil units, and provide recommendations to address such conditions, if present. With compliance with existing regulations, development allowed under the proposed UWSP and cumulative projects would not cause or contribute to a cumulatively considerable impact with respect to unstable geologic or soil units, and this cumulative impact would be **less than significant**.

PALEONTOLOGICAL RESOURCES

Cumulative development in Sacramento County could result in significant cumulative impacts on paleontological resources as there are six previously recorded fossil localities from the Riverbank Formation within the County and two other localities from Pleistocene-age alluvial deposits. However, like development allowed under the proposed UWSP, each cumulative project would be subject to review under CEQA and would be required to obtain necessary permits and approvals from federal and state resource agencies. As a result of these processes, each project would be required to avoid, minimize, and compensate for impacts on paleontological resources, such that the cumulative impact would be reduced, though not eliminated. However, because not all such impacts from these other projects have been or can be reduced with certainty to less-than-significant levels, the loss of any paleontological resources could result in a significant cumulative impact.

As discussed in Chapter 11, *Geology, Soils, and Paleontology*, of this Draft EIR, Holocene-age alluvium and basin deposits and the Riverbank Formation are mapped at the surface within the UWSP area, as well as the surrounding area. Additionally, Pleistocene-age alluvium occurs in the surrounding area and is expected to be present beneath the Holocene-age deposits. The Pleistocene-age alluvium and the Riverbank Formation are considered to have a high potential to contain significant paleontological resources. However, with the implementation Mitigation Measures GEO-6a through GEO-6d, which would require that qualified technical specialists provide oversight and worker training, and that clear parameters for resource monitoring and steps to be executed if a paleontological resource is discovered be provided, damage to or loss of paleontological resources on the project site would effectively be avoided. Cumulative projects would be required to implement similar mitigation measures, as required by Sacramento General Plan Policies CO-161, CO-162, and CO-163. With compliance with existing regulations and implementation of paleontological resource mitigation

measures, development allowed under the proposed UWSP and cumulative projects would not cause or contribute to a cumulatively considerable impact with respect to the loss of paleontological resources, and this cumulative impact would be **less than significant**.

HAZARDS AND HAZARDOUS MATERIALS

GEOGRAPHIC CONTEXT

The geographic context for the analysis of cumulative hazards and hazardous materials effects encompasses and is limited to the UWSP area and the immediately adjacent area (i.e., one-half mile of the UWSP area). This is because impacts relative to hazards and hazardous materials impacts are generally site-specific. For example, the effect of hazardous materials spills would tend to be limited to the localized area of a project and could only be cumulative if hazardous materials spills occurred as the result of two or more adjacent projects that spatially overlapped.

CUMULATIVE IMPACTS EVALUATION

ROUTINE USE AND ACCIDENT CONDITIONS

Like the proposed UWSP, construction and operational activities associated with cumulative development in the vicinity of the UWSP area (see Table CI-1 and Plate CI-1) would include the routine transport, use, and disposal of hazardous materials as well as the risk of accidental release of hazardous materials. Cumulative development in the area would be required to comply with the same federal, state, and local regulatory requirements described in Chapter 12, *Hazards and Hazardous Materials*, of this Draft EIR, that would minimize and/or avoid hazards to the public or the environment through the routine transport, use, disposal, or accidental release of hazardous materials. With compliance with the numerous laws and regulations that govern the transportation, use, handling, and disposal of hazardous building materials during construction and operations, development allowed under the proposed UWSP and cumulative projects would not cause or contribute to a cumulatively considerable impact with respect to routine use or accident hazardous materials conditions, and this cumulative impact would be **less than significant**.

SCHOOLS

Like the proposed UWSP, construction and operational activities associated with cumulative development in the vicinity of the UWSP area (see Table CI-1 and Plate CI-1) would include the routine transport, use, and disposal of hazardous materials. Additionally, construction equipment could produce hazardous emissions while in use. As discussed above in the cumulative analysis for Routine Use and Accident Conditions, hazardous emissions and the handling hazardous materials associated with cumulative development in the area would be heavily regulated by existing federal, State, and local regulations. With compliance with the numerous laws and regulations that govern the transportation, use, handling, and disposal of hazardous building materials during construction and operations, development allowed under the proposed UWSP and cumulative projects would not cause or contribute to a

cumulatively considerable impact with respect to hazardous materials near schools, and this cumulative impact would be **less than significant**.

HAZARDOUS MATERIALS SITE LISTING

Like the proposed UWSP, cumulative development in the vicinity of the UWSP area (see Table CI-1 and Plate CI-1) would be required to comply with the same federal, state, and local regulatory requirements described in Chapter 12, *Hazards and Hazardous Materials*, of this Draft EIR. Compliance with these regulatory requirements would minimize and/or avoid impacts related to developing on a site that has contaminated soil or groundwater associated with it. In addition, as required by Mitigation Measures HAZ-4a through HAZ-4c, cumulative projects may be required to reduce the potential impact through the implementation of mitigation measures requiring Phase I site investigations and the preparation and implementation of health and safety plans and/or soil and groundwater management plans if necessary, depending on the outcome of the investigations. With compliance with the numerous laws and regulations that govern hazardous materials and implementation of mitigation measures for hazardous materials issues, development allowed under the proposed UWSP and cumulative projects would not cause or contribute to a cumulatively considerable impact with respect to being listed on hazardous materials site, and this cumulative impact would be **less than significant**.

EMERGENCY PLANS

Like the proposed UWSP, cumulative development in the vicinity of the UWSP area (see Table CI-1 and Plate CI-1) that include road work and/or other construction activities associated with the construction of these projects could cause traffic congestion and/or interrupt the flow of traffic. However, as with development allowed under the proposed UWSP, each cumulative project would be required to prepare a Traffic Control Plan (TCP) to ensure the safe and efficient movement of traffic through construction work zones, including emergency response traffic. With compliance with required TCPs, construction activities associated with the proposed UWSP and cumulative development in the area would be unlikely to combine to adversely affect emergency evacuation routes, and this cumulative impact would be **less than significant**.

WILDFIRES

As discussed in Chapter 12, *Hazards and Hazardous Materials*, of this Draft EIR, the UWSP area is not located within a high fire hazard severity zone. Therefore, projects developed under the proposed UWSP could not cause or contribute to a cumulatively considerable impact with respect to being in a high fire hazard severity zone, and **no impact** would occur.

HYDROLOGY AND WATER QUALITY

GEOGRAPHIC CONTEXT

The geographic context for the analysis of most cumulative hydrology and water quality effects encompasses and is limited to the UWSP area and the immediately adjacent area (i.e., one-half mile of the UWSP area). This is because impacts relative to hydrology and water quality are generally site-specific. For example, the effect of erosion would tend to be limited to the localized area of a project and could only be cumulative if erosion occurred as the result of two or more adjacent projects that spatially overlapped. However, the geographic context for cumulative effects to groundwater supplies and recharge is the Sacramento Valley-North American Subbasin, which covers 351,000 acres that span across portions of Sutter, Placer, and Sacramento counties.

CUMULATIVE IMPACTS EVALUATION

WATER QUALITY STANDARDS AND WASTE DISCHARGE REQUIREMENTS

As discussed in Chapter 13, *Hydrology and Water Quality*, of this Draft EIR, construction of development allowed under the proposed UWSP would comply with NPDES Construction General Permit regulations that would prevent the release of sediment and other pollutants during construction activities through the preparation and implementation of a SWPPP. In addition, development allowed under proposed UWSP would be required to comply with existing regulations for the appropriate storage, use, transport, and management of hazardous materials during construction and operations. Furthermore, development allowed under the proposed UWSP that would use hazardous materials would maintain and implement spill prevention and countermeasures control plans as well as hazardous materials management plans to reduce the risk of release of contaminants. Finally, development allowed under the proposed UWSP would also be subject to the Municipal Stormwater Permit (MSP) Municipal Separate Storm Sewer System (MS4) requirements, including hydromodification management controls and low impact development (LID) design standards that would require that drainage plans for each project adequately control run on and runoff to prevent erosion or impacts to water quality. Similarly, all cumulative projects in the vicinity of the UWSP area (see Table CI-1 and Plate CI-1) that involve the creation or replacement of 10,000 square feet of impervious surface area would also be subject to the same Construction General Permit, hazardous materials management, and MSP requirements. With compliance with existing regulations, development allowed under the proposed UWSP and cumulative projects would not cause or contribute to a cumulatively considerable impact with respect to water quality, and this cumulative impact would be **less than significant**.

GROUNDWATER SUPPLIES AND RECHARGE

As discussed in Chapter 13, *Hydrology and Water Quality*, of this Draft EIR, the Sacramento Valley Groundwater Basin, North American Subbasin, is a high-priority subbasin, though not one in a condition of critical overdraft. Water supplies in this area are from a combination of surface water, groundwater, imported water, and recycled

water. The proposed UWSP and cumulative development within the northwestern unincorporated portion of Sacramento County (North Natomas), the City of Sacramento, bordering areas of Placer and Sutter counties (see Table CI-1 and Plate CI-1) are located within this subbasin. Water service providers within the subbasin, such as the City of Sacramento, are required to determine whether the projected water demand associated with development allowed under the proposed UWSP and cumulative development have been included as part of the each water service provider's 2020 Urban Water Management Plan (UWMP), each of which quantifies and evaluates the water supplies available to each water service provider and compares the available supply with the existing and anticipated water supply demand. As part of the environmental review process, each water service provider processes a Water Supply Assessment (WSA) for each cumulative project upon request to determine if its planned water supplies are sufficient to meet the demands of the new project in addition to its existing and projected water supply obligations. For example, the WSA prepared by the City of Sacramento for the proposed UWSP concluded that the planned water supplies in its UWMP can meet the water supply demand of development anticipated under the proposed UWSP during normal, single dry and multiple dry years over a 20-year dry period. Cumulative projects would be required to go through the same process of requesting a WSA from their water service provider to compare their water demand with the provider's available water supply. If the water service provider did not account for the water demand of a given cumulative project and would be unable to meet the requested demand, the cumulative project would be denied. Therefore, with compliance with existing water supply regulations, development allowed under the proposed UWSP and cumulative projects would not cause or contribute to a cumulatively considerable impact with respect to groundwater supplies, and this cumulative impact would be **less than significant**.

Development allowed under the proposed UWSP would increase impervious surfaces within the UWSP area, and consequently could decrease groundwater recharge. Similarly, cumulative projects within the northwestern unincorporated portion of Sacramento County (North Natomas), the City of Sacramento, bordering areas of Placer and Sutter counties (see Table CI-1 and Plate CI-1) that increase the amount of impervious surface could decrease groundwater recharge. However, as discussed in the groundwater recharge impacts analysis in Chapter 13, *Hydrology and Water Quality*, of this Draft EIR, construction of development allowed under the proposed UWSP would be required by MSP MS4 requirements and the Stormwater Quality Design Manual to conform to LID design and sustainability measures, such as the inclusion of project design features such as bioswales, pervious paving, and other LID measures, designed to reduce runoff and infiltrate stormwater back into the subsurface. Cumulative projects would also be required to include similar design features to maintain groundwater infiltration. These design measures would maintain the existing degree of recharge potential for the groundwater basin. Therefore, with compliance with existing MSP regulations, development allowed under proposed UWSP and cumulative projects would not cause or contribute to a cumulatively considerable impact with respect to groundwater recharge, and this cumulative impact would be **less than significant**.

DRAINAGE PATTERNS

As discussed in Chapter 13, *Hydrology and Water Quality*, of this Draft EIR, and above under the cumulative analysis for water quality, development allowed under the proposed UWSP and cumulative projects in the vicinity of the UWSP area (see Table CI-1 and Plate CI-1) would be required to comply with NPDES Construction General Permit regulations that would prevent the release of sediment and other pollutants during construction activities through the preparation and implementation of a SWPPP. Each SWPPP would include BMPs to control stormwater flow and prevent drainage issues. In addition, development allowed under the proposed UWSP and cumulative projects would also be subject to the MSP MS4 requirements, including hydromodification management controls and LID design standards that would require the preparation of drainage plans to adequately control run on and runoff to prevent erosion or drainage issues. With compliance with existing regulations, development allowed under the proposed UWSP and cumulative projects would not cause or contribute to a cumulatively considerable impact with respect to drainage issues, and this cumulative impact would be **less than significant**.

RELEASE OF POLLUTANTS IN A FLOOD HAZARD ZONE

As discussed in Chapter 13, *Hydrology and Water Quality*, of this Draft EIR, the proposed UWSP and several of the cumulative projects in the vicinity of the UWSP area (see Table CI-1 and Plate CI-1) are in a special flood hazard area within the Natomas Basin. However, levees are also in place and are designed to protect the Natomas Basin from the 100-year flood event. The Natomas Levee Improvement Project is ongoing and by 2025 will have improved the level of protection to the 200-year flood event. With this level of flood protection, the proposed UWSP and cumulative projects would not be subject to flooding and thus the cumulative impact would be **less than significant**.

WATER QUALITY AND GROUNDWATER PLANS

As discussed in Chapter 13, *Hydrology and Water Quality*, of this Draft EIR, and in the discussion above for water quality, groundwater supplies, and recharge cumulative impacts, project designs for development allowed under the proposed UWSP and cumulative projects in the vicinity of the UWSP area (see Table CI-1 and Plate CI-1) would be required to capture and treat stormwater to prevent impacts to water quality and to maintain the level of infiltration of stormwater into the subsurface at current levels. These requirements are contained in the NPDES Construction General Permit and MSP, along with required water supply assessments for projects with water demand. In addition, cumulative projects would be located within the Sacramento Valley Groundwater Basin, North American Subbasin, which is a high priority basin subject to Sustainable Groundwater Management Act. The UWSP area is under the jurisdiction of the Sacramento Groundwater Authority GSA, which has established groundwater sustainability goals that cumulative projects would be required to be consistent with. Compliance would ensure that development allowed under the proposed UWSP and cumulative projects would be consistent with the Water Quality Control Plan (Basin Plan) and the Groundwater Sustainability Plan, and this cumulative impact would be **less than significant**.

LAND USE

GEOGRAPHIC CONTEXT

The geographic context for the analysis of cumulative impacts related to land use is the area that encompasses recently approved and/or proposed projects in the vicinity of the UWSP area. This development includes growth under projects proposed and adopted by Sacramento County, Sutter County, and the City of Sacramento as shown on Plate CI-1.

CUMULATIVE IMPACTS EVALUATION

DIVIDE AN ESTABLISHED COMMUNITY

Division of an established community typically involves constructing a physical barrier to neighborhood access, such as a new freeway, or removing a means of access, such as a bridge or a roadway. Neither the proposed UWSP nor cumulative projects would include physical obstructions (e.g., freeways or other impenetrable linear features) that would divide an established community or isolate individual neighborhoods. Consequently, the cumulative impact would be **less than significant**.

CONFLICT WITH APPLICABLE PLANS, POLICIES, OR REGULATIONS

The proposed UWSP, in combination with cumulative development in the vicinity of the UWSP area (see Table CI-1 and Plate CI-1), particularly development on presently non-urbanized lands to the north of the UWSP area, would substantially change the land uses within and in the vicinity of the UWSP area. As described in Chapter 2, *Project Description*, of this Draft EIR, the proposed UWSP would guide development of residential and non-residential land uses on 2,066± acres of unincorporated land in northwestern Sacramento County. Cumulative development on presently non-urbanized lands to the north of the UWSP area includes growth contemplated under the proposed Airport South Industrial Park project and Grandpark Specific Plan, and the approved Metro Air Park and Northlake specific plans in North Natomas (see Table CI-1 and Plate CI-1). The proposed UWSP and the aforementioned cumulative projects would result in the conversion of largely undeveloped land to urban uses. However, all development, including the proposed UWSP, must be reviewed for consistency with applicable land use plans, policies, and regulations in accordance with the requirements of CEQA, the State Zoning and Planning Law, and the State Subdivision Map Act, all of which require findings of plan and policy consistency prior to approval of entitlements for development. These requirements would ensure that project-specific and cumulative impacts related to conflicts with applicable plans, policies, or regulations would be **less than significant**.

NOISE

GEOGRAPHIC CONTEXT

The geographic scope for cumulative effects on noise and vibration would consist of an area approximately 900 feet around the perimeter of each of the potential development

sites within the UWSP area. This distance was selected because typical construction noise levels can affect a sensitive receptor at a distance of 900 feet if there is a direct line-of-sight between a noise source and a noise receptor (i.e., a piece of equipment generating 85 dBA would attenuate to 60 dBA over a distance of 900 feet). An exterior noise level of 60 dBA will typically attenuate to an interior noise level of 35 dBA with the windows closed and 45 dBA with the windows open. Because construction noise usually generates the highest noise levels for a mixed-use development project, this geographical scope (distance) may also be conservatively applied to operational impacts.

CUMULATIVE IMPACTS EVALUATION

EXCEEDANCE OF ESTABLISHED NOISE STANDARDS

CONSTRUCTION

Of the 17 cumulative projects in the vicinity of the UWSP area (see Table CI-1 and Plate CI-1), there are no projects that are within the 900-foot geographic scope for noise and vibration analysis. Therefore, **no cumulative impact** would occur with respect to this criterion.

STATIONARY SOURCES

Of the 17 cumulative projects in the vicinity of the UWSP area (see Table CI-1 and Plate CI-1), there are no projects that are within the 900-foot geographic scope for noise and vibration analysis. Therefore, the cumulative impact with respect to noise from stationary noise sources would be **less than significant**.

TRAFFIC

The cumulative traffic noise analysis considers all the roadways analyzed in the transportation analysis. Operational noise impacts of the proposed UWSP would result primarily from increased traffic on the local roadway network. Cumulative (year 2040) plus project traffic data were used to estimate cumulative operational noise increases. The 2040 traffic data inherently include partial or full buildout of several proposed and/or approved projects in North Natomas and in the Central City of Sacramento (see Table CI-1 and Plate CI-1). In addition, the several roadway connections within the study area were also assumed under cumulative conditions.

EXISTING ROADWAYS

The significance of cumulative impacts related to traffic noise levels on existing roadways is determined using a two-step process. First, like the project-level assessment of traffic impacts, the increase in noise levels between cumulative (2040) conditions with the project and existing baseline (2019) conditions is compared to an incremental 3 dBA or 5 dBA threshold, as applicable based on the existing noise level. If the roadside noise levels exceed this incremental threshold, a significant cumulative noise impact is identified.

The second step of the analysis of cumulative roadside noise impacts (if a significant cumulative noise impact is predicted based on the above methodology) is to evaluate

whether the contribution of the project to roadside noise levels would be cumulatively considerable. This second step (if necessary) involves assessing whether the project's contribution to roadside noise levels (i.e., the difference between cumulative conditions and cumulative plus project conditions) would exceed a 1.5 dBA incremental contribution; this is a threshold that is considered to be cumulatively considerable. The 1.5 dBA increase used to represent a cumulatively considerable contribution is conservatively based on the minimum increase identified as potentially significant by FICON (see Table NOI-10). Except in carefully controlled laboratory experiments, a change of 1 dB cannot be perceived (Caltrans 2013). Consequently, a cumulatively considerable contribution would reasonably be more than 1 dBA.

The roadway segments analyzed and the results of the noise increases resulting from modeling are shown in **Table CI-5** for 2040 cumulative plus weekday p.m.[2] full buildout of the proposed UWSP's mixed uses.

As shown in **Table CI-6**, although cumulative traffic noise impacts would occur along 18 of the roadways analyzed, the traffic noise associated with the proposed UWSP would only represent a cumulatively considerable contribution to these cumulative impacts (i.e., the project would contribute an increase of more than 1.5 dBA over the cumulative without project scenario) along 11 of them. Therefore, the proposed UWSP would contribute considerably to a cumulative significant roadway noise impact along 11 roadways.

Mitigation Measure NOI-3a is proposed, which would require that that speed reductions be considered along El Centro Road with coordination with the Sacramento County Department of Transportation (DOT) to determine feasibility and that a cost-benefit analysis be performed to determine the feasibility of barriers along Arena Boulevard, while Mitigation Measure NOI-3b is also proposed, which would require the use of rubberized asphalt on noise impacted roadways, consistent with existing County DOT practice for arterial roadways. While these measures would reduce the project's contribution to cumulatively significant roadway noise impacts along roadways in the Specific Plan area, the availability of feasible mitigation along many offsite segments is limited and largely unavailable. As a result, like project level roadway noise impact, the impact with respect to cumulative roadway noise on existing roadways would remain **significant and unavoidable**.

[2] The peak hour was used to represent the maximum period of traffic generation and associated noise generated by the project.

Table CI-5: Modeled Traffic Noise Levels Year 2040 with Weekday P.M. Full Buildout of Project Mixed Uses

#	Roadway	Predicted DNL, dBA			Significance Threshold[1]	Sensitive Receptors Present?[2]	Cumulative Impact?	DNL, dBA		Cumulatively Considerable contribution (>1.5 dB)?[3]
		(A) Existing	(B) Cumulative + Project	Increase over Existing (B-A)				(C) Cumulative no Project	Project Contribution to cumulative (B-C)	
1	Arena Blvd from El Centro Road to Stemler	64.4	69.4	5.0	3	Yes	Yes	67.1	2.3	**Yes**
2	Arena Blvd from Stemmler Drive to Duckhorn Drive	65.9	69.9	4.0	1.5	Yes	Yes	68.2	1.7	**Yes**
3	Arena Blvd from Duckhorn Drive to I-5	68.4	70.3	1.9	1.5	No	No	69.7	0.7	No
4	Arena Blvd from I-5 to East Commerce Way	68.0	71.4	3.4	1.5	No	No	71.0	0.3	No
5	Arena Blvd from East Commerce Way to Truxel Road	68.8	71.2	2.5	1.5	Yes	Yes	70.8	0.4	No
6	Azevedo Drive from West El Camino to San Juan Road	66.3	66.8	0.6	1.5	Yes	No	66.9	0.0	No
7	Del Paso Road from Power Line Road to Hovnanian Drive	58.0	59.9	1.9	5	Yes	No	59.8	0.1	No

#	Roadway	Predicted DNL, dBA			Significance Threshold[1]	Sensitive Receptors Present?[2]	Cumulative Impact?	DNL, dBA		Cumulatively Considerable contribution (>1.5 dB)?[3]
		(A) Existing	(B) Cumulative + Project	Increase over Existing (B-A)				(C) Cumulative no Project	Project Contribution to cumulative (B-C)	
8	Del Paso Road from Hovnanian Drive to Natomas Central Drive	61.3	61.8	0.4	3	Yes	No	61.7	0.0	No
9	Del Paso Road from Natomas Central Drive to El Centro Road	67.2	67.5	0.4	1.5	Yes	No	67.3	0.2	No
10	Del Paso Road from El Centro Road to I-5	63.0	64.9	1.9	3	Yes	No	64.1	0.8	No
11	Del Paso Road from I-5 to East Commerce Way	67.8	68.9	1.1	1.5	Yes	No	68.7	0.2	No
12	Del Paso Road from East Commerce Way to Truxel Road	70.4	73.3	2.9	1.5	Yes	Yes	73.0	0.3	No
13	El Centro Road from Del Paso Road to Duckhorn Drive	65.4	70.1	4.7	1.5	No	No	68.2	1.8	No
14	El Centro Road from Duckhorn Drive to Manera Rica Drive	58.4	63.9	5.5	5	Yes	Yes	61.8	2.1	**Yes**

#	Roadway	Predicted DNL, dBA			Significance Threshold[1]	Sensitive Receptors Present?[2]	Cumulative Impact?	DNL, dBA		Cumulatively Considerable contribution (>1.5 dB)?[3]
		(A) Existing	(B) Cumulative + Project	Increase over Existing (B-A)				(C) Cumulative no Project	Project Contribution to cumulative (B-C)	
15	El Centro Road from Manera Rica Drive to Arena Blvd	62.2	68.1	5.9	3	Yes	Yes	66.2	1.9	**Yes**
16	El Centro Road from Arena Blvd to San Juan Road	60.7	67.3	6.6	3	Yes	Yes	63.2	4.1	**Yes**
17	El Centro Road from San Juan Road to West El Camino Avenue	67.6	72.9	5.3	1.5	No	No	70.1	2.8	No
18	El Centro Road from West El Camino Avenue to South Terminus	59.3	68.6	9.3	5	No	No	59.3	9.3	No
19	Garden Highway from Truxel Road to Natomas Park Drive	60.5	61.2	0.7	3	No	No	61.3	-0.1	No
20	Garden Highway from Natomas Park Drive to I-5	64.7	65.2	0.5	3	Yes	No	64.8	0.4	No
21	Garden Highway from I-5 to Gateway Oaks Drive	61.7	63.0	1.2	3	Yes	No	62.0	1.0	No

#	Roadway	Predicted DNL, dBA			Significance Threshold[1]	Sensitive Receptors Present?[2]	Cumulative Impact?	DNL, dBA		Cumulatively Considerable contribution (>1.5 dB)?[3]
		(A) Existing	(B) Cumulative + Project	Increase over Existing (B-A)				(C) Cumulative no Project	Project Contribution to cumulative (B-C)	
22	Garden Highway from Gateway Oaks Drive to Orchard Lane	62.8	65.3	2.6	3	Yes	No	62.2	3.1	No
23	Garden Highway from Orchard Lane to I-80	56.6	60.8	4.2	5	Yes	No	56.1	4.7	No
24	Garden Highway from I-80 to San Juan Road	61.2	62.4	1.2	3	Yes	No	59.0	3.4	No
25	Garden Highway from San Juan Road to Powerline Road	62.2	67.9	5.7	3	Yes	Yes	64.0	3.9	**Yes**
26	Natomas Central from Del Paso Road to El Centro Road	60.7	61.8	1.1	3	Yes	No	61.5	0.2	No
27	Power Line Rd from Garden Hwy to Del Paso Road	61.3	66.3	5.1	3	No	No	62.3	4.0	No
28	Power Line Road from Del Paso Road to I-5	61.9	67.1	5.2	3	No	No	64.0	3.1	No
29	San Juan Road from I-5 to El Centro Road	64.2	68.5	4.3	3	Yes	Yes	65.7	2.9	**Yes**

#	Roadway	Predicted DNL, dBA			Significance Threshold[1]	Sensitive Receptors Present?[2]	Cumulative Impact?	DNL, dBA		Cumulatively Considerable contribution (>1.5 dB)?[3]
		(A) Existing	(B) Cumulative + Project	Increase over Existing (B-A)				(C) Cumulative no Project	Project Contribution to cumulative (B-C)	
30	San Juan Road from El Centro Road to I-80	64.2	67.9	3.7	3	Yes	Yes	64.9	3.0	**Yes**
31	San Juan Road from I-80 to Truxel Road	68.9	70.6	1.7	1.5	Yes	Yes	70.5	0.1	No
32	W El Camino Avenue from El Centro Road to I-80	64.9	72.8	8.0	3	Yes	Yes	67.6	5.3	No[4]
33	W El Camino Avenue from I-80 to Orchard Lane	67.3	70.7	3.4	1.5	No	No	68.0	2.7	No
34	W El Camino Avenue from Orchard Lane to Gateway Oaks Drive	68.3	71.7	3.4	1.5	Yes	Yes	68.8	2.9	**Yes**
35	W El Camino Avenue from Gateway Oaks Drive to I-5	67.4	70.3	3.0	1.5	Yes	Yes	68.0	2.4	**Yes**
36	W El Camino Avenue from I-5 to Azevedo Drive	68.2	69.4	1.1	1.5	Yes	No	68.8	0.6	No

#	Roadway	Predicted DNL, dBA			Significance Threshold[1]	Sensitive Receptors Present?[2]	Cumulative Impact?	DNL, dBA		Cumulatively Considerable contribution (>1.5 dB)?[3]
		(A) Existing	(B) Cumulative + Project	Increase over Existing (B-A)				(C) Cumulative no Project	Project Contribution to cumulative (B-C)	
37	W El Camino Avenue from Azevedo Drive to Truxel Road	66.3	68.3	2.0	1.5	Yes	Yes	67.2	1.0	No
38	I-80 from Yolo County to West El Camino Avenue	66.6	68.9	2.4	1.5	Yes	Yes	68.3	0.6	No
39	I-80 from West El Camino Avenue to I-5	65.3	67.7	2.4	1.5	Yes	Yes	67.1	0.6	No
40	I-5 from I-80 to Arena Blvd	74.3	76.1	1.8	1.5	Yes	Yes	75.8	0.3	No
41	I-5 from Arena Blvd to Del Paso Road	72.8	74.2	1.4	1.5	Yes	No	73.9	0.2	No
42	I-5 from Del Paso Road to SR-99	69.8	71.2	1.4	1.5	Yes	No	71.0	0.2	No
43	I-5 from SR-99 to Airport Blvd	69.4	70.5	1.1	1.5	Yes	No	70.3	0.2	No

NOTES:

1 Significance threshold derived from Table NOI-11.
2 Sensitive receptors were considered to be residences of all densities, schools, & transient lodging facilities.
3 A significant impact is identified only along segments where the project-related traffic noise level increase would exceed the significance threshold AND where sensitive receptors are present along the roadway segment.
4 Significant impacts are not identified for the existing transient lodging facilities along these roadways because existing noise from I-80 would render the increase unnoticeable.

SOURCE: FHWA-RD-77-108 with inputs from project traffic impact study. Appendix D contains FHWA Model inputs.

Table CI-6: Predicted Future Traffic Noise Levels along Roadways Affecting Development within the Plan Area Upper Westside Specific Plan

Segment	Roadway	From	To	Distance[1]	DNL[2]	Level Above 65 DNL?[3]	dBA Above 65 DNL[4]	Contour Distance (ft)[5]	
								65 DNL	70 DNL
1	Bryte Bend Rd	Radio Head	San Juan Rd	100	59	No	0	37	17
2	Bryte Bend Rd	San Juan Rd	Street 7	75	62	No	0	48	22
3	Bryte Bend Rd	Street 7	Farm Rd	70	63	No	0	53	24
4	Bryte Bend Rd	Farm Rd	Street 10	75	59	No	0	29	14
5	Bryte Bend Rd	Street 10	W El Camino Ave	75	60	No	0	36	16
6	Bryte Bend Rd	West El Camino	Street 8	75	58	No	0	27	13
7	Bryte Bend Rd	Street 8	Street 2	75	58	No	0	24	11
8	Bryte Bend Rd	Street 2	Street 1	70	60	No	0	30	14
9	Bryte Bend Rd	Street 1	Garden Highway	70	58	No	0	26	12
10	El Centro Rd	Arena	Radio Head	100	67	Yes	2	138	64
11	El Centro Rd	Radio Head	San Juan Rd	100	67	Yes	2	130	60
12	El Centro Rd	San Juan Rd	Street 7	80	69	Yes	4	153	71
13	El Centro Rd	Street 7	Farm Rd	80	70	Yes	5	162	75
14	El Centro Rd	Farm Rd	Street 6	90	71	Yes	6	228	106
15	El Centro Rd	Street 6	Street 5	90	71	Yes	6	246	114
16	El Centro Rd	Street 5	W El Camino Ave	90	72	Yes	7	249	116
17	El Centro Rd	W El Camino Ave	Street 4	80	66	Yes	1	96	45
18	El Centro Rd	Street 4	Street 3	80	65	No	0	83	39
19	El Centro Rd	Street 3	Street 2	80	62	No	0	51	24
20	El Centro Rd	Street 2	Street 1	80	53	No	0	12	5

Segment	Roadway	From	To	Distance[1]	DNL[2]	Level Above 65 DNL?[3]	dBA Above 65 DNL[4]	Contour Distance (ft)[5]	
								65 DNL	70 DNL
21	Farm Road	Street F	Bryte Bend Rd	60	60	No	0	27	12
22	Farm Road	Bryte Bend Rd	Street D	75	61	No	0	43	20
23	Farm Road	Street D	Street C	65	63	No	0	47	22
24	Farm Road	Street C	Street B	65	64	No	0	56	26
25	Farm Road	Street B	Street A	65	65	No	0	64	30
26	Farm Road	Street A	El Centro Rd	65	66	Yes	1	72	33
27	Farm Road	El Centro Rd	Street H	80	68	Yes	3	121	56
28	Garden Highway	San Juan Rd	Street 9	1300	39	No	0	23	11
29	Garden Highway	Street 9	Bryte Bend Rd	950	41	No	0	23	11
30	Orchard Lane	San Juan Rd	Street 7	60	59	No	0	23	11
31	Radio Head	Garden Highway	Street 12 W	75	60	No	0	33	16
32	Radio Head	Street 12 W	Bryte Bend Rd	75	53	No	0	13	6
33	Radio Head	Bryte Bend Rd	Street 12 E	75	60	No	0	33	16
34	Radio Head	Street 12 E	El Centro Rd	75	66	Yes	1	84	39
35	San Juan Rd	Garden Highway	Bryte Bend Rd	75	61	No	0	43	20
36	San Juan Rd	Bryte Bend Rd	El Centro Rd	130	60	No	0	57	27
37	San Juan Rd	El Centro Rd	Orchard Lane	130	62	No	0	79	37
38	Street 1	Street C	Bryte Bend Rd	60	55	No	0	13	6
39	Street 1	Street C	Street B	60	54	No	0	12	5
40	Street 1	Street B	El Centro Rd	60	54	No	0	12	5
41	Street 2	Bryte Bend Rd	Street 3	70	59	No	0	28	13
42	Street 2	Street D	Street C	70	60	No	0	32	15

Segment	Roadway	From	To	Distance[1]	DNL[2]	Level Above 65 DNL?[3]	dBA Above 65 DNL[4]	Contour Distance (ft)[5]	
								65 DNL	70 DNL
43	Street 2	Street C	Street B	70	61	No	0	37	17
44	Street 2	Street B	Street A	70	61	No	0	37	17
45	Street 2	Street A	El Centro Rd	70	61	No	0	38	18
46	Street 3	Street 2	Street C	60	45	No	0	3	1
47	Street 3	Street B	Street A	60	61	No	0	33	16
48	Street 3	Street A	El Centro Rd	60	62	No	0	36	16
49	Street 4	Street E	Street D	60	53	No	0	10	5
50	Street 4	Street D	Street C	60	55	No	0	13	6
51	Street 4	Street B	Street A	60	54	No	0	11	5
52	Street 4	Street A	El Centro Rd	60	61	No	0	33	15
53	Street 5	Street E	Street D	60	50	No	0	6	3
54	Street 5	Street D	Street C	60	63	No	0	44	20
55	Street 5	Street B	El Centro Rd	60	59	No	0	24	11
56	Street 6	Street E	Street C	60	48	No	0	4	2
57	Street 6	Street D	Street C	60	50	No	0	6	3
58	Street 6	Street B	Street A	60	57	No	0	19	9
59	Street 6	El Centro Rd	Street A	60	57	No	0	17	8
60	Street 7	Bryte Bend Rd	Street C	60	45	No	0	3	1
61	Street 7	Street C	Street B	60	50	No	0	6	3
62	Street 7	Street B	El Centro Rd	60	57	No	0	17	8
63	Street 7	El Centro Rd	Orchard Lane	60	60	No	0	29	13
64	Street 7	Orchard Lane	Street H	60	55	No	0	13	6

Segment	Roadway	From	To	Distance[1]	DNL[2]	Level Above 65 DNL?[3]	dBA Above 65 DNL[4]	Contour Distance (ft)[5]	
								65 DNL	70 DNL
65	Street 8	Street F	Bryte Bend Rd	50	56	No	0	12	5
66	Street 8	Street F	Street G	50	56	No	0	13	6
67	Street 8	Street G	Bryte Bend Rd	50	56	No	0	13	6
68	Street 10	Bryte Bend Rd	Street F	50	55	No	0	11	5
69	Street 10	Street F	Street G	50	46	No	0	3	1
70	Street A	Farm Rd	Street 6	60	59	No	0	23	11
71	Street A	Street 6	Street5	60	60	No	0	26	12
72	Street A	Street 5	W El Camino Ave	60	63	No	0	47	22
73	Street A	W El Camino Ave	Street 4	60	61	No	0	31	15
74	Street A	Street 4	Street 3	60	50	No	0	6	3
75	Street A	Street 3	Street 2	60	50	No	0	6	3
76	Street B	Street 7	Farm Rd	60	57	No	0	18	8
77	Street B	Farm Rd	Street 6	60	58	No	0	21	10
78	Street B	Street 6	Street 5	60	58	No	0	21	10
79	Street B	Street 5	W El Camino Ave	60	55	No	0	13	6
80	Street B	W El Camino Ave	Street 4	60	56	No	0	14	7
81	Street B	Street 4	Street 3	60	54	No	0	11	5
82	Street B	Street 3	Street 2	60	45	No	0	3	1
83	Street B	Street 2	Street 1	60	50	No	0	6	3
84	Street C	Street 7	Farm Rd	60	54	No	0	11	5
85	Street C	Farm Rd	Street 6	60	58	No	0	22	10
86	Street C	Street 6	Street 5	60	57	No	0	17	8

Segment	Roadway	From	To	Distance[1]	DNL[2]	Level Above 65 DNL?[3]	dBA Above 65 DNL[4]	Contour Distance (ft)[5]	
								65 DNL	70 DNL
87	Street C	Street 5	W El Camino Ave	60	57	No	0	17	8
88	Street C	W El Camino Ave	Street 4	60	60	No	0	27	13
89	Street C	Street 4	Street 3	60	54	No	0	11	5
90	Street C	Street 3	Street 2	60	51	No	0	7	3
91	Street C	Street 2	Street 1	60	56	No	0	14	7
92	Street D	Farm Rd	Street 6	60	56	No	0	15	7
93	Street D	Street 6	Street 5	60	56	No	0	16	7
94	Street D	Street 5	W El Camino Ave	60	56	No	0	14	7
95	Street D	W El Camino	Street 4	60	59	No	0	26	12
96	Street D	Street 4	Street 3	60	48	No	0	4	2
97	Street D	Street 3	Street 2	60	45	No	0	3	1
98	Street E	Street 5	W El Camino Ave	60	45	No	0	3	1
99	Street E	W El Camino	Street 4	60	56	No	0	16	7
100	Street E	Street 4	Street 3	60	48	No	0	4	2
101	Street F	Street 8	Bryte Bend Rd	60	55	No	0	13	6
102	Street F	Farm Rd	Street 10	60	56	No	0	14	7
103	Street G	Street 9	Street 10	100	42	No	0	3	1
104	Street H	Street 7	Farm Rd	60	54	No	0	12	5
105	W El Camino Ave	Bryte Bend Rd	Street E	105	58	No	0	36	16
106	W El Camino Ave	Street E	Street D	105	56	No	0	25	11
107	W El Camino Ave	Street D	Street C	105	59	No	0	44	20
108	W El Camino Ave	Street C	Street B	105	62	No	0	65	30

Segment	Roadway	From	To	Distance[1]	DNL[2]	Level Above 65 DNL?[3]	dBA Above 65 DNL[4]	Contour Distance (ft)[5]	
								65 DNL	70 DNL
109	W El Camino Ave	Street B	Street A	105	62	No	0	63	29
110	W El Camino Ave	Street A	El Centro Rd	105	64	No	0	89	42
111	W El Camino Ave	El Centro Rd	Interstate 80	90	72	Yes	7	252	117
112	I-80	Yolo County	W El Camino Ave	220	76	Yes	11	1,270	590
113	I-80	West El Camino	I-5	220	76	Yes	11	1,236	574

NOTES:

1 The distance from the roadway segment centerline to the nearest potential location for an outdoor activity area based on proposed roadway cross-sections.
2 The Day/Night Average Level (DNL) computed at the distance cited in the “Distance” column.
3 If the predicted DNL at the nearest potential outdoor activity areas exceeds the County’s 65 dBA exterior noise level standard this column is flagged as “Yes”.
4 The level above 65 dBA DNL represents the degree of sound attenuation which would be required to reduce traffic noise levels to 65 dBA DNL if the outdoor activity area were located at the distance from the centerline shown under the “Distance” column.
5 The contour distances represent the distance from the roadway segment centerline to the indicated contours.

NOISE EXPOSURE ALONG PROJECT ROADWAYS

The proposed UWSP proposes extensive development of residential uses of varying densities throughout the UWSP area, including areas located adjacent to major roadways. While the interior spaces of residential uses share the same noise-sensitivity regardless of density, the noise-sensitivity of exterior areas varies according to the type of proposed residential use. For example, in low-density residential developments, the noise-sensitive exterior spaces where the County's exterior noise standards are applied are commonly considered to be backyards. As for higher density residential developments, such as apartments, the County's exterior noise standards are applied at common outdoor usage areas such as pool or park spaces rather than individual patios or balconies. For mixed-use developments that include a residential component, it is not unusual for no outdoor use areas to be proposed. Because specific plans for individual developments are not yet available as of the time of this analysis, potential traffic noise impacts are assessed through prediction of distances to future traffic noise contours along the roadways that would potentially affect development within the UWSP area. Where noise contours exceeding the General Plan standards shown in Table NOI-7 (65 dB DNL for residential uses and 70 dB DNL for parks and playgrounds) would extend into areas proposed for such uses, potentially significant noise impacts could occur that warrant consideration of mitigation measures.

Table CI-6 shows the predicted future plus project (cumulative) traffic noise exposure at those locations along each roadway segment, a comparison of those predicted levels against the applicable Sacramento County exterior noise standards, and the distances to the future 65 and 70 dB DNL traffic noise contours. Roadway segments where future traffic noise levels at proposed residential land uses are predicted to exceed 65 dB DNL and, therefore, require mitigation include El Centro Road, Radio Head, and Farm Road as well as residential uses proposed near I-80.

To address this cumulative impact, **Mitigation Measure C-NOI-1** is prescribed below, which would ensure that all necessary and feasible noise reduction strategies for reducing noise exposure to proposed on-site uses would be applied. With the implementation of this mitigation measure, the impact with respect to cumulative construction noise would be **less than significant.**

> **Mitigation Measure C-NOI-1**: To ensure consistency with the Sacramento County General Plan 65 dB DNL exterior noise level standard at the outdoor activity areas of future residential uses proposed within the UWSP area, the following noise mitigation measures should be considered either singularly or in combination during project design, depending on the level of sound attenuation required. At proposed residential locations adjacent to Interstate 80 it is probable that a combination of the following measures would be required.
>
> Residential outdoor activity areas shall be located beyond the 65 dBA DNL noise contour distances shown in Table 16, to the extent that such a design can be accommodated into the development scheme, otherwise, barriers or screening methods shall be employed. This includes individual backyards of single-family residences and common outdoor use areas of multi-family residences; and/or

- Residential outdoor activity areas proposed within the 65 dBA DNL noise contour distances shown in Table 16 shall be screened from view of the roadway by intervening structures or sound barriers. If sound barriers are proposed, project-specific grading plans shall be reviewed to determine the location and heights of barrier necessary to achieve compliance with the County's noise standards. With the exception of residences proposed in proximity to Interstate 80, noise barriers along other roadways would not need to exceed 6 feet in height to provide the required traffic noise attenuation.

  If noise barriers are to be constructed within the Plan area, the traffic noise barriers shall take the form of a masonry wall, earthen berm, or combination of the two, or, if reviewed and approved by an acoustical consultant as providing comparable performance prior to construction, other materials may be acceptable (i.e., wood or wood composite fence with overlapping slat construction).; and /or

- Single-family residences shall be oriented such that the front of the residence faces the roadway segment where levels exceeding 65 dBA DNL would occur, thereby using the residence to shield the backyard from the roadway and creating a larger setback between the roadway centerline and backyard outdoor activity area.

CUMULATIVE VIBRATION IMPACTS

Of the 17 cumulative projects in the vicinity of the UWSP area (see Table CI-1 and Plate CI-1), there are no projects that are within the 900-foot geographic scope for noise and vibration analysis. Therefore, the cumulative impact with respect to groundborne vibration would be **less than significant**.

CUMULATIVE NOISE FROM AIRPORT OPERATIONS

The noise contours presented in Plate NOI-2 and used to address the existing noise levels from airport operations in the project-level analysis found in Chapter 15, *Noise*, of this Draft EIR, were derived from the Sacramento International Airport Land Use Compatibility Plan (ALUCP) prepared by the Sacramento Area Council of Governments (SACOG) dated December 12, 2013. These contours reflect a "Theoretic Capacity" level of Airport activity extending beyond the minimum 20-year year time frame that state law requires and consider both of the contemplated future runway system configuration scenarios. Therefore, as the project-level impact analysis of airport noise conservatively represents a cumulative scenario, the cumulative impact would also be **less than significant**.

POPULATION AND HOUSING

GEOGRAPHIC CONTEXT

The geographic context for the analysis of cumulative effects related to population and housing is the SACOG six-county Sacramento region that includes Sacramento, Sutter, Placer, Yolo, Yuba, and El Dorado counties.

CUMULATIVE IMPACTS EVALUATION

POPULATION GROWTH

A significant cumulative impact related to population and housing would result in an increase in population for which infrastructure, services, and housing have not been planned. General plans for counties and incorporated cities in the six-county Sacramento region, such as the Sacramento County 2030 General Plan and the City of Sacramento 2040 General Plan, provide an inventory of land supply within each jurisdiction and projects the amount and location of land and development that will be required to accommodate future populations and economic growth. In addition, the SACOG Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) establishes a plan for housing the population of the six-county Sacramento region. The foundation for the MTP/SCS land use forecast includes local government general plans, community plans, specific plans, other local policies and regulations, and the SACOG Sacramento Region Blueprint, which guides the region's transportation planning and funding decisions.[3] Like the proposed UWSP, cumulative projects in the six-county Sacramento region must be reviewed for consistency with applicable land use plans, policies, and regulations in accordance with the requirements of CEQA, State zoning and planning law, and the State Subdivision Map Act, all of which require findings of plan and policy consistency prior to approval of entitlements for development.

As discussed in Chapter 16, *Population and Housing*, of this Draft EIR, as a condition of approval of the proposed USWP, the proposed plan and subsequent UWSP development would be required to be determined consistent with applicable Sacramento County General Plan policies, including policies related to urban growth and expansion of the USB and UPA. Consequently, the proposed UWSP would not induce substantial unplanned population growth as identified in the Sacramento County General Plan. However, the UWSP area and the proposed UWSP were not anticipated for development in either the SACOG Blueprint or the current MTP/SCS, and even though the proposed UWSP aligns with many of the principles contained in the Blueprint and the County's smart growth policy LU-120, this inconsistency would remain. For this reason, the contribution of the proposed UWSP to substantial unplanned population growth within the six-county Sacramento region would be cumulatively considerable, and this cumulative impact would be **significant and unavoidable**.

DISPLACEMENT OF HOUSING

As discussed in Chapter 16, *Population and Housing*, of this Draft EIR, agriculture is the predominate land use within the UWSP area, with large parcels devoted to growing crops. Agricultural residential homes are located within the northeastern portion of the UWSP area near El Centro Road and within the southwestern portion of the UWSP area along Garden Highway. The proposed UWSP does not propose changes to these properties, nor would uses allowed under the proposed UWSP cause the displacement

[3] The current 2020 MTP/SCS was adopted in November 2019 and projects transportation and housing needs through 2040.

of housing. Rather, the proposed UWSP would substantially add new housing to the UWSP area.

As discussed above, like the proposed UWSP, cumulative projects in the six-county Sacramento region must be reviewed for consistency with applicable land use plans, policies, and regulations in accordance with the requirements of CEQA, State zoning and planning law, and the State Subdivision Map Act, all of which require findings of plan and policy consistency, including policies aimed to prevent or minimize displacement of housing, prior to approval of entitlements for development. Required compliance with these requirements would ensure that the cumulative impact related to displacement of housing would be **less than significant**.

Public Services and Recreation

Geographic Context

The UWSP area is in unincorporated northwestern Sacramento County, in a largely undeveloped and rural area adjacent to the city of Sacramento. The cumulative context for fire protection services is the Sacramento Fire Department (SFD) service area. This area includes the City of Sacramento, and rural areas outside the city limits where the SFD has a contract to provide primary aid – the Pacific/Fruitridge Fire Protection District and the Natomas Fire Protection District. Law enforcement services are provided by the Sacramento County Sheriff's Office, and its entire service area is considered. The cumulative context for school services is the geographic area served by the Natomas Unified School District (NUSD), which accepts K-12 students in North Natomas, South Natomas, unincorporated areas between the Sacramento River and I-5, and the area surrounding the Sacramento International Airport. The cumulative context for parks and recreation services is the area served by the City of Sacramento Department of Youth, Parks, & Community Enrichment, within the City of Sacramento, and the Sacramento County Department of Regional Parks. Finally, the cumulative context for library services is that area served by the Sacramento Public Library System, which encompasses all of Sacramento County.

Cumulative Impacts Evaluation

Fire Protection

The service area for the SFD includes 24 fire stations and covers 146 square miles throughout the Sacramento area. As development throughout the region continues to grow, the demand for fire protection services increases proportionally. Residential, commercial, industrial, and public uses all place a demand on fire protection services. The proximity of fire stations to the areas they serve is critical for effective fire suppression and emergency response. Several development projects are approved or proposed that would need these services, specifically the proposed Airport South Industrial Park project and Grandpark Specific Plan, and the approved Metro Air Park and Northlake specific plans in North Natomas (see Table CI-1 and Plate CI-1). As these projects would also require fire protection services within the SFD service area, there would be a need for the construction of new fire protection facilities. Therefore,

there would be a cumulative potentially significant impact to SFD services and facilities which could result from the construction of new fire protection facilities.

As the SFD implements a ratio of one fire station for every 16,000 new residents, the site of the potential fire station within the UWSP area would account for the 25,574 new residents associated with the proposed UWSP, in combination with the capacity of existing facilities. The physical impacts of the construction of the potential UWSP fire station are analyzed throughout the chapters of this Draft EIR. It is important to note that the proposed UWSP would be developed over many years, and the timing of that development would largely be driven by market forces that cannot be predicted with certainty. The same is true for other cumulative developments that could be built in the area over the next couple of decades. It is possible that at some point in the future, cumulative development could surpass the capacity of the new UWSP fire station and existing fire protection facilities to provide services at SFD's preferred service ratio. However, it is not possible to predict when that could happen or where any new facilities that might be required would be located. As such, it cannot be known what the environmental effects of constructing those facilities would be. Regardless, any actual construction that could be proposed in the future would be required to undergo a separate environmental review process and would only result in localized impacts. Therefore, the contribution of the proposed UWSP to this impact would not be cumulatively considerable, and the cumulative impact of the physical environmental effects of providing new or expanded fire protection services would be **less than significant**.

POLICE PROTECTION

The service area for the Sacramento County Sheriff's Office covers a total of 944 square miles in unincorporated portions of Sacramento County as well as the city of Rancho Cordova. As development throughout the region continues to grow, the demand for police protection services increases proportionally. Residential, commercial, industrial, and public uses all place a demand on police protection services. Typically, police vehicles are stored at a police station, but are not dispatched directly from the station. In that way, police services can be provided at some distance from actual stations or substations. There is a sheriff's substation included as part of the proposed UWSP that would support the population generated from the proposed plan. This substation, in combination with other facilities present within the Sheriff's Office service area, would serve the demand for police services resulting from cumulative development within unincorporated portions and of Sacramento County and the City of Rancho Cordova (see Table CI-1 and Plate CI-1). However, as development continues throughout the region, it may be necessary to expand an existing station or construct a new substation. Therefore, the cumulative impact on police protection services would be potentially significant.

Though the projects listed for cumulative consideration, in combination with the proposed UWSP, could have a cumulatively significant impact on police protection services in the Sheriff's Office service area, the proposed UWSP itself would not pose a cumulatively considerable contribution to this potential effect. The potential onsite Sheriff substation would meet the needs of future UWSP area residents. The physical impacts of the construction of the potential sheriff's substation are analyzed throughout

the chapters of this Draft EIR. Therefore, the contribution of the proposed UWSP to this impact would not be cumulatively considerable, and the cumulative physical environmental impact of providing new or expanded police protection services would be **less than significant**.

SCHOOLS

The NUSD service area currently operates 20 schools, five elementary schools, six K–8 schools, two middle schools, five high schools, one charter school serving grades K–12; and one school that is operated as a virtual academy. Students are generated when residential uses are constructed. Several projects throughout the North Natomas area and would include residential uses that would likely utilize the Natomas Unified School District's facilities. Such projects include the Grandpark and Northlake specific plans (see Table CI-1 and Plate CI-1). The implementation of these plans would increase the demand for school services, which could have potentially significant physical effects through the construction of new facilities.

As previously discussed in Chapter 17, *Public Services and Recreation*, of this Draft EIR, the NUSD has sufficient capacity to serve some of the K-12 students generated within its service area. The proposed UWSP would construct K-8 schools and a high school to serve the needs of students generated in the UWSP area. The physical impacts of the construction of the proposed schools are analyzed throughout the chapters of this Draft EIR. In addition, pursuant to SB 50, development allowed under the proposed UWSP would be required to pay school impact fees, which is considered full mitigation for any impacts to school services that would result from the proposed plan. Therefore, the contribution of the proposed UWSP to this impact would not be cumulatively considerable, and the cumulative physical environmental effects of providing adequate school facilities would be **less than significant**.

PARKS AND RECREATION

The Sacramento Department of Youth, Parks, and Community Enrichment maintains approximately 4,265 acres of park land, including a mix of regional parks, community parks, neighborhood parks, and parkways, while the Sacramento County Department of Regional Parks maintains and operates more than 15,000 acres of parks throughout the county, including open spaces, multi-use trails, sports facilities, golf courses, river access, and picnic areas. As development within the region continues to expand, demand for parks and recreation facilities increases proportionally. The residential, commercial, and office uses proposed as part of the proposed UWSP would place a demand on existing City and County facilities. Several development projects which are approved or proposed (see Table CI-1 and Plate CI-1) would require the use of these facilities. As mentioned, such projects include the proposed Airport South Industrial Park project and Grandpark Specific Plan, and the approved Metro Air Park and Northlake specific plans in North Natomas. The implementation of residents and uses resulting from these projects and plans would result in a need for the construction of new parks and recreation facilities. Therefore, there would be a cumulative potentially significant impact to City and County parks and recreation facilities which could result from the construction of new facilities.

As the Sacramento County General Plan Policy PF-123 implements a ratio of 5 acres of parkland for every 1,000 residents, the proposed 149.1 acres which would be implemented through the proposed UWSP would be sufficient to meet the need for the 127.9 acres of parkland required for the 25,574 proposed residents. The physical impacts of the construction of the proposed parkland are analyzed throughout the chapters of this Draft EIR. Therefore, the contribution of the proposed UWSP to this impact would not be cumulatively considerable, and the cumulative impact on parkland would be **less than significant**.

LIBRARIES

The proposed UWSP is served by the Sacramento Public Library System (SPLS), which serves the County of Sacramento. As development within the Sacramento region continues to expand, the demand for library services increases. The residential, commercial, and other public uses proposed as part of the proposed UWSP would place demand on library services within the SLPS service area. Cumulative development within unincorporated and incorporated portions of Sacramento County (see Table CI-1 and Plate CI-1), such as the proposed Airport South Industrial Park project and Grandpark Specific Plan, and the approved Metro Air Park and Northlake specific plans in North Natomas, would also require library services. Given this increase in development, there would be a need for the construction of new library facilities within the SPLS service area. Therefore, the cumulative impact on library facilities would be potentially significant.

Though the projects listed for cumulative consideration in combination with the proposed UWSP could have a cumulatively significant impact on library facilities in the SPLS area, the proposed UWSP itself would not pose a cumulatively considerable contribution to this potential effect. The plan proposes a library to be shared with the Los Rios Community College District or NUSD, and thus increased demand for library services generated by new residents within the UWSP area would be met. The physical impacts of the potential construction of this library are analyzed throughout the chapters of this Draft EIR. Therefore, the contribution of the proposed UWSP to this impact would not be cumulatively considerable, and the cumulative impact on library services would be **less than significant**.

TRANSPORTATION

GEOGRAPHIC CONTEXT

The geographic context for the analysis of cumulative transportation effects is the immediate vicinity of nearby and similar project locations (see Plate CI-1) where impacts to the setting of transportation could occur.

CUMULATIVE SETTING

Consistent with the modeling year of SACOG's Sacramento Activity-Based Travel Simulation Model (SACSIM), Year 2040 was assumed as the cumulative buildout year for the cumulative transportation impact analysis. The partial or full buildout of several proposed and/or approved projects in North Natomas and in the Central City of

Sacramento (see Table CI-1 and Plate CI-1) were assumed in the cumulative setting. In addition, the following roadway connections within the study area were also assumed under cumulative conditions:

- Northpark Drive overcrossing of I-5 between East Commerce Way and El Centro Road
- Snowy Egret Drive overcrossing of I-5 between East Commerce Way and Duckhorn Drive
- I-5/Metro Air Parkway interchange
- Improvements to the I-80/West El Camino Avenue interchange, including widening of the interchange and modifications to the ramps
- New Truxel Road American River bridge from Garden Highway to Richards Boulevard
- Extension of East Commerce Way southerly to San Juan Road
- Meister Way overcrossing of SR-99
- Extension of Elkhorn Boulevard westerly to Crossfield Drive

Finally, the cumulative setting assumed development of the following currently vacant parcels within the City of Sacramento located west of I-5:

- Southeast quadrant of Arena Boulevard/El Centro Road – multi-family assumed per existing zoning
- Northeast quadrant of Arena Boulevard/Duckhorn Drive – employment center assumed per existing zoning
- East of Duckhorn Drive between Arena Boulevard and San Juan Road – employment center assumed per existing zoning
- West of El Centro Road between Del Paso Road and Manera Rica Drive – multi-family assumed per existing zoning
- Paso Verde School located north of Del Paso Road opposite Hovnanian Drive[4]

CUMULATIVE IMPACTS EVALUATION

PROGRAM, PLAN, ORDINANCE, OR POLICY ADDRESSING THE CIRCULATION SYSTEM

Like the proposed UWSP, cumulative development would be required to evaluate consistency with relevant programs, plans, ordinances, or policies related to transportation facilities. These include the County's General Plan, Caltrans' 2020-2024 Strategic Plan (Four Pillars of Traffic Safety) and plans and policies related to bicycle and pedestrian access and transit service. As discussed in Chapter 18, *Transportation*, of this Draft EIR, the proposed UWSP would be responsible for implementing Mitigation

[4] The school has since been constructed and the parcel is no longer vacant.

Measures TR-1a, TR-1b, and TR-3a, which would address project-specific impacts related to bicycle and pedestrian accessibility and transit delay/transit demand impacts. However, as identified improvements to needed bicycle and pedestrian facilities would require approvals from Caltrans and the City of Sacramento, the County cannot compel these agencies to approve and allow construction of the specified improvements Therefore, to the extent that cumulative impacts would occur in regard to consistency with any of these programs, plans, ordinances, or policies, the contribution of the proposed UWSP could be cumulatively considerable, and this cumulative impact would thus remain **significant and unavoidable**.

VEHICLE MILES TRAVELED

According to County's *Transportation Analysis Guidelines* (TAG), projects that do not demonstrate a significant VMT impact under baseline conditions can be presumed to also be less than significant in the cumulative year. This guidance is aligned with the Technical Advisory, which states:

> "A project that falls below an efficiency-based threshold that is aligned with long-term environmental goals and relevant plans would have no cumulative impact distinct from the project impact. Accordingly, a finding of a less-than-significant project impact would imply a less than significant cumulative impact."

Page 55 of the SACOG MTP/SCS states that average VMT per capita in the region is expected to decrease by 10 percent relative to current conditions by the Year 2040. This result is due to improved multi-modal transportation choices and planned land use growth in "low VMT areas." Thus, the SACOG region planning principles and projections are aligned with the Technical Advisory in terms of long-term environmental goals to reduce VMT and greenhouse gas emissions.

As discussed in Chapter 18, *Transportation*, of this Draft EIR, the proposed UWSP would generate VMT per capita and per employee that are below the County's applicable thresholds, and the net change in VMT due to regional retail and roadway widening components would be negative (i.e., the increase in VMT resulting from roadway widenings would be offset by the reduction in VMT resulting from regional retail). Therefore, the cumulative impact of the proposed UWSP with respect to roadway network VMT is considered **less than significant**.

HAZARDS DUE TO DESIGN OR INCOMPATIBLE USES

RURAL ROADWAYS DESIGN STANDARDS

In consideration of cumulative traffic volumes on study area roadways, the TIA (see Appendix TR-1) found that the proposed UWSP would contribute substantially to cumulative impacts (i.e., over 6,000 ADT on roadways with less than 24 feet of pavement width and less than a six-foot shoulder) that would occur on the following Sacramento County rural roadways:

- Powerline Road: Bayou Way to Del Paso Road
- Powerline Road: Del Paso Road to Garden Highway

- Garden Highway: Powerline Road to Radio Road
- Garden Highway: Radio Road to San Juan Road

Without the proposed UWSP, these facilities would carry between 3,300 and 4,700 ADT. With the proposed UWSP, however, they would carry between 7,000 and 9,500 ADT. This increase in traffic is likely due to new vehicle trips to/from the proposed UWSP residential areas being attracted to employment uses contained within the proposed Metro Air Park. The proposed UWSP's contribution to this cumulative impact would be considered potentially significant.

To address the potentially significant cumulative impacts to rural roadways identified above, the following mitigation measure would be required. With implementation of Mitigation Measure C-TR-1, the cumulative impact related to degraded conditions on Powerline Road and Garden Highway would be **less than significant**.

> **Mitigation Measure C-TR-1:** The project applicant shall pay their fair share cost of improving the following roadways to conform with current County design standards: Powerline Road from Bayou Way to Garden Highway; and Garden Highway from Powerline Road to San Juan Road. Payment for improvements would be made to Sacramento County who would be responsible for making the improvements. Alternatively, if a future update to the *Sacramento County Transportation Development Fee and Transit Impact Fee (SCTDF/TIF) Program* includes these shoulder improvements (noting that the 2019 Update includes 94 miles of added shoulders on rural roadways but not on these two roadways), then applicant payment of SCTDF/TIF fees would meet their fair share obligation.

The County's TAG indicates that when deficient operations (i.e., volume exceeding 6,000 ADT) are identified on substandard roadways, they should be upgraded to the current rural roadway standard, which consists of two 12-foot travel lanes and 6-foot paved shoulders. The fair share requirement reflects the fact that the impact would be cumulative in nature, and partially driven by other proposed land development and roadway improvements within the County.

The County's TAG indicates that when deficient operations (i.e., volume exceeding 6,000 ADT) are identified on substandard roadways, they should be upgraded to the current rural roadway standard, which consists of two 12-foot travel lanes and 6-foot paved shoulders. The fair share requirement reflects the fact that the impact would be cumulative in nature, and partially driven by other proposed land development and roadway improvements within the County.

FREEWAY OFF-RAMP QUEUES

In consideration of cumulative traffic volumes on study area roadways, the TIA (see Appendix TR-1) found that the proposed UWSP would contribute substantially to cumulative queuing impacts at both off-ramps at the I-5/Del Paso Road and I-5/Garden Highway interchanges and the northbound off-ramp at the I-5/Arena Boulevard interchange. This is likely caused by downstream surface street congestion (primarily at

intersections within the city of Sacramento such as Garden Highway/Truxel Road, Del Paso Road/El Centro Road, and Arena Boulevard/East Commerce Way) that causes traffic to spill back to the interchange, thereby hindering the flow of off-ramp traffic. With the proposed UWSP, all study freeway off-ramps would have maximum queues that exceed the available storage, and the proposed UWSP's contribution to this cumulative impact would be considered potentially significant.

To address the potentially significant cumulative queuing impacts identified above, Mitigation Measure C-TR-2 would be required, which includes recommended improvements at the surface street intersection bottlenecks along Arena Boulevard responsible for queues that spill back to the I-5/Arena Boulevard interchange. These improvements are outside the control of Sacramento County or Caltrans since they are located within the City of Sacramento. Therefore, the County cannot ensure that they will be constructed when needed. Testing of their effectiveness showed that they would result in both off-ramps at the I-5/Arena Boulevard interchange having maximum queue lengths that are within the available storage provided.

Note that Mitigation Measures TR-3a and TR-3e would improve conditions at the I-80/West El Camino Avenue interchange such that maximum queues do not spill onto I-80 under cumulative plus project conditions. Those same improvements would cause the northbound of-ramp maximum queue at the I-5/West El Camino Avenue interchange to also not spill back onto the freeway.

With respect to the off-ramp queues at the two remaining study interchanges (I-5/Arena Boulevard and I-5/Garden Highway), a variety of potential surface street improvements were tested along the roadways leading to this facilities. This involved collaboration with staff from the City of Sacramento regarding the viability of certain improvements. Improvements such as lane restriping, adding lanes, or modifying signal phasing were either found to not be effective or could also cause the need for additional right-of-way. At both interchanges, the following conclusions were reached. First, there are no known improvements planned at either interchange. Second, the feasibility of any surface street improvements that could reduce off-ramp queuing is not known.

Therefore, as the County cannot guarantee recommended improvements at the Arena Boulevard/El Centro Road and Arena Boulevard/East Commerce Way intersections listed under Mitigation Measure C-TR-2 that would improve off-ramp queues at the I-5/Arena Boulevard interchange and as potential surface street improvements to improve off-ramp queues at the I-5/Arena Boulevard and I-5/Garden Highway interchanges are not feasible, the cumulative impact related to freeway off-ramp queuing would remain **significant and unavoidable**.

> **Mitigation Measure C-TR-2:** The project applicant shall construct or the following improvements:
>
> - At the Arena Boulevard/El Centro Road intersection, construct second westbound left-turn lane, second southbound through lane, restripe

eastbound right-turn lane to a shared through/right, and lengthen northbound right-turn lane to 400 feet with right-turn overlap arrow.

- At the Arena Boulevard/East Commerce Way intersection, pay fair share cost of installing an eastbound right-turn overlap phase.

Payment for improvements would be made to the City of Sacramento who would be responsible for making the improvements.

FREEWAY ON-RAMP RAMP METER QUEUES

The TIA (see Appendix TR-1) also found that the proposed UWSP would contribute substantially to cumulative queuing impacts at several on-ramp ramp meter locations due to traffic added to study area roadways by cumulative projects. Most freeway ramp meter on-ramp locations would continue to have sufficient storage for queues under cumulative conditions; however, the proposed UWSP would cause the maximum queue at the metered on-ramps at the I-5 southbound diagonal on-ramp at West El Camino Avenue (PM peak hour), I-5 southbound on-ramp at Del Paso Road (AM peak hour), and I-5 southbound loop on-ramp at Garden Highway (AM peak hour) to exceed their available storage. Therefore, the contribution of the proposed UWSP to this cumulative impact would be considered potentially significant.

To address the potentially significant cumulative on-ramp queuing impacts identified above, Mitigation Measure C-TR-3 is proposed, which would require that the project applicant pay its proportionate share percentage toward improvements at the interchanges discussed above. The fair share payment is to be made by the applicant to Sacramento County where it will be held in a custodial account. At such time that a lead agency (either City of Sacramento or Caltrans) indicates an intent to construct the specified (or other equally effective) improvements, the County will transfer the fair share payment to that appropriate agency. While this payment would represent the project's fair share contribution toward the improvements, it would not assure that the improvements would be constructed because the remaining fair share funding sources are not known at this time. Furthermore, it is unknown whether the City of Sacramento or Caltrans will approve construction of said improvements. Therefore, the cumulative impact with respect to freeway on-ramp ramp meter queues exceeding available capacity would remain **significant and unavoidable**.

> **Mitigation Measure C-TR-3:** The project applicant shall pay its proportionate fair share percentage toward improvements at the I-5 SB diagonal on-ramp at West El Camino Avenue, I-5 SB loop on-ramp at Garden Highway, and I-5 SB diagonal on-ramp at Del Paso Road. Queuing could be reduced at each on-ramp by widening it to include a second metered lane (either general purpose or carpool).

EMERGENCY ACCESS

Like the proposed UWSP, cumulative development would be required to comply with applicable fire code requirements for emergency evacuation, including proper emergency exits for residents, visitors, and employees. Further, individual buildings proposed within each cumulative project would be subject to the review and approval of

access and circulation plans by the fire department with jurisdiction over the project site. Therefore, the cumulative impact would be **less than significant**.

Tribal Cultural Resources

Geographic Context

The geographic context for the analysis of cumulative effects related to tribal cultural resources are the portions of the Central Valley identified as the territory of the local Native American communities.

Cumulative Impacts Evaluation

Cumulative development in portions of the Central Valley identified as the territory of the local Native American communities could result in significant cumulative impacts to tribal cultural resources as several confidential tribal cultural resources locations, including ethnographic landscapes and hundreds of pre-contact Native American archaeological resources, have been identified throughout the County according to the Native American Heritage Commission's Sacred Lands File and North Central Information Center database, respectively. Future development projects in unincorporated and incorporated portions of Sacramento County as well as in neighboring Placer and Sutter counties (see Table CI-1 and Plate CI-1) would be subject to review under CEQA and would be required to obtain necessary permits and approvals from federal and state resource agencies. As a result of these processes, each project would be required to avoid, minimize, and compensate for its impacts on sensitive tribal cultural resources in consultation with culturally-affiliated Native American tribes, such that the cumulative impact would be reduced, though not eliminated. Because not all such impacts from these other projects have been or can be reduced with certainty to less-than-significant levels, the loss of any tribal cultural resources would result in a significant cumulative impact.

As discussed in Chapter 19, *Tribal Cultural Resources*, of this Draft EIR, pre-contact Native American archaeological resources, some with potential human remains, as well as potential archaeological resources, are present within the UWSP area, all of which could be considered tribal cultural resources. Implementation of the proposed UWSP could negatively affect these tribal cultural resources, and while Mitigation Measures TRC-1 and TRC-2 along with Mitigation Measures CUL-2 and CUL-3 would be implemented to reduce the impacts of development allowed under the proposed UWSP on these resources, in some instances it may not be feasible to avoid resources, and the resource may need to be altered or destroyed. In addition, as the extent and location of such actions are not known at this time, it is not possible to conclude that the mitigation measures, or equally effective mitigation measures, would reduce significant impacts to a less-than-significant level in all cases. Therefore, implementation of the proposed UWSP could result in a considerable contribution to the cumulative loss of tribal cultural resources, and this cumulative impact would remain **significant and unavoidable**.

UTILITIES AND SERVICE SYSTEMS

GEOGRAPHIC CONTEXT

The geographic context for the analysis of cumulative effects related to utilities and service systems varies depending on the specific utility and service system being analyzed. To begin, as the City of Sacramento provides water service not only to projects in the City but also to development in unincorporated portions of North Natomas through agreements with the County, the geographic context for water supply, treatment, and distribution includes the water service area for the City of Sacramento, which includes most of the land within the city limits as well as small pockets of land adjacent to the city limits. Next, the geographic context for wastewater treatment, collection and conveyance includes the service area for the Sacramento Area Sewer District (SacSewer), which includes the cities of Citrus Heights, Elk Grove, Folsom, Rancho Cordova, Sacramento, and the unincorporated communities of Courtland, Locke, and Walnut Grove. Furthermore, the geographic context for storm drainage includes the area covered by the North Natomas Drainage Basin, which covers approximately 55,000 acres in northwestern Sacramento County and southeast Sutter County, while the geographic context for solid waste includes unincorporated and incorporated portions of Sacramento County that utilize the Kiefer Landfill. Finally, the geographic context for energy and telecommunications facilities storm drainage includes the service area covered by Pacific Gas & Electric (PG&E), the Sacramento Municipal Utility District (SMUD), and the telecommunications providers.

CUMULATIVE IMPACTS EVALUATION

INFRASTRUCTURE

As with the proposed UWSP, cumulative development in the vicinity of the UWSP area (see Table CI-1 and Plate CI-1) would require the construction of necessary infrastructure (water and wastewater lines, storm drain facilities, electrical, natural gas, telecommunications infrastructure, etc.). As discussed in Chapter 20, *Utilities*, of this Draft EIR, while most infrastructure needed to serve development allowed under the proposed UWSP would be limited to the UWSP area, a 69 kV transmission line would need to be extended from the New Natomas Pump Station, located approximately 1.6 miles to the east, to the project site The environmental impacts associated with the construction of infrastructure within the UWSP area have been addressed throughout this Draft EIR and project specific mitigation has been identified to reduce construction-related potential significant impacts to the maximum extent feasible. No specific environmental impacts related to the construction and installation of infrastructure have been identified. With respect to off-site improvements, as the 69 kV transmission line would be extended west along the northern edge of I-80, which has been previously disturbed, the construction of the transmission line would not result in significant environmental impacts. Therefore, the proposed UWSP would not have a cumulatively considerable contribution to a significant cumulative impact associated with construction of utility infrastructure, and this cumulative impact would be **less than significant**.

See *Water* below for a discussion of the need for expanded or new water treatment facilities. See *Wastewater* below for a discussion of the need for expanded or new wastewater treatment facilities.

WATER

The proposed UWSP, in combination with future growth within the water service area of the City of Sacramento, which includes projects in the City of Sacramento and several projects in North Natomas such as the proposed Airport South Industrial Park project and the approved Metro Air Park and Northlake specific plans in North Natomas (see Table CI-1 and Plate CI-1), would result in a net increase in demand for potable water supply. As shown in **Table CI-7**, cumulative development within the City's water service area would demand at least 24,809 AFY. As discussed in Chapter 20, *Utilities*, of this Draft EIR, the City's surplus water supply is projected to range from 224,768 AFY in 2025 to 216,258 AFY in 2045 during normal, single dry year and over multiple-dry-years and droughts up to five years. Thus, the City of Sacramento would have adequate planned water supply to serve development within the City's water service area, including the proposed UWSP, during normal, single dry, and multiple dry years. Therefore, this cumulative impact would be **less than significant**.

Table CI-7: Cumulative Water Demand within the City of Sacramento's Service Area

	Million Gallons per Day	Acre-feet per Yeat
City of Sacramento		
Aspen 1/New Brighton	--	--
Innovation Park/CNU Medical Center Campus	0.9	1,051
Northlake (previously known as Greenbriar)	2.4	2,680
Downtown/Central City Specific Plan	2.5	2,770
Panhandle	1.7	1,941
West Broadway Specific Plan	0.4	454
Railyards Specific Plan	2.0	2,278
River District Specific Plan	0.2	215
Delta Shores MDR-6 & MDR-7 Project	--	--
Airport South Industrial Project	0.3	314
Commerce Station P06-018	--	--
Sacramento County		
Sacramento International Airport	11.7	13,106
Metro Airpark		
WattEV		
Total	**22.1**	**24,809**
SOURCE: ESA 2024		

Furthermore, the proposed UWSP, in combination with future growth within the water service area of the City of Sacramento (see Table CI-1 and Plate CI-1), would also result in a net increase in demand for water treatment at the City's E.A. Fairbairn Water Treatment Plant and Sacramento River Water Treatment Plant. As shown in Table CI-7, cumulative development within the City's water service area would require the treatment of at least 22.1 mgd of water. As discussed in Chapter 20, *Utilities*, of this Draft EIR, both water treatment plants have a combined excess capacity of 85 mgd. As a result, it is expected that this excess capacity would be sufficient to accommodate future development in the City water service area, including the proposed UWSP, through 2045. Therefore, this cumulative impact would be **less than significant**.

WASTEWATER

The proposed UWSP, in combination with future growth within the service area of SacSewer, which includes some of the projects in the vicinity of the UWSP area (see Table CI-1 and Plate CI-1), would result in a net increase in the amount of wastewater treated by the Sacramento Regional Wastewater Treatment Plant (SRWWTP), which is owned and operated by Regional San. As discussed in Chapter 20, *Utilities*, of this Draft EIR, the SRWWTP has a current excess capacity of up to 46 mgd. In addition, SacSewer expects per capita consumption to fall 25 percent over the next 20+ years through the ongoing installation and use of water meters, as well as compliance with conservation mandates such as the state Water Conservation Act of 2009 (SB X7-7). As a result, it is expected that remaining treatment capacity would be sufficient for at least 40 more years. Therefore, considering these conditions, enough treatment capacity exists to serve future growth within the service area of SacSewer, including the proposed UWSP, and this cumulative impact would be **less than significant**.

SOLID WASTE

The proposed UWSP, in combination with future growth within Sacramento County, which includes some of the projects in the vicinity of the UWSP area (see Table CI-1 and Plate CI-1), would result in a net increase in the amount of solid waste disposed of at the Kiefer Landfill. As discussed in Chapter 20, *Utilities*, of this Draft EIR, the Kiefer Landfill presently has approximately 75 million cubic yards of available capacity and is expected to be operational until 2098. As a result, it is expected that remaining disposal capacity would be sufficient to accommodate future development in Sacramento County for the foreseeable future. In addition, all cumulative projects would also be subject to the same local and state management and reduction statutes and regulations related to solid waste. Therefore, considering the amount of available disposal capacity and required compliance with state and local solid waste standards, enough disposal capacity exists to serve future growth within Sacramento County, including the proposed UWSP, and this cumulative impact would be **less than significant**.

23 GROWTH INDUCEMENT AND URBAN DECAY

GROWTH-INDUCING EFFECTS

As stated in Section 15126.2(e) of the CEQA Guidelines, an EIR must discuss ways in which a proposed project could foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. Also, the EIR must discuss the characteristics of the project that could encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. Growth can be induced in several ways, such as through the elimination of obstacles to growth, through the stimulation of economic activity in the region, or through the establishment of policies or other precedents that directly or indirectly encourage additional growth.

The purpose of this analysis is to evaluate the potential growth-inducing effects on the city of Sacramento and the region due to the implementation of the proposed UWSP. Additional analysis of the growth-inducing effects from the proposed UWSP is provided in Chapter 14, *Land Use*, and Chapter 16, *Population and Housing*.

In general, a project may foster spatial, economic, or population growth in a geographic area if the project removes an impediment to growth (e.g., establishes an essential public service; provides new physical or transportation access to an area; results in a change in zoning or approval of a general plan amendment), or if economic expansion or growth occurs in an area in response to the project (e.g., changes in revenue base, employment expansion). These circumstances are described further below.

- **Elimination of Obstacles to Growth**: The extent to which a proposed project removes infrastructure limitations, provides infrastructure capacity, or removes regulatory constraints that could result in growth unforeseen at the time of project approval.
- **Economic Effects**: The extent to which a proposed project could cause increased activity in the local or regional economy. Economic effects can include such effects as the multiplier effect. A multiplier is an economic term used to describe interrelationships among various sectors of the economy. The multiplier effect provides a quantitative description of the direct employment effect of a project, as well as indirect and induced employment growth. The multiplier effect acknowledges that the on-site employment and population growth of each project is not the complete picture of growth caused by the project.

ELIMINATION OF OBSTACLES TO GROWTH

The elimination of physical obstacles to growth is considered a growth-inducing effect and one way a project may remove an impediment to growth would be through establishment of an essential public service. The proposed UWSP would result in the elimination of an obstacle to growth by extending the Urban Services Boundary and

Urban Policy Area to serve the 1,532-acre Development Area (see Plate PD-5 in Chapter 2, *Project Description*), both of which currently border the UWSP area to the north and east. However, as discussed in Chapter 14, *Land Use*, the proposed UWSP is consistent with Sacramento County General Plan Policy LU-120, which is intended to reduce impacts of many different types – such as growth inducement, unacceptable operating conditions on roadways, poor air quality, and lack of appropriate infrastructure – by establishing design criteria for all amendments to the Urban Policy Area. Furthermore, as the Urban Services Boundary and Urban Policy Area would not be extended to include the adjacent 534-acre Ag Buffer, the pressure to develop properties to the west of the development area would be reduced as any future development in this area would need to show consistency with General Plan Policy LU-120 and seek discretionary approval from the Sacramento County Board of Supervisors.

Economic Effects

The commercial and office uses that would be developed under the proposed UWSP could result in an estimated 8,900 new jobs (EPS 2022). In addition to the employment growth generated by the proposed UWSP, additional local employment could be generated through what is commonly referred to as the multiplier effect. The multiplier effect refers to the secondary economic effects caused by spending from project-generated residents and employees. The multiplier effect tends to be greater in regions with larger diverse economies, given a decrease in the requirement to import goods and services from outside the region, as compared to the effects of spending in smaller economies where goods and services must be imported from elsewhere.

Two different types of additional employment are tracked through the multiplier effect. *Indirect employment* includes the additional jobs generated through residents' expenditure patterns and direct employment associated with the proposed UWSP. For example, future residents and employees in the UWSP area would spend money in the local economy, and the expenditure of that money would result in the creation of additional jobs. Indirect jobs tend to be relatively close to places of employment and residences.

The multiplier effect also calculates *induced employment*. Induced employment follows the economic effect of employment beyond the expenditures of employees in the project area to include jobs created by the stream of goods and services necessary to construct projects and support businesses in the UWSP area. For example, when a manufacturer buys or sells products, the employment associated with those inputs or outputs is considered induced employment. As an additional example, when an employee who works in a non-residential space developed under the proposed UWSP goes out to lunch, the person who serves the employee lunch holds a job that was indirectly caused by the proposed UWSP. When that server then goes out and spends money in the economy, the jobs generated by this third-tier effect are considered induced.

The multiplier effect also considers the secondary effect of employee expenditures. Thus, it includes the economic effect of the dollars spent by those employees who

purchase goods and services in support of the jobs created by implementation of the proposed UWSP.

Increased employment in the UWSP area would support increased purchases of supplies, equipment, and services from businesses in Sacramento and nearby cities and from businesses located elsewhere in the region and beyond the Sacramento area. The increased spending also would initiate subsequent rounds of additional business spending by those and other businesses. Increased employment in the UWSP area would provide increased wage and salary incomes that would support additional household spending for a wide variety of goods and services.

Increased future employment generated by resident and employee spending ultimately results in physical development of space to accommodate those employees. The characteristics of this physical space and its specific location determine the type and magnitude of environmental impacts of this additional economic activity. Although the economic effect can be predicted, the actual environmental consequences of this type of economic growth are too speculative to predict or evaluate because they can be spread throughout the Sacramento region and beyond. Some of the increased employee spending would occur near the UWSP area and more of it would occur near employees' places of residence, many of which would be in Sacramento and nearby cities, and elsewhere in the Sacramento region. The additional employee spending would support business activity and jobs and initiate subsequent rounds of additional spending.

Environmental Effects of Induced Growth

While economic and employment growth in the project area is the intended consequence of the proposed plan, growth induced directly and indirectly by the proposed UWSP could also affect the greater Sacramento region. Potential effects caused by induced growth in the region could include increased traffic congestion; increased air pollutant emissions; loss of agricultural land and open space; loss of habitat and associated flora and fauna; increased demand on public utilities and services, such as fire and police protection, water, recycled water, wastewater, solid waste, energy, and natural gas.

Urban Decay

The analysis of urban decay in this chapter is based on the Upper Westside Specific Plan Urban Decay Analysis, prepared by Economic & Planning Systems, Inc. (EPS), for the proposed UWSP, included in this EIR in Appendix UD-1. The analysis is based on an estimated 30-year buildout period, commencing in 2022 and ending in 2052.[1] The

[1] Two years have passed since the Urban Decay Analysis was prepared. According to EPS, updating the study period from 2024 to 2054 would not significantly change the key findings found in the analysis (Lapin 2024).

analysis includes an examination of Phase 1 of the proposed UWSP,[2] which comprises a 20-year buildout.

Economic and Social Effects

Under CEQA, economic or social effects are not considered significant effects on the environment. Rather, these effects are considered in the context of their potential linkage or indirect connections between a project and physical environmental effects. More specifically, the direction for treatment of economic and social effects is stated in Section 15131(a) of the CEQA Guidelines:

> Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on physical changes.

A social or economic change also may be considered in determining whether the physical change is significant (CEQA Guidelines Section 15382).

Anticipated economic or social effects of a project may be used in the determination of the significance of physical changes caused by the project (CEQA Guidelines Sections 15064(e), 15131(b)). As required by CEQA, the focus of the analysis in this EIR is on the physical changes that would result from the approval and implementation of the proposed UWSP. Consistent with the requirements of CEQA, this EIR includes consideration of potential adverse physical environmental effects that could be the result of socioeconomic and/or economic changes that could be triggered by the proposed plan, and as appropriate considers social and economic factors that may affect the significance of a physical effect. Chapter 16, *Population and Housing*, considers socio-economic effects related to the potential of the proposed UWSP to result in displacement of housing or residents. The discussion below focuses on the socio-economic issue of urban decay.

Terminology

As used in CEQA, the term “urban decay” was introduced by the California Court of Appeal in the case entitled *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184 (*Bakersfield Citizens*). In that decision, the court required the City of Bakersfield to revise and recirculate two EIRs for two proposed Wal-Mart stores because the documents both failed to address the possible indirect physical effects flowing from the direct economic effects of the two projects. Although the court did not expressly define urban decay, the court seemed to equate the concept with a

[2] Phase 1 consists of 9,356 dwelling units and approximately 2.0 million square feet of retail and other non-residential space.

"chain reaction of store closures and long-term vacancies, ultimately destroying existing neighborhoods and leaving decaying shells in their wake."[3]

For the purposes of this assessment and consistent with the above-described court decision, urban decay is not simply a condition in which buildings become vacant as businesses compete with each other in the normal course of the market-based economy, nor is it a condition where a building may be vacated by one business or use and reused by a different business or for alternative purposes. Rather, under CEQA and for the purposes of analysis in this EIR, urban decay is defined as a physical deterioration of properties or structures that is so prevalent, substantial, and lasting for a significant period of time, that it impairs the proper use of the properties and structures, and the health, safety, and welfare of the surrounding community. Physical deterioration includes abnormally high business vacancies, abandoned buildings, boarded doors and windows, long-term unauthorized use of the properties and parking lots, extensive or offensive graffiti painted on buildings, dumping of refuse or overturned dumpsters on properties, dead trees and shrubbery, and uncontrolled weed growth.

Prolonged business vacancies that could result in urban decay generally result from a lack of sufficient demand for commercial goods or services in a market area. Under these conditions, there is insufficient demand for the provision of goods or services to support the existing inventory of developed commercial space in a market area. In any market area, a small percentage of commercial vacancy is common and is considered a natural part of the market economy. In most market areas, the vacant or partially occupied commercial spaces are regularly maintained, as vacancies are assumed to be temporary and building owners have an economic incentive to maintain their property to make it more attractive for future tenants. Urban decay conditions can potentially occur in market areas where a large, persistent deficit in the demand for commercial services exists, relative to the available inventory of commercial space.

EXISTING RETAIL CONDITIONS

MARKET AREA DESCRIPTION

A retail market area represents the area surrounding proposed retail uses from *which the majority of* customer patronage is expected to be drawn. A retail market area is influenced by a variety of factors, including the location and density of the targeted residential population, the location of key competitors, the relative distance or travel time for each of the above, geographic and psychological barriers, and existing commute and shopping patterns. Retail establishments outside a given retail market area are not considered to be at risk of urban decay from development in the retail market area based on a nominal set of overlapping supply and demand dynamics.[4] The

[3] City of Bakersfield. 2004. *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184. Page 1204.

[4] More information regarding the rationale for excluding the impacts to retail outlets adjacent but outside of the Market Area defined for the proposed plan is provided in Appendix UD-1.

defined Market Area for this analysis corresponds with Sacramento Area Council of Government Traffic Analysis Zones (TAZs), located in the following subareas:[5]

- North Natomas (County);
- NW Vision Area;
- South Natomas; and
- West Sacramento (Yolo County)

The boundaries of the Market Area were defined based on an evaluation of existing population density within TAZ boundaries surrounding the UWSP area, a maximum of 10-minute drive times to and from the center of the UWSP area during high traffic times to the boundaries, existing retail centers, the physical barrier of the Sacramento River, and perceived barriers of major highways including Interstate 5 and Interstate 80.[6]

Retail Market Conditions in Market Area

Retail Market Inventory

As of the end of 2021, the Market Area had an estimated 5.1 million square feet of retail space. The northern portion of the Project Market Area is located in the North Natomas area of the County and contains the largest concentration of retail space. This segment of the Project Market Area includes a sizable mixture of neighborhood-, community-, and regional-serving retail shopping centers with major shopping destinations such as the Promenade at Sacramento Gateway, Natomas Marketplace, Park Place II regional centers, Park Place I, Natomas Town Center, and Market West Shopping Center community centers.[7] Most of these centers are concentrated along Del Paso Road, Truxel Boulevard, and Arena Boulevard and were built between 14 and 19 years ago, except for Natomas Marketplace, which was built in 1997, about 22 years ago. Many of the neighborhood-oriented shopping centers are located along Northgate Boulevard and West El Camino Avenue, and tend to be older, built in the 1980s.

The southern portion of the Market Area, comprising the northern portion of the City of West Sacramento in southeast Yolo County, also contains a smaller mixture of neighborhood-, community-, and regional-serving retail shopping centers with major shopping destinations such as the Riverpoint Marketplace and West Capitol Plaza. There are several neighborhood-serving shopping centers concentrated on W. Capitol

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[5] A TAZ is a unit of geography used in transportation planning models.

[6] A 10-minute drive time is reflective of the estimated time it would take to drive within the typical trade area milage size defined by the International Council of Shopping Centers specific to the type of retail within the Project. Neighborhood-serving retail space has a typical trade area boundary of about 3 miles and the community commercial has a typical trade area of approximately 3 to 6 miles.

[7] With respect to new retail space constructed in the Market Area between 2022 and 2024, although the specific tenants in the retail space recently constructed in the Market Area were not identified in the Urban Decay Analysis, EPS concludes it is reasonable to assume the recent retail space constructed in the Market Area is accounted for in the cumulative portion of the analysis (Lapin 2024).

Avenue, Jefferson Boulevard, and Harbor Boulevard on the southern edge of the defined Market Area.

In addition to shopping center retail, the Market Area includes approximately 1.1 million square feet of freestanding retail buildings. The majority of this square footage comprises food and beverage tenants, gas stations, and service retail such as daycare centers and car rental businesses. Two of the larger spaces include a former Fry's Electronics, which is in the process of being converted into an industrial park, and a California Family Fitness.

RETAIL MARKET PERFORMANCE INDICATORS

The Market Area's current estimated retail supply of about 5.1 million leasable square feet is dominated by existing inventory located in Sacramento County (70 percent), with the remaining 30 percent located in the West Sacramento (Yolo County) portion of the Market Area. The Market Area contains about 1.4 million square feet of neighborhood-serving retail, 630,900 square feet of community serving retail, 2.0 million square feet of regional-serving retail, and 1.1 million square feet of freestanding retail. While the Park Place I and II shopping centers are not physically in the Market Area, they are included as part of the Market Area since they land just outside of the boundary.

Vacancy rates have experienced declines since 2010 in the Market Area, the City, and County with a sharp decline in the Market Area between 2012 to 2013 from 9.2 percent down to 5.5 percent, and current rates reflect very little vacancy around 3.4 percent compared to 7 percent within the City and 6.5 percent within the County. A vacancy rate of 3.4 percent reveals a tight market with very little room for movement for existing and new businesses indicating the potential for additional supply. The retail market in the Market Area is relatively healthy as evidenced by market performance indicators noted above, corroborated by information obtained from real estate broker reports, and examples of re-tenanting.

The Market Area has had positive net absorption over the past 3 years and a total positive net absorption of more than 337,000 square feet since 2010 with only 3 years of negative net absorption, all under 65,000 square feet. Average annual lease rates for the Market Area have fluctuated from a low of $17.00 per square foot up to $21.88 per square foot (over the past 11 years) and fell to around $19.89 per square foot for 2021. Lease rates for the City and County have fluctuated as well and fall a little more than $2.00 less per square foot than in the Market Area, achieving rates around $17.90 and $17.40 in 2021.

Overall, the Market Area also appears to maintain a healthy, but tight retail market with only two available spaces comprising more than 20,000 square feet, including a former 34,860-squarefoot Safeway in West Capitol Plaza (vacant since 2018) and a 28,700-square-foot former Big Lots (vacant since 2014) in the Northgate Shopping Center. The re-tenanting of these vacant spaces is anticipated as the Market Area has demonstrated positive net absorption over the past 3 years, as area retail continues to evolve with the changing market.

The consistent low vacancy rates, positive net absorption, and steady lease rates in the Market Area indicate a healthy retail market with the ability to sustain new retail growth commensurate with new household growth and additional sources of demand, such as new employees.

MARKET ANALYSIS

PROJECTED INCREMENTAL NEW RETAIL DEMAND

The proposed UWSP is estimated to capture newly created demand from residential growth in the Market Area. Two components of residential growth in the Market Area are estimated separately: Households within the UWSP area and households outside of the UWSP area. In addition, the proposed UWSP will generate new retail demand from new employees within the UWSP area. These components of net new demand are described in further detail below.

PROJECT-GENERATED DEMAND

DEMAND FROM OCCUPIED HOUSEHOLDS

An estimated 8,830 new occupied households within the UWSP area will generate demand for retail development within the USWP area itself, as well as in and outside the Market Area. Please note that occupied housing units are assumed to be a proxy for households. To estimate retail spending from new households within the UWSP area, it was estimated that average household income by unit type was based on the estimated assessed value of the unit. The analysis estimated total annual spending by occupied households within the UWSP area at $204.4 million.

It is estimated that 80 percent of project household expenditures will occur inside the Market Area ($163.5 million). Of the $163.5 million spent in the Market Area, a portion of project household spending is estimated to be captured by retail outlets in the UWSP area. It is estimated that project households will spend $104.6 million within retail outlets in the UWSP area, representing 64 percent of spending in the Market Area and 51 percent of total project household spending on all retail goods and services (e.g., spending at any retail outlet in or outside of the Market Area including e-commerce outlets).

DEMAND FROM PROJECT EMPLOYEES

The non-residential development included in the proposed UWSP is anticipated to generate jobs for approximately 6,802 office employees and 2,110 other employees at buildout. To avoid overcounting employees who also may reside in the UWSP area, the analysis assumed that nonresident employees comprise 85 percent of the UWSP area employee population. Based on a 48-week per year work schedule and average weekly spending of $153 per office employee, derived from data on office-worker retail spending from the International Council of Shopping Centers, office employees within the UWSP area will generate an estimated $34.0 million in demand for retail space at buildout of the proposed UWSP.

Given the size of the Market Area, the location of competitive retail, and the amount of planned retail in the UWSP area, it is estimated that UWSP employees likely will stay close to their place of employment for their weekly spending. The Market Area is anticipated to capture 80 percent of UWSP office employee demand for retail space, and UWSP retail space will capture a portion of this office employee demand for retail space in the Market Area. It is estimated that the proposed UWSP will capture $30.5 million of project-generated new office employee spending, equating to approximately 90 percent of anticipated spending captured in the Market Area and 72 percent of total office employee spending.

Spending by employees at the other nonresidential land uses in the UWSP area, including retail, hotel, and institutional spending, is estimated to generate an estimated $5.2 million in demand for retail space at buildout of the proposed UWSP. Similar to UWSP office employees, it is estimated that UWSP other nonresidential employees will likely stay close to their place of employment for their weekly spending. It is estimated that the Market Area will capture 80 percent of UWSP other nonresidential employee spending, and UWSP retail will capture a portion of that employee spending. After applying the capture rates by category, the proposed UWSP is estimated to capture $3.8 million of project-generated new other nonresidential employee spending, equating to approximately 90 percent of spending captured in the Market Area and 72 percent of total employee spending.

Summary of Project -Generated Retail Demand

The total project-generated demand for retail within the UWSP area at buildout is $139.0 million. This amount of retail spending is based on estimated demand from new project households and employees. Project-generated demand in the remainder of the Market Area is $58.5 million. The total project-generated demand for retail space in the Market Area (including the proposed UWSP) is estimated to be $197.4 million.

Existing Retail Demand

Existing Household Spending in the Market Area

In addition to incremental demand from households within the UWSP area, non-residential development included in the proposed UWSP can capture demand from existing household spending within the Market Area. On average, Market Area households have a household income of approximately $82,000 and spend about 24 percent of their income on retail goods and services (approximately $19,600 per year). The total annual retail spending estimate from existing Market Area households is $444.4 million.

Project Capture of Market Area Demand (Excluding Project-Based Sources)

The proposed UWSP is estimated to be built out over a 30-year time frame, from 2022 to 2052. During this time, the Market Area will experience residential growth outside of the UWSP area. It is estimated that there will be approximately 22,700 new households in the Market Area, excluding new households proposed in the UWSP area, through 2052. Using average estimated Market Area spending per household of approximately

$19,600, new households in the Market Area are estimated to add $444.4 million in spending power by 2052. Existing and new retail development in the Market Area is estimated to capture 80 percent of incremental new Market Area household spending for a total of $355.6 million at buildout. Of the $355.5 million spent in the Market Area, a portion of Market Area household spending is estimated to be captured by retail outlets in the UWSP area.

Applying a 37 percent capture rate, which is the average of the estimated capture rates by retail category, the total estimated new Market Area household spending captured by the proposed UWSP is $130.0 million, or approximately 29 percent of new Market Area household spending (excluding households within the UWSP area).

COMPETITIVE RETAIL SUPPLY

EXISTING COMPETITIVE RETAIL SUPPLY

The Market Area has a current estimated retail supply of nearly 5.2 million leasable square feet that includes approximately 1.4 million square feet of neighborhood-serving retail, 879,000 square feet of community-serving retail, 2.0 million square feet of regional-serving retail, and 1.1 million square feet of freestanding retail. Total retail sales in the Market Area are estimated at approximately $1.4 billion.

PROJECTED PROJECT SALES

The proposed UWSP as planned is anticipated to comprise approximately 338,900 occupied retail square feet in Phase 1 and a remaining 179,300 occupied retail square feet at buildout for a total of 518,200 square feet of occupied retail space. Sales for the proposed UWSP were estimated by assigning each retail shopping center type an estimated sales-per-square-foot figure in 2022 dollars. The total projected sales within the UWSP area at buildout are approximately $263.3 million. These projected sales are anticipated to increase existing Market Area retail sales by approximately 18 percent.

ESTIMATED PIPELINE SUPPLY

Several competitive projects have been identified in the Market Area. These include Northlake located along the north boundary of the Market Area near the Highway 99-Interstate 5 Interchange; Northpointe located southwest of Northlake below Interstate 5; Innovation Park and California Northstate University (CNU) Campus located east of the UWSP area on the other side of Interstate 5; and 681 W. Capitol Ave and Raley's Landing located south of the UWSP area and Interstate 80 in West Sacramento. Projects located outside of the Market Area that reflect the continued expansion of the City's North Natomas Community Planning Area include Metro Air Park, Grandpark, the Panhandle, Town Center East, and North Natomas Square, as well as Sutter Pointe located within Sutter County just north of the Sacramento County boundary. Many approved and proposed projects contain broad project descriptions that provide a gross amount of commercial or retail acreage.

The commercial retail supply pipeline is projected to total almost 912,000 square feet of retail in the Market Area, excluding proposed retail development in the UWSP area.

This amount of retail space, which includes 472,200 square feet of community retail and 440,000 square feet of neighborhood retail, would increase the existing retail supply in the Market Area (5.2 million square feet) by approximately 18 percent. It is important to note that some of these projects have not been approved or have speculative development timelines and the buildout of all proposed acreage will be dependent on future market conditions. It is assumed that the projected square footage of the planned retail in Northlake, Innovation Park & CNU Medical Campus, Raley's Landing, and 681 West Capitol will be fully developed by 2052 and that approximately 50 percent of the North Pointe project will be developed as this is a newly proposed project.

With market adjustment factors for other sources of demand that may affect the market area, the total proposed retail supply in the Market Area estimated to be absorbed by 2052 is 638,800 square feet—or an increase of about 13 percent in occupied retail space—with 355,100 square feet of community retail and 283,700 square feet of neighborhood retail.

PIPELINE SALES

The total projected sales for cumulative retail projects in the Market Area, excluding the proposed UWSP, are approximately $273.2 million. These projected sales, excluding the proposed UWSP, are anticipated to increase existing Market Area retail sales by approximately 17 percent.

URBAN DECAY IMPLICATIONS OF PROPOSED RETAIL

ESTIMATED PROJECT-SPECIFIC RETAIL IMPACTS

As described previously, the proposed UWSP is estimated to add more than 8,800 households (roughly 24,200 residents) from now until the anticipated buildout of the Project (2022 through 2052). This household growth, as well as new project employment, will generate demand for retail space both in and outside the UWSP area and larger project Market Area. The proposed UWSP is anticipated to add approximately 541,200 occupied building square feet of retail space at buildout, comprising community- and highway-serving retail.

The proposed additional occupied space in the UWSP area will contribute approximately $170.0 million in annual retail sales to the Market Area for Phase 1 and $263.3 million at buildout. Estimated retail sales associated with the proposed UWSP area represent an approximate 12 percent increase over the existing normalized supply for Phase 1, increased to 18 percent at buildout, measured in terms of sales. Of projected sales in the UWSP area, approximately $127.4 million (75 percent of UWSP retail sales) in Phase 1 and $139.0 million (53 percent of UWSP retail sales) at buildout represent the proposed UWSP's estimated capture of the new Project development spending (from new households and employees within the UWSP area).

The remaining project sales that will need to be captured by external sources of demand outside of the UWSP area are $42.2 million in Phase 1 and $124.3 million at buildout. The Market Area is estimated to capture $61.4 million in Phase 1, and

$58.5 million at buildout, of new project household spending, excluding the spending captured within the UWSP area itself.

There is an estimated surplus of demand from project households and new Market Area households of $19.1 million (1.3 percent of current Market Area sales) for Phase 1, stemming from the projected total buildout of residential units within the UWSP area during Phase 1. The addition of the remainder of the nonresidential development at buildout creates an estimated deficit of about $65.8 million in sales (4.6 percent of current Market Area sales) that will need to be captured from households and other sources of demand outside of the Market Area. The remaining $65.8 million of total retail sales generated by the UWSP area would be attributable to a shift of sales from existing retail establishments in the Market Area.

While the proposed UWSP would capture most of the incremental new demand, it would also result in a nominal sales deficit of approximately 4.6 percent from existing establishments in the Market Area. Although there is no absolute rule, most establishments usually can withstand a short-term sales shift of 5 percent to 7 percent over a 3- to 5-year timeframe, as this typically represents a business cycle downturn. It is estimated that this nominal sales shift will decline as population and employment growth continues in the Market Area.

The estimated nominal shift from existing retail establishments is unlikely to create conditions in the Market Area conducive to urban decay, defined as the substantial and prolonged physical deterioration of properties or structures resulting in discontinued use and investment. This is because the degree to which the market would be affected does not exceed thresholds at which a healthy retail sector could recover. In other words, property owners and tenants are likely to have an economic incentive to maintain their businesses (and properties) with the expectation that longer-term market trends are likely to be favorable. As mentioned, it is estimated that the sales shift will continue to decline as demand in the Market Area continues to expand based on population growth.

Estimated Cumulative Retail Impacts

There is a moderate amount of retail space in future planned and proposed projects located in the Market Area. As described above, planned and proposed projects in the Market Area (excluding the UWSP area) are estimated to comprise 912,000 gross building square feet of retail space. Approximately 93 percent of this retail space (849,400 gross building square feet) is anticipated to be absorbed by 2052, concurrent with buildout of the proposed UWSP. Approximately 638,800 square feet of cumulative occupied space, excluding the proposed UWSP, is planned to serve Market Area households by 2052. Adding in the estimated occupied retail space in the proposed UWSP, the total net new occupied retail space planned by 2052 is 1.2 million square feet. The 1.2 million square feet of net new absorbed space, including the proposed UWSP, represents an approximate 23 percent increase relative to existing inventory in the Market Area. In comparison, total households in the Market Area, including the UWSP area, are estimated to increase by approximately 46 percent.

In addition to the UWSP retail sales estimate of approximately $263.3 million at buildout (2052), other future planned retail space in the Market Area will add approximately $285.3 million in annual retail sales to the Market Area, for total new retail sales of nearly $548.6 million annually, with the UWSP area accounting for 48 percent of the future pipeline supply at buildout in the Market Area. The Market Area is estimated to capture $327.0 million in Phase 1 (2042) and $355.5 million at buildout (2052) of net new Market Area spending, excluding net new UWSP household and employee spending. Retail within the UWSP area is estimated to capture project-generated household and employee spending of $186.0 million in Phase 1 and $197.4 million at buildout. Total estimated net new spending in the Market Area is estimated to be $513.0 million in Phase 1 and $553.0 million at buildout.

After accounting for the net new spending captured in the Market Area for the proposed UWSP and the other cumulative Market Area retail projects there is an estimated surplus of demand available to support existing Market Area retailers from households within the UWSP area and new Market Area households of $58.1 million (4.1 percent of current Market Area sales) for Phase 1 and $4.4 million at buildout (0.3 percent of current Market Area sales)**.**

The small percentage of available spending for Market Area retailers after the absorption of the proposed UWSP and the cumulative projects indicates an appropriate amount of retail planned for future household growth. As the Sacramento Region, including the Market Area, continues to experience residential and employment growth, this percentage is expected to increase over time and indicates that development within the Market Area is unlikely to result in existing retail outlets becoming vacant or remaining vacant for a sustained period. Thus, the percentage of available spending is unlikely to lead to conditions conducive to urban decay. With the Market Area exhibiting strong market fundamentals, property owners and tenants will have an economic incentive to maintain their properties and businesses.

Further, with much of the existing supply of retail space in the Market Area being relatively new and well maintained, there is no evidence to suggest that the existing retail space would be susceptible to vacancies based on the sole introduction of new retail space elsewhere in the Market Area.

The character of new retail space planned in the Market Area, including the UWSP area, primarily is either community- (61 percent of total) or neighborhood-serving (25 percent of total), with the remainder identified as highway-serving (14 percent of total). New neighborhood-serving retail is developed to serve proximate new residents and will be financed and developed only when sufficient surrounding residential support exists, ensuring that impacts on existing retail outlets in the Market Area are minimal. With the plentiful inventory of existing community- and regional-serving retail in the Market Area and adjacent jurisdictions and the larger Sacramento Region, new community- and regional-serving retail also will be financed and developed only if sufficient net new market support exists. This type of retail space will require differentiation from the existing community and regional retail outlets in and beyond the Market Area to successfully attract sufficient consumer demand. With the Market Area

exhibiting strong market fundamentals, it is unlikely existing retail space would be susceptible to vacancies based on the sole introduction of identified new retail space elsewhere in the Market Area.

Further, it is important to note that the estimate of net new sales excludes other sources of demand for retail space in the Market Area, including demand from employment growth in the Market Area outside of the UWSP area, and demand from residents and pass-by trips originating from outside the Market Area. These additional sources of demand would bolster the estimated demand for existing retail businesses in the Market Area.

URBAN DECAY CONCLUSIONS

The prospects for occurrence of urban decay are unlikely based on development of the proposed UWSP or the cumulative development of the proposed UWSP and other planned retail projects in the Market Area, based on the estimated level of absorption. This conclusion relies on current retail market conditions in the Market Area, findings regarding the capture of and demand for sales, the ability of landowners to adapt to changing market conditions, and jurisdictions' ability to address any instances of physical deterioration stemming from discontinued use and investment. These factors are discussed further below.

EXISTING CONDITIONS OF RETAIL SECTOR

Based on market performance indicators and corroborated with information obtained from real estate broker reports, the retail market in the Market Area is relatively healthy, with a consistently expanding inventory and a 3.4 percent vacancy rate, as described above.

EXTENT OF DEMAND

Urban decay is more likely if a new competitive project results in a relatively large quantity of oversupplied retail space in the affected market area, which can contribute to increased vacancy. The current vacancy rate of 3.4 percent and the estimated remaining additional cumulative demand to support existing Market Area retailers of 0.3 percent indicate enough retail demand in the Market Area to support the cumulative projects, including the proposed UWSP and thus is not estimated to result in conditions conducive to urban decay.

REUSE OPTIONS OF AFFECTED PROPERTIES

Retail is a highly competitive and adaptable sector that is affected by a variety of evolving trends, including consumer preferences, demographics, travel patterns, technology, and innovation (e.g., e-commerce), as well as commodity production and distribution markets. Individual tenants or property owners will respond to these trends with varying degrees of success, depending on their entrepreneurial skills, local planning, business development efforts, and other factors. In the event vacancies occur in the market, either as a result of new retail space in the market or changing market dynamics, vacated spaces have the potential to be re-tenanted or repositioned with another specialization or use.

REGULATORY CONTROLS

Commercial property owners ordinarily want to maintain their property in a state that will attract and retain tenants. In addition, most municipalities have regulations that require private property owners to maintain their properties to prevent signs of disrepair. In the Market Area, both cities and Sacramento County require property owners to maintain their properties by preventing poor property conditions and nuisances that may lead to blight. In addition, both the cities of Sacramento and West Sacramento have municipal ordinances to address the myriad physical manifestations related to urban decay.

For the reasons described above, it is not anticipated that implementation of the proposed UWSP would result in conditions that would contribute to or cause urban decay of retail commercial space in the Market Area.

24 OTHER CEQA CONSIDERATIONS

INTRODUCTION

CEQA Guidelines Section 15126 requires that all phases of a project—planning, acquisition, development, and operation—be considered when evaluating the project's impact on the environment. Further, CEQA Guidelines Section 15126.2(a) requires that the evaluation of significant impacts consider direct, reasonably foreseeable indirect, and cumulative effects of the proposed project over the short term and long term.

Section 15126 of the CEQA Guidelines also requires an EIR to identify all the following:

- Significant environmental effects of the proposed project.
- Potentially feasible mitigation measures proposed to avoid or substantially lessen significant effects.
- Significant environmental effects that cannot be avoided if the proposed project is implemented.
- Significant irreversible environmental changes that would result from implementation of the proposed project.
- Growth-inducing impacts of the proposed project.
- Alternatives to the proposed project.[1]

The Executive Summary and Chapters 4 through 22 of this Draft EIR provide a comprehensive presentation of the proposed UWSP's environmental effects, potentially feasible mitigation measures, and conclusions regarding the level of significance of each impact both before and after mitigation.

Chapter 3, *Alternatives*, presents a comparative analysis of alternatives to the proposed UWSP.

Chapter 23, *Growth Inducement and Urban Decay*, presents the growth-inducing impacts of the proposed UWSP.

The other CEQA-required analyses described above are presented below.

[1] CEQA Guidelines Sections 15126.2(a), 15126.2(c), 15126.2(d), 15126.2(e), 15126.4, and 15126.6.

SIGNIFICANT AND UNAVOIDABLE ADVERSE IMPACTS

Section 15126.2(b) of the CEQA Guidelines requires that an EIR describe any significant impacts that cannot be avoided, even with the implementation of feasible mitigation measures. The environmental effects of the proposed UWSP on various aspects of the environment are discussed in detail in Chapters 4 through 22. Project-specific and cumulative impacts that cannot be avoided if the project is approved as proposed are identified below.

PROJECT-SPECIFIC SIGNIFICANT AND UNAVOIDABLE IMPACTS

AESTHETICS

DEGRADATION OF EXISTING VIEWS AND VISUAL QUALITY

The proposed UWSP would have a substantial adverse effect on a scenic vista and thus result in a significant impact. Aside from implementation of development standards and design guidelines already required for the proposed UWSP, no other feasible mitigation is available to reduce the magnitude of the visual changes that would occur. Therefore, this impact would be significant and unavoidable.

SUBSTANTIALLY DEGRADE EXISTING VISUAL CHARACTER OR QUALITY

The proposed UWSP would have a substantial adverse effect on visual character and quality and thus result in a significant impact. Aside from implementation of development standards and design guidelines already required for the proposed UWSP, no other feasible mitigation is available to reduce the magnitude of the visual changes that would occur. Therefore, this impact would be significant and unavoidable.

NEW SOURCES OF LIGHT

The proposed UWSP would introduce a substantial amount of new lighting to an area that is currently rural and contains minimal lighting, thereby adversely affecting nighttime views of the area and thus resulting in a significant impact. Mitigation Measure AE-3 would ensure that outdoor lighting associated with development allowed under the proposed UWSP is designed is designed in accordance with Section 140.7, Prescriptive Requirements for Outdoor Lighting, in the 2022 Building Energy Efficiency Standards, which specifies wattage allowance per lighting application based on lighting zones. However, because the proposed project complies with applicable County policies and standards aimed to minimize adverse light and glare, and because of the scale of proposed development, no additional feasible mitigation is available to further reduce this impact. For this reason, this impact would be significant and unavoidable.

AGRICULTURAL RESOURCES

CONVERSION OF FARMLAND TO NONAGRICULTURAL USES

Sacramento County General Plan Policy AG-5 specifies that projects resulting in the conversion of more than 50 acres of farmland shall be mitigated, except as specified by

the policy, based on a 1:1 ratio for the loss of Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance. Implementation of the UWSP would result in the conversion of approximately 1,372 acres of farmland subject to mitigation pursuant to General Plan Policy AG-5. This total includes conversion of approximately 940 acres of Prime Farmland, 429 acres of Farmland of Local Importance, three acres of Farmland of Statewide Importance, and less than one acre of Unique Farmland. However, even with the implementation of Mitigation Measure AG-1, which requires that the project proponent shall mitigate the loss of farmland that would result from implementation of the proposed UWSP at a 1:1 ratio consistent with General Plan Policy AG-5, there would be a substantial net loss of agricultural production within Sacramento County as a result of the proposed UWSP. Therefore, this impact would remain significant and unavoidable.

Air Quality

Conflict With or Obstruct Implementation of an Applicable Air Quality Plan During Project Operation

Operation of the proposed UWSP could conflict with or obstruct implementation of the SMAQMD's air quality planning efforts as emission levels during operation would exceed applicable thresholds of significance. However, even with the implementation of Mitigation Measure AQ-1b, which would require the preparation of an Air Quality Management Plan, which includes a list of all feasible measures that the proposed UWSP can implement to reduce operational emissions, emission levels would still exceed applicable thresholds of significance, and, therefore, this impact would remain significant and unavoidable.

Long-term Operational Emissions of Criteria Air Pollutants and Precursors

Operation of the proposed UWSP would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard as emission levels during operation would exceed applicable thresholds of significance. However, even with the preparation of an Air Quality Management Plan, which is required by Mitigation Measure AQ-1b, this impact would remain significant and unavoidable.

Exposure of Existing Off-site Sensitive Receptors to Toxic Air Contaminants during Operation

Existing sensitive receptors located to the south of the UWSP area, across I-80, could be exposed to increased toxic air contaminant (TAC) emissions associated with increased traffic on I-80 generated by the proposed UWSP. Implementation of Mitigation Measure AQ-1b, which is discussed above, Mitigation Measure AQ-4a, which would require that the specific plan design guidelines and development standards of the proposed UWSP include consideration of CARB's land use siting recommendations found in its *Air Quality and Land Use Handbook: A Community Health Perspective*, and Mitigation Measure AQ-4b, which would require the installation of a minimum efficiency reporting value (MERV 13) filter in the HVAC systems for the existing sensitive receptors to the south of the project site, across I-80, would reduce the health risk to

existing sensitive receptors. However, because installation of MERV 13 filters in the existing residences would require resident approval, neither Sacramento County nor the project applicant can legally impose such improvements on private properties. Therefore, such a mitigation approach as outlined in Mitigation Measure AQ-4b would only be effective for residents who select to participate in the program, and it would be speculative to predict what the participation level would be. Therefore, the health risk to existing sensitive receptors would remain significant and unavoidable.

EXPOSURE OF FUTURE ON-SITE SENSITIVE RECEPTORS TO TOXIC AIR CONTAMINANTS DURING OPERATION

Future sensitive receptors within the UWSP area occupying multi-family housing near I-80 could be exposed to increased TAC emissions associated with increased traffic on I-80 generated by the proposed UWSP. However, even with the implementation of Mitigation Measures AQ-1b and AQ-4a discussed above, and Mitigation Measure AQ-4c, which would require that a minimum MERV 13 filter be included in the HVAC systems for all sensitive land uses (e.g., residences, schools) within 1,000 feet of I-80, the health risk to future sensitive receptors would remain significant and unavoidable.

CULTURAL RESOURCES

HISTORICAL RESOURCES

Development allowed under the proposed UWSP has the potential to cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5. However, even with the implementation of Mitigation Measure CUL-1, which requires that each individual project inventory and evaluate historical resources within the affected area, and if historical resources are discovered, develop an approach to avoid or minimize impacts, this impact would remain significant and unavoidable as in some instances it may not be feasible to avoid a historical resource, and the resource may need to be altered or destroyed. Also, because the extent and location of actions under the proposed UWSP are not known at this time, it is not possible to conclude that the mitigation measure, or an equally effective mitigation measure, would reduce the significant impact to a less-than-significant level in all cases.

ARCHAEOLOGICAL RESOURCES

Development allowed under the proposed UWSP has the potential to cause a substantial adverse change in the significance of an archaeological resource as defined in CEQA Guidelines Section 15064.5. However, even with the implementation of Mitigation Measure CUL-2a, which requires that each individual project inventory and evaluate archaeological resources within the affected area, and if archaeological resources are discovered, develop an approach to avoid or minimize impacts, and Mitigation Measure 2b, which discusses steps to take if unknown archaeological resources are discovered during construction or operation, this impact would remain significant and unavoidable as in some instances it may not be feasible to avoid an archaeological resource, and the resource may need to be altered or destroyed. Also, because the extent and location of actions under the proposed UWSP are not known at

this time, it is not possible to conclude that the mitigation measures, or equally effective mitigation measures, would reduce the significant impact to a less-than-significant level in all cases.

HUMAN REMAINS

Development allowed under the proposed UWSP has the potential to disturb human remains. However, even with the implementation of Mitigation Measure CUL-3, which discusses steps to take if unknown human remains are discovered during construction or operation, this impact would remain significant and unavoidable as in some instances it may not be feasible to avoid human remains and they may be altered or destroyed. Also, because the extent and location of such actions are not known at this time, it is not possible to conclude that the mitigation measure, or an equally effective mitigation measure, would reduce the significant impact to a less-than-significant level in all cases.

NOISE

INCREASE IN TRAFFIC NOISE AT EXISTING SENSITIVE RECEPTORS

Traffic generated by development allowed under the proposed UWMP would result in a substantial permanent increase in noise levels at nearby sensitive receptors, thus resulting in a significant impact. Mitigation Measure NOI-3 would require that speed reductions be considered along El Centro Road to determine feasibility and that a cost-benefit analysis be performed to determine the feasibility of barriers along Arena Boulevard. However, the availability of feasible mitigation along many other offsite segments is limited and largely unavailable from a cost, engineering, or safety standpoint, may not fully mitigate noise impacts, or could require the consent of the impacted receptor. As such, the successful implementation of these measures cannot be guaranteed and thus this impact would remain significant and unavoidable.

INCREASE IN STATIONARY NOISE FROM PLAN COMPONENTS AT EXISTING RECEPTORS

HIGH SCHOOL USE SPORTS FIELDS AND STADIUM NOISE

Noise generated by activities on sports fields and at the stadium associated with the proposed high school may exceed the conditions of the Sacramento County General Plan daytime and nighttime exterior and interior noise level limits at the nearest existing noise-sensitive (residential) uses. However, even with the implementation of Mitigation Measure NOI-4b, which requires the project applicant to submit an acoustical study to the County Planning Department that includes an analysis of stadium noise exposure at the nearest existing noise-sensitive uses, and identifies, as warranted, any noise controls necessary to meet a project-specific exterior noise performance standard consistent with the County's General Plan requirements, this impact would remain significant and unavoidable as previous studies have indicated that while available noise control mitigation for noise from stadium events may reduce associated noise levels, given the overall size of crowds and the potential for nighttime events, noise impacts cannot always be mitigated, depending on the proximity of receptors.

PARK ACTIVITY NOISE

The noise generated by amplified music at an outdoor pavilion in the proposed 25.8-acre park proposed in the west-central portion of the UWSP area could exceed the County's daytime noise standard at the nearest existing noise-sensitive (residential) uses. However, even with the implementation of Mitigation Measure NOI-4c, which would require the applicant or operator of all amplified music events within the park to prepare and implement a Noise Control Plan for operations at the proposed entertainment venues to reduce the potential for noise impacts from public address systems and/or amplified music, this impact would remain significant and unavoidable as it cannot be demonstrated with certainty that noise impacts can always be sufficiently mitigated to achieve noise standards, depending on proximity of receptors and the operational volume of the performer.

INCREASE IN STATIONARY NOISE FROM PLAN COMPONENTS AT PROPOSED SENSITIVE RECEPTORS

SCHOOL SPORTS STADIUM NOISE

The noise generated by activities at the stadium associated with the proposed high school could exceed the General Plan's exterior and interior daytime standards at nearby proposed residential uses. However, even with the implementation of Mitigation Measure NOI-7j, which would require that an acoustical study be prepared by a qualified noise consultant that evaluates the potential noise generated by school stadium and sports field activities at the nearest existing noise-sensitive uses and identifies, as warranted, any noise controls, necessary to meet a project-specific exterior noise performance standard, this impact would remain significant and unavoidable as previous studies have indicated that while available noise control mitigation for noise from stadium events may reduce associated noise levels, given the overall size of crowds and the potential for nighttime evets, noise impacts cannot always be mitigated, depending on proximity of receptors.

POPULATION AND HOUSING

INDUCE SUBSTANTIAL UNPLANNED POPULATION GROWTH

The UWSP area and the proposed UWSP were not anticipated for development in either the Sacramento Area Council of Governments Blueprint or the current Metropolitan Transportation Plan/Sustainable Communities Strategy. As a result, while the proposed project aligns with many of the principles contained in the Blueprint and the County's smart growth policy LU-120, it is ultimately inconsistent with Sacramento Area Council of Governments plans, and thus would be considered to directly induce substantial unplanned population growth in the region. Therefore, this impact would be significant and unavoidable.

Transportation

Conflict with a Program, Plan, Ordinance or Policy Addressing the Circulation System

Development allowed under the proposed UWSP has the potential to conflict with a program, plan, ordinance or policy addressing the circulation system, such as the Sacramento County Active Transportation Plan. However, even with the implementation of Mitigation Measure TR-1a, which would require the project applicant to implement bicycle and pedestrian improvements at the El Centro Road/West El Camino Avenue intersection and I-80/West El Camino Avenue interchange, the carrying out of these improvements would require approvals from Caltrans and the City of Sacramento as these facilities are under their control, and thus Sacramento County cannot compel those agencies to approve and allow construction of the specified improvements. As a result, this impact would remain significant and unavoidable.

Hazards Due to Design or Incompatible Uses

Freeway Off-Ramp Queues Exceed Available Storage

Development allowed under the proposed UWSP has the potential to result in safety hazards at the I-80 eastbound and westbound off-ramps at West El Camino Avenue (during one or both peak hours) as they would not have sufficient storage to accommodate maximum queue lengths despite the assumed expansion of the I-80/West El Camino Avenue interchange under the proposed UWSP. However, even with the implementation of Mitigation Measure TR-3a, which would require the project applicant to construct geometric and associated signal timing/phasing improvements (or an equivalent or more effective set of alternate improvements subject to the determination of the environmental coordinator) at the I-80/West El Camino Avenue interchange and at the West El Camino Avenue/El Centro Road intersection, implementation of these improvements would require the cooperation Caltrans and the City of Sacramento, which has jurisdiction over these facilities, and thus Sacramento County does not have the authority to compel these jurisdictions to construct the needed improvements. Therefore, this impact would remain significant and unavoidable.

Freeway On-Ramp Ramp Meter Queues Exceed Available Storage

Development allowed under the proposed UWSP has the potential to result in safety hazards at the I-5 southbound diagonal on-ramp at West El Camino Avenue and I-5 southbound loop on-ramp and I-5 northbound diagonal on-ramp at Garden Highway as they would not have sufficient storage for queues. Mitigation Measure TR-3b would require that the project applicant to pay its proportionate fair share percentage toward improvements at the I-5 southbound on-ramp at West El Camino Avenue and I-5 southbound and northbound on-ramps at Garden Highway, which would be held in a custodial account by the County. At such a time that a lead agency (either City of Sacramento or Caltrans) indicates an intent to construct the specified (or other equally effective) improvements, the County would transfer the fair share payment to that appropriate agency. However, while this payment would represent the project's fair share contribution toward the improvement, it would not assure that the improvement

would be constructed as the County does not have the authority to compel City of Sacramento or Caltrans to construct the needed improvements. As a result, the impact would remain significant and unavoidable.

Potential Safety Issues at I-80/West El Camino Avenue Interchange Associated with Sacramento 49er Travel Plaza Truck Stop

The existing 49er Travel Plaza truck stop is located in the northeast corner of the West El Camino Avenue/El Centro Road intersection. At full build-out of the proposed UWSP, this use would be replaced by commercial mixed-use. However, it would likely remain in place for a period of time while the proposed UWSP begins developing.

In the past, vehicle collisions have occurred along both the West El Camino and El Centro Road frontages of the truck stop, and development allowed under the proposed UWSP has the potential to increase the likely of collisions along these frontages and at the I-80/West El Camino Avenue Interchange until the current use is replaced by a different use. Mitigation Measures TR-3d and TR-3e would require the project applicant to eliminate the 49er Travel Plaza driveway on West El Camino Avenue and replace the free-flowing right-turn off-ramp movement with a signal-controlled movement, respectively. However, while mitigation to eliminate the 49er Travel Plaza driveway on West El Camino Avenue is feasible as it would occur completely within Sacramento County roadways under County control, mitigation to replace the free-flowing right-turn off-ramp movement with a signal-controlled movement is not as it would require approvals from Caltrans, which cannot be assured by the County. Therefore, the impact would remain significant and unavoidable.

Tribal Cultural Resources

Development allowed under the proposed UWSP has the potential to cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe. However, even with the implementation of Mitigation Measures CUL-2a, CUL-2b and CUL-3, discussed above, and the implementation of Mitigation Measure TCR-1, which would require the inventory and evaluation of tribal cultural resources for each subsequent development project, and the implementation of TRC-2, which would require the repatriation of human remains in the event that remain-in-place measures are infeasible, this impact would remain significant and unavoidable as in some instances it may not be feasible to avoid a tribal cultural resource, and the resource may need to be altered or destroyed. Also, because the extent and location of actions under the proposed UWSP are not known at this time, it is not possible to conclude that the mitigation measures, or equally effective mitigation measures, would reduce the significant impact to a less-than-significant level in all cases.

CUMULATIVE SIGNIFICANT AND UNAVOIDABLE IMPACTS

AESTHETICS

DEGRADATION OF EXISTING VIEWS AND VISUAL QUALITY

Given the flat and rural nature of unincorporated portions of the North Natomas area, cumulative development in the vicinity of the UWSP area would have a substantial adverse effect on a scenic vista and thus result in a significant cumulative impact. Given the extent of urban development that would occur with implementation of the proposed UWSP and the largely undeveloped nature of the UWSP area, the contribution of the proposed UWSP to the significant cumulative impact on scenic vistas would be considerable. Aside from implementation of development standards and design guidelines already required for the proposed UWSP, no other feasible mitigation is available to reduce the magnitude of the visual changes that would occur. Therefore, the cumulative impact would be significant and unavoidable.

SUBSTANTIALLY DEGRADE EXISTING VISUAL CHARACTER OR QUALITY

Given the flat and rural nature of unincorporated portions of the North Natomas area, cumulative development in the vicinity of the UWSP area would substantially degrade the existing visual character or quality of public views of the site and its surroundings and thus result in a significant cumulative impact. Given the extent of urban development that would occur with implementation of the proposed UWSP and the largely undeveloped nature of the UWSP area, the contribution of the UWSP to the significant cumulative impact on visual character would be considerable. Aside from implementation of development standards and design guidelines already required for the proposed UWSP, no other feasible mitigation is available to reduce the magnitude of the visual changes that would occur. Therefore, the cumulative impact would be significant and unavoidable.

NEW SOURCES OF LIGHT

Given that unincorporated portions of the North Natomas area are rural in nature and are largely devoid of nighttime lighting, lighting associated with cumulative development in the vicinity of the UWSP area would be substantial enough to adversely affect nighttime views in the area and thus result in a significant cumulative impact. Given the extent of urban development that would occur with implementation of the proposed UWSP and the largely undeveloped nature of the UWSP area, which includes minimal amounts of existing lighting or illumination, the contribution of the proposed UWSP to the significant cumulative impact related to production of light and glare would be considerable. Mitigation Measure AE-3 is proposed to ensure that outdoor lighting associated with development allowed under the proposed UWSP is designed in accordance with Section 140.7, Prescriptive Requirements for Outdoor Lighting, in the 2022 Building Energy Efficiency Standards, which specifies wattage allowance per lighting application based on lighting zones. However, aside from implementation of development standards and design guidelines already required for the proposed UWSP, no other feasible mitigation is available to reduce the magnitude of the visual changes that would occur. Therefore, the cumulative impact would be significant and unavoidable.

Agricultural Resources

Conversion of Farmland to Nonagricultural Uses

Cumulative development in the vicinity of the UWSP area would continue the trend of farmland being converted to nonagricultural use, and thus would result in a potentially significant cumulative impact. Implementation of the proposed UWSP would convert approximately 1,372 acres of farmland to nonagricultural uses. While implementation of Mitigation Measure AG-1 requires that the project proponent shall mitigate the loss of farmland at a 1:1 ratio consistent with Sacramento County General Plan Policy AG-5, there would be a substantial net loss of agricultural production within Sacramento County as a result of the proposed UWSP. Due to the sizable acreage of farmland that would be converted to nonagricultural uses, implementation of the proposed UWSP would result in a considerable contribution to the cumulative loss of farmland, and this cumulative impact would remain significant and unavoidable.

Air Quality

Long-term Operational Emissions of Criteria Air Pollutants and Precursors

As discussed above, operation of the proposed UWSP would result in a cumulatively considerable net increase of criteria pollutants for which the project region is in non-attainment under an applicable federal or state ambient air quality standard as emission levels during operation would exceed applicable thresholds of significance. Even with the preparation of an Air Quality Management Plan, which is required by Mitigation Measure AQ-1b, this impact would remain significant and unavoidable.

Exposure of Existing Sensitive Receptors to Toxic Air Contaminants

The aggregate total of all past, present, and foreseeable future toxic air contaminant sources within the vicinity of the UWSP area, plus the contribution from the project, would result in potential health risks to existing receptors located to the south of the site, across I-80. Even with the implementation of Mitigation Measures AQ-1b, AQ-4a, and AQ-4b, which are discussed above, the aggregate total of all past, present, and foreseeable future Toxic Air Contaminant sources, plus the contribution from the proposed UWSP, would still pose potential health risks to existing receptors located to the south of the site, across I-80, and thus the cumulative impact would remain significant and unavoidable.

Exposure of Future Sensitive Receptors to Toxic Air Contaminants

The two existing gas stations at the I-80/West El Camino Avenue interchange, along with traffic generated by the proposed UWSP traveling on I-80, would result in potential health risks to future receptors with the UWSP area occupying multi-family housing near the two gas stations and I-80. Even with the implementation of Mitigation Measures AQ-1b, AQ-4a, and AQ-4c, which are discussed above, potential health risks would remain, and thus the cumulative impact would remain significant and unavoidable.

Cultural Resources

Historical and Archaeological Resources, including Human Remains

Cumulative development in the vicinity of the UWSP area could negatively affect known and unknown historical sites in the county, including destruction or alteration of historic buildings or structures. Furthermore, these projects could negatively affect known and unknown prehistorical sites, including the disruption of human remains. For these reasons, a significant cumulative impact with respect to cultural resources could occur. Implementation of the proposed UWSP could also negatively affect cultural resources, and while Mitigation Measures CUL-1 through CUL-4 would be implemented to reduce the impacts of development allowed under the proposed UWSP on these resources, in some instances it may not be feasible to avoid a cultural resource, and the resource may need to be altered or destroyed. In addition, as the extent and location of such actions are not known at this time, it is not possible to conclude that the mitigation measures, or equally effective mitigation measures, would reduce significant impacts to a less-than-significant level in all cases. Therefore, implementation of the proposed UWSP could result in a considerable contribution to the cumulative loss of cultural resources, and this cumulative impact would remain significant and unavoidable.

Noise

Exceedance of Established Noise Standards – Traffic

Traffic generated by cumulative development in the vicinity of the UWSP area along with development allowed under the proposed UWSP would generate enough noise to negatively affect sensitive receptors located along several roadways in the vicinity of the UWSP area and thus would result in a significant cumulative impact. Furthermore, the contribution of the proposed UWMP to this impact was found to be cumulatively considerable along some of these roadways. As discussed above, Mitigation Measure NOI-3 would require that speed reductions be considered along El Centro Road to determine feasibility and that a cost-benefit analysis be performed to determine the feasibility of barriers along Arena Boulevard. However, the availability of feasible mitigation along many other offsite segments is limited and largely unavailable from a cost, engineering, or safety standpoint, may not fully mitigate noise impacts, or could require the consent of the impacted receptor. As a result, like project level roadway noise impact, the cumulative impact with respect to cumulative roadway noise on existing roadways would remain significant and unavoidable.

Population and Housing

Population Growth

A significant cumulative impact related to population and housing would result in an increase in population for which infrastructure, services, and housing have not been planned. General plans for counties and incorporated cities in the six-county Sacramento region, such as the Sacramento County 2030 General Plan and the City of Sacramento 2040 General Plan, provide an inventory of land supply within each jurisdiction and projects the amount and location of land and development that will be

required to accommodate future populations and economic growth. Like the proposed UWSP, cumulative projects in the six-county Sacramento region must be reviewed for consistency with applicable land use plans, policies, and regulations in accordance with the requirements of CEQA, State zoning and planning law, and the State Subdivision Map Act, all of which require findings of plan and policy consistency prior to approval of entitlements for development. While the proposed UWS and subsequent development would be required to be consistent with applicable Sacramento County General Plan polices, the UWSP area and the proposed UWSP were not anticipated for development in either the Sacramento Area Council of Governments Blueprint or the current Metropolitan Transportation Plan/Sustainable Communities Strategy, and even though the proposed UWSP aligns with many of the principles contained in the Blueprint and the County's smart growth policy LU-120, this inconsistency would remain. For this reason, the contribution of the proposed UWSP to substantial unplanned population growth within the six-county Sacramento region would be cumulatively considerable, and this cumulative impact would be significant and unavoidable.

TRANSPORTATION

PROGRAM, PLAN, ORDINANCE OR POLICY ADDRESSING THE CIRCULATION SYSTEM

Like the proposed UWSP, cumulative development would be required to evaluate consistency with relevant programs, plans, ordinances, or policies related to transportation facilities. These include the County's General Plan, Caltrans' 2020-2024 Strategic Plan (Four Pillars of Traffic Safety) and plans and policies related to bicycle and pedestrian access and transit service. The proposed UWSP would be responsible for implementing Mitigation Measures TR-1a, TR-1b, and TR-3a, which would address project-specific impacts related to bicycle and pedestrian accessibility and transit delay/transit demand impacts. However, as identified improvements to needed bicycle and pedestrian facilities would require approvals from Caltrans and the City of Sacramento, the County cannot compel these agencies to approve and allow construction of the specified improvements Therefore, to the extent that cumulative impacts would occur in regard to consistency with any of these programs, plans, ordinances, or policies, the contribution of the proposed UWSP could be cumulatively considerable, and this cumulative impact would remain significant and unavoidable.

HAZARDS DUE TO DESIGN OR INCOMPATIBLE USES

FREEWAY OFF-RAMP QUEUES

The proposed UWSP would contribute substantially to cumulative queuing impacts at both off-ramps at the I-5/Del Paso Road and I-5/Garden Highway interchanges and the northbound off-ramp at the I-5/Arena Boulevard interchange. This is likely caused by downstream surface street congestion (primarily at intersections within the city of Sacramento such as Garden Highway/Truxel Road, Del Paso Road/El Centro Road, and Arena Boulevard/East Commerce Way) that causes traffic to spill back to the interchange, thereby hindering the flow of off-ramp traffic and resulting in a potentially significant impact. With respect to the I-5/Arena Boulevard interchange, Mitigation Measure C-TR-2 is proposed, which includes recommended improvements at the

surface street intersection bottlenecks along Arena Boulevard that are responsible for queues that spill back to the interchange. However, these improvements are outside the control of Sacramento County or Caltrans since they are located within the City of Sacramento, and thus the County cannot ensure that they will be constructed when needed. Regarding the I-5/Del Paso Road and I-5/Garden Highway interchanges, improvements such as lane restriping, adding lanes, or modifying signal phasing were either found to not be effective or could also cause the need for additional right-of-way. For theses reasons, the cumulative impact related to freeway off-ramp queuing would remain significant and unavoidable.

FREEWAY ON-RAMP RAMP METER QUEUES

The proposed UWSP would contribute substantially to cumulative queuing impacts at several on-ramp ramp meter locations due to traffic added to study area roadways by cumulative projects. While most freeway ramp meter on-ramp locations would continue to have sufficient storage for queues under cumulative conditions, the proposed UWSP would cause the maximum queue at the metered on-ramps at the I 5 southbound diagonal on-ramp at West El Camino Avenue (PM peak hour), I-5 southbound on-ramp at Del Paso Road (AM peak hour), and I-5 southbound loop on-ramp at Garden Highway (AM peak hour) to exceed their available storage, and thus result in a potentially significant impact. Mitigation Measure C-TR-3 would require that the project applicant pay its proportionate fair share percentage toward improvements at these facilities, which would be held in a custodial account by the County. At such a time that a lead agency (either City of Sacramento or Caltrans) indicates an intent to construct the specified (or other equally effective) improvements, the County would transfer the fair share payment to that appropriate agency. However, while this payment would represent the project's fair share contribution toward the improvement, it would not assure that the improvement would be constructed as remaining fair share funding sources are not known at this time and the County does not have the authority to compel City of Sacramento or Caltrans to construct the needed improvements. Therefore, the impact would remain significant and unavoidable.

TRIBAL CULTURAL RESOURCES

Cumulative development in the vicinity of the UWSP area could negatively affect tribal cultural resources in the area and thus would result in a significant cumulative impact. Implementation of the proposed UWSP could also negatively affect tribal cultural resources, and while Mitigation Measures CUL-2 through CUL-4 would be implemented to reduce the impacts of development allowed under the proposed UWSP on these resources, in some instances it may not be feasible to avoid resources, and the resources may need to be altered or destroyed. In addition, as the extent and location of such actions are not known at this time, it is not possible to conclude that the mitigation measures, or equally effective mitigation measures, would reduce significant impacts to a less-than-significant level in all cases. Therefore, implementation of the proposed UWSP could result in a considerable contribution to the cumulative loss of tribal cultural resources, and this cumulative impact would remain significant and unavoidable.

SIGNIFICANT AND IRREVERSIBLE ENVIRONMENTAL CHANGES

Under CEQA, an EIR must analyze the extent to which a project's primary and secondary effects would generally commit future generations to the allocation of nonrenewable resources and to irreversible environmental damage (CEQA Guidelines Sections 15126.2(d) and 15127). Section 15126.2(d) states:

> Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible, since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

Generally, a project would result in significant irreversible environmental changes if:

- The primary and secondary impacts would generally commit future generations to similar uses;
- The project would involve a large commitment of nonrenewable resources;
- The project would involve uses in which irreversible damage could result from any potential;
- environmental accidents associated with the project; or
- The proposed consumption of resources is not justified (e.g., the project involves the wasteful use of energy).

Development of the proposed UWSP would result in the dedication of the UWSP area to mixed use urban development, thereby precluding other conflicting uses for the lifespan of the project. As described in Chapter 5, *Agricultural Resources*, implementation of the proposed UWSP would convert agricultural land to urban uses. Once agricultural land is graded, paved, and developed, the loss of agricultural capabilities would be permanent, as it is highly unlikely that the land would be restored for use as open space or agricultural land.

The State CEQA Guidelines also require a discussion of the potential for irreversible environmental damage caused by an accident associated with the project. While development allowed under the proposed UWSP could result in the use, transport, storage, and disposal of hazardous wastes during construction and operation, as described in Chapter 12, *Hazards and Hazardous Materials*, all activities would comply with applicable state and federal laws related to hazardous materials, which significantly reduce the likelihood and severity of accidents that could result in irreversible environmental damage.

Buildout of the proposed UWSP would result in the long-term commitment of resources to urban development. The most notable significant irreversible impacts are substantial changes to the visual character of the UWSP area (see Chapter 4, *Aesthetics*), increased generation of pollutants from vehicle travel and stationary operations (see Chapter 6, *Air Quality*), and the short-term commitment of non-renewable and/or slowly renewable natural and energy resources, such as water resources during construction activities (see Chapter 20, *Utilities and Service Systems*). Operations associated with future uses would also consume natural gas and electrical energy. Although the overall level of resource consumption within the UWSP area would increase, resource consumption would be minimized through adherence to building codes and General Plan policies.

As is described in Chapter 10, *Energy*, resources that would be permanently and continually consumed by project implementation include electricity, natural gas, and fossil fuels; however, the amount and rate of consumption of these resources would not result in the unnecessary, inefficient, or wasteful use of resources. With respect to operational activities, compliance with all applicable building codes, including 2023 Title 24 Energy Efficiency Standards, planning policies and standard conservation features would ensure that natural resources are conserved to the maximum extent possible. It is also possible that, over time, new technologies or systems will emerge, or will become more cost effective or user-friendly, to further reduce the reliance upon nonrenewable natural resources. Nonetheless, construction activities related to the proposed UWSP would result in the irretrievable commitment of nonrenewable energy resources, primarily in the form of fossil fuels (including fuel oil), natural gas, and gasoline for automobiles and construction equipment.

Over the past decade, our understanding of global climate change and the role that communities can play in addressing it has grown tremendously. There is a large scientific consensus that recent increases in global temperatures are associated with corresponding increases of greenhouse gases. This temperature increase is beginning to affect regional climates and is expected to result in impacts to our region and the world. Climate change has profound implications for the availability of the natural resources on which economic prosperity and human development depend. Although the relative contribution of the proposed UWSP to global warming is not currently possible to determine, this issue is explored in Chapter 8, *Climate Change*.

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