



ASCENT

DRAFT ENVIRONMENTAL IMPACT REPORT

Stockton Boulevard Plan

State Clearinghouse No.: 2021070139

PREPARED FOR:

City of Sacramento

ATTENTION:

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Senior Planner

JUNE 2024

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PREPARED FOR:

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LIST OF ABBREVIATIONS

°C	degrees Celsius
°F	degrees Fahrenheit
2018 Progress Report	<i>2018 Progress Report, California's Sustainable Communities and Climate Protection Act</i>
2022 Progress Report	Draft 2022 Progress Report, California's Sustainable Communities and Climate Protection Act
AB	Assembly Bill
ACS	American Community Survey
ADU	Accessory Dwelling Unit
AF	acre-feet
AFV	alternative fuel vehicles
AFY	acre-feet per year
AQAP	air quality attainment plan
Audit Report	California Air Resources Board Improved Program Measurement Would Help California Work More Strategically to Meet Its Climate Change Goals
BIPOC	Black, Indigenous, and people of color
BMP	best management practice
BRT	Bus Rapid Transit
CAA	Clean Air Act
CAAP	Climate Action & Adaptation Plan
CAAQS	California Ambient Air Quality Standards
CADA	Capitol Area Development Authority
CAFE	Corporate Average Fuel Economy
Cal/OSHA	California Occupational Safety and Health Administration
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CalGreen	California Green Building Code
CALGreen	California Green Building Standards Code
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
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CESA	California Endangered Species Act
CFR	Code of Federal Regulation
cfs	cubic feet per second

City	City of Sacramento
CIWMA	California Integrated Waste Management Act
CLUP	Comprehensive Land Use Pla
CNDDB	California Natural Diversity Database
C _{NEL}	Community Noise Equivalent Level
CNPS	California Native Plant Society's
CO	carbon monoxide
CO ₂	carbon dioxide
Cogen Facility	Sacramento Power Authority cogeneration plant
CPUC	California Public Utilities Commission
CRHR	California Register of Historical Resources
CRPR	California Rare Plant Rank
CSLC	California State Lands Commission
CSO	Combined Sewer Outflow
CSS	combined sewer system
CSSIP	Combined Sewer System Improvement Plan
CVFPB	Central Valley Flood Protection Board
CVRWQCB	Central Valley Regional Water Quality Control Board
CWA	Clean Water Act
CWTP	Combined Wastewater Treatment Plant
DAC	disadvantaged communities
dB	decibels
DDE	dichloro-diphenyldichloroethylene
DHS	California Department of Health Services
DPH	California Department of Public Health
DSH	diameter standard height
DTSC	California Department of Toxic Substances Control
DWR	California Department of Water Resources
EMD	Environmental Management Department
EMS	emergency medical services
EPA	US Environmental Protection Agency
EPAct	Energy Policy Act
EPCRA	Emergency Planning and Community Right-to-Know Act of 1986
L _{eq}	Equivalent Continuous Sound Level
ESD	equivalent single-family dwelling
ESA	Endangered Species Act
etran	Elk Grove Transit Services
EV	electric vehicle
FAR	Floor area ratio
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTE	full-time equivalent
FWTP	E.A. Fairbairn Water Treatment Plant

GHG	greenhouse gas
gpd	gallons per day
GSA	groundwater sustainability agency
GSP	groundwater sustainability plan
GWh/year	gigawatt hours per year
HABS	Historic American Buildings Survey
HREC	Historical Recognized Environmental Condition
HSC	California Health and Safety Code
Hz	hertz
I-80	Interstate 80
IEPR	Integrated Energy Policy Report
IPaC	Information for Planning and Consultation
IPCC	Intergovernmental Panel on Climate Change
L _{dn}	day-night average sound level
L _{max}	Maximum Sound Level
LRA	Local Responsibility Area
LTCP	long-term control plan
MBTA	Migratory Bird Treaty Act
MCL	maximum contaminant levels
MCPP	Mecoprop
mg	million gallons
mgd	million gallons per day
MLD	Most Likely Descendant
MMBTU/year	million British thermal units per year
MOU	Memorandum of Understanding
mPa	micro-Pascals
mph	miles per hour
MPO	metropolitan planning organization
MTCO ₂ e/year	metric tons of CO ₂ equivalent per year
MTIP	Metropolitan Transportation Improvement Program
MTP/SCS	Metropolitan Transportation Plan/Sustainable Communities Strategy
NAHC	Native American Heritage Commission
NMC	Nine Minimum Controls
NO	nitric oxide
NO ₂	nitrogen dioxide
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
NPS	National Park Service
NRHP	National Register of Historic Places
OPR	Governor's Office of Planning and Research
OSHA	Occupational Safety and Health Administration
OSHPD	California Office of Statewide Health Planning and Development
Ozone	photochemical smog

P/QP	Public/Quasi-Public
PEC	Potential Environmental Concerns
PG&E	Pacific Gas and Electric
PIF	park impact fee
PM	particulate matter
PM ₁₀	Respirable particulate matter
PM _{2.5}	fine particulate matter
Porter-Cologne Act	Porter-Cologne Water Quality Control Act
ppb	parts per billion
PPV	peak particle velocity
PRC	Public Resources Code
PSA	purveyor specific agreement
PV	photovoltaic
RCRA	Resource Conservation and Recovery Act
REC	Recognized Environmental Conditions
Regional San	Sacramento Regional County Sanitation District
RMP	risk management plan
ROG	reactive organic gases
RWQCB	regional water quality control board
SACOG	Sacramento Area Council of Governments
SacRT	Sacramento Regional Transit
SB	Senate Bill
SBDC	Small Business Development Centers
Scoping Plan"	Final 2022 Scoping Plan Update
SCS	sustainable communities strategies
SCUSD	Sacramento City Unified School District
SFD	Sacramento Fire Department
SFNA	Sacramento Federal Non-attainment Area
SGMA	Sustainable Groundwater Management Act
SHRA	Sacramento Housing and Redevelopment Authority
SHS	State Highway System
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMUD	Sacramento Municipal Utility District
SO ₂	sulfur dioxide
SPA	Sacramento Power Authority
SPCC	Spill Prevention, Control, and Countermeasure
SPD	Sacramento Police Department
SPL	Sacramento Public Library
SPLA	Sacramento Public Library Authority
SR 99	State Route 99
SRA	State Responsibility Area
SRCSD	Sacramento Regional County Sanitation District
SRWTP	Sacramento Regional Wastewater Treatment Plant

SSBMI	Shingle Springs Band of Miwok Indians
SSO	Sanitary Sewer Overflow
SVAB	Sacramento Valley Air Basin
SWA	Sacramento Regional Solid Waste Authority
SWPPP	Stormwater pollution prevention plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TCR	Tribal cultural resource
TDA	Transit Development Act
THRIS	Tribal Historic Information System
tpy	tons per year
UAIC	Uniform Fire Code
UC Davis	University of California Davis, Sacramento
UFC	Uniform Fire Code
US 50	US Route 50
US	United States
USACE	US Army Corps of Engineers
USBR	US Bureau of Reclamation
USC	U.S. Code
USFWS	U.S. Fish and Wildlife Service
UST	underground storage tank
UWMP	urban water management plan
VHFHSZ	very high fire hazard severity zones
VMT TISG	Vehicle Miles Traveled-Focused Transportation Impact Study Guide
VMT	vehicle miles traveled
VOC	volatile organic compound
WDR	Waste Discharge Requirement
WFA	Water Forum Agreement
WSA	water supply assessment
YPCE	Youth, Parks, & Community Enrichment
ZEV	zero-emission vehicle

EXECUTIVE SUMMARY

The California Environmental Quality Act (CEQA) requires the preparation of an environmental impact report (EIR) when there is substantial evidence that a project could have a significant effect on the environment. The purpose of an EIR is to provide decision-makers, public agencies, and the general public with an objective and informational document that fully discloses the potential environmental effects.

This chapter includes (1) a summary description of the Stockton Boulevard Plan, (2) a synopsis of environmental impacts and recommended mitigation measures (see Table ES-1, at the end of this chapter), (3) identification of the alternatives evaluated and of the environmentally superior alternative, and (4) a discussion of the areas of controversy associated with the project.

ES.1 SUMMARY DESCRIPTION OF THE PROJECT

The Stockton Boulevard Plan covers an area of Sacramento southeast of downtown. It covers a developed area of the city that is centrally located within the greater Sacramento region. There are two components to the Stockton Boulevard Plan: a Specific Plan and a Neighborhood Action Plan.

The Specific Plan provides a planning framework for making decisions about development and other activities within the Specific Plan Area. The 353-acre Specific Plan Area consists of properties along a 4.5-mile-long stretch of the Stockton Boulevard corridor, from Alhambra Boulevard to 65th Street. The Specific Plan includes land use regulations and policies designed to streamline the development process within the Specific Plan Area and that are consistent with the City of Sacramento's 2040 General Plan.

The Neighborhood Action Plan, which covers the Specific Plan Area and 23 surrounding residential neighborhoods (referred to as the Neighborhood Study Area), includes desired "Priority Actions." Priority Actions are measures, procedures, or programs that are consistent with the 2040 General Plan and may, but not necessarily, be carried forward by the community, the City, or a combination of the two. The Neighborhood Action Plan acts as an information resource for future planning and decision making, but does not mandate any one action nor include any specific project commitments. Adoption of the Neighborhood Action Plan does not authorize development or any other improvements that would not otherwise be allowed within the Neighborhood Study Area. As a result, the Neighborhood Action Plan does not have the potential to result in physical environmental effects. Accordingly, this environmental impact report (EIR) focuses on the Specific Plan.

ES.2 PROJECT OBJECTIVES

The overall goal of the Stockton Boulevard Plan is to provide for the orderly and systematic improvement and development of the Specific Plan Area in a manner that is consistent with the City and resident's vision and maximizes opportunities afforded by the area's proximity to diverse, culturally rich neighborhoods and transit corridors. More specifically, the objectives of the Stockton Boulevard Plan are to:

- Accommodate growth that increases the long-term economic sustainability, equity and well-being, and protection of people living and working in the Specific Plan Area.
- Provide for the orderly and systematic integration of land uses within the Specific Plan Area.
- Facilitate new mixed-use development, reuse, and redevelopment within the Specific Plan Area.

- Promote new infill residential development and redevelopment within the Specific Plan Area that supports a mixed-income community and a variety of housing choices, including market-rate and affordable housing options for low-income, very low-income, and extremely low-income households.
- Promote neighborhood-serving uses, including a grocery store and venue(s) for afterschool programs and activities for area youth.
- Enhance public recreation, use, and open space access in the Specific Plan Area.
- Enhance the Stockton Boulevard corridor as a future gateway and bridge connection between the City of Sacramento and unincorporated areas of Sacramento County to the south of the Specific Plan Area.
- Balance new investments with proactive protection and healing of the community, especially for residents and business owners that are black, indigenous, and people of color.
- Enhance the pedestrian and bicyclist environment along the corridor with safe routes to schools, parks, businesses, and other landmarks.
- Support and promote local businesses in the Specific Plan Area.
- Protect, celebrate, and enhance the cultural and ethnic diversity, art, and community-centered character of the Stockton Boulevard corridor and its surrounding neighborhoods.

ES.3 PLAN CHARACTERISTICS

This planning effort aims to invest in Stockton Boulevard in a way that advances racial equity and addresses the needs of neighborhoods and residents that have been historically and disproportionately underserved. The Specific Plan Area focuses on urban mixed-use development that takes advantage of nearby key transit hubs. The Specific Plan aims to maintain the historic character and culture of the area while remaining accessible and affordable to current residents. Key aspects of the Specific Plan include:

- Maintaining an affordable and stable housing stock and preventing residential displacement. Building a mix of residential dwelling types, including units for families, unhoused neighbors, seniors, the workforce population, people with disabilities, and those formerly incarcerated.
- Creating better walking and bicycle connections (including “complete streets”) and bus services that provide safer and more comfortable access to schools, jobs, grocery stores, health care, and other destinations during the day and night.
- Enhancing the mix of local-serving businesses and public spaces that provide culturally relevant services, art, recreation, and entertainment in the community.

ES.3.1 Policy Framework

The Stockton Boulevard Plan is built around a framework of values, community priorities, goals, policies, and actions. The goals reflect the desired future, in line with the anti-displacement values. The goals reveal the ideal end result when the community priorities are addressed. The policies apply only to the Specific Plan Area and are meant to direct the City’s actions to achieve the end result described in the goals.

ES.3.2 Land Use Strategy

The Specific Plan adopts the land uses and design standards set forth in existing city documents, including the 2040 General Plan, the City's Planning and Development Code, and various design guidelines.

ES.3.3 Growth and Buildout Projections

BUILDOUT PROJECTIONS

The Specific Plan Area includes over 22 acres of vacant sites and many underutilized parcels. Opportunities along the corridor include reuse and infill of vacant buildings and storefronts, development of paved parking lots, the creation of community spaces, neighborhood parks, and streetscape, and infrastructure improvements.

Buildout in the Specific Plan Area assumes the development of 4,077 new units of housing and an estimated 372,116 square feet of commercial space.¹ Buildout projections, based on the future development potential under the 2040 General Plan, provide an important long-term outlook and are essential for holistic community planning. For example, the buildout estimates serve as a means of assessing infrastructure needs within the Specific Plan Area. However, buildout of all the vacant and underutilized parcels identified in the Specific Plan would occur over a span of decades and is not anticipated to occur within the 2040 planning horizon of the General Plan.

For the purpose of this EIR, the City has evaluated the effects of implementing the Stockton Boulevard Plan through 2040, based on the growth projections used in the 2040 General Plan. The 2040 General Plan assumes development of 2,007 dwelling units and the addition of 5,819 employment opportunities within the Specific Plan Area.

ES.4 ENVIRONMENTAL IMPACTS AND RECOMMENDED MITIGATION MEASURES

ES.4.1 Project-Specific Impacts

This EIR has been prepared pursuant to the CEQA (Public Resources Code [PRC] Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Section 1500, et seq.) to evaluate the physical environmental effects of the proposed Specific Plan. The City of Sacramento is the lead agency for the project. The City has the principal responsibility for approving and carrying out the project and for ensuring that the requirements of CEQA have been met. After the Final EIR is prepared and the EIR public-review process is complete, the City Council will consider certifying that the EIR adequately evaluates the impacts of the project.

Table ES-1, presented at the end of this chapter, provides a summary of the environmental impacts for the Specific Plan. The table provides the level of significance of the impact before mitigation, recommended mitigation measures, and the level of significance of the impact after implementation of the mitigation measures.

¹ Because infrastructure needs had already been analyzed and infrastructure improvements for Aggie Square will be implemented through a separate process, the buildout projections for the Specific Plan Area do not include the estimated 949,790 of nonresidential gross square feet (GSF) that are part of the Aggie Square project.

ES.4.2 Significant – and Unavoidable Impacts and Cumulative Impacts

The Specific Plan would result in significant and unavoidable impacts related to air quality, cultural resources, greenhouse gas (GHG) emissions, noise, transportation, and tribal cultural resources (TCRs). Specific Impacts are listed below.

- Impact 3.1-3: Result in a Net Increase in Long-Term Operational Criteria Air Pollutant and Precursor Emissions That Exceed SMAQMD-Recommended Thresholds
- Impact 3.1-4: Expose Sensitive Receptors to Substantial Pollutant Concentrations
- Impact 3.1-6: Potential for the Implementation of the Specific Plan, in Combination with Other Development, to Contribute to a Significant Cumulative Air Quality or Odor Impact
- Impact 3.3-1: Cause a Substantial Adverse Change in the Significance of a Historical Resource
- Impact 3.3-2: Cause a Substantial Adverse Change in the Significance of Unique Archaeological Resources
- Impact 3.3-4: Potential for the Implementation of the Specific Plan, in Combination with Other Development, to Contribute to a Significant Cumulative Impacts to Cultural Resources
- Impact 3.7-3: Exposure of Existing Sensitive Receptors to Project-Generated Traffic Noise
- Impact 3.7-5: Potential for Implementation of the Specific Plan, in Combination with Other Development, to Contribute to a Significant Cumulative Noise Impact
- Impact 3.8-1: Result in VMT Impacts on the Roadway System
- Impact 3.8-2: Impacts to Transit Facilities, Services or Access
- Impact 3.8-5: Potential for the Implementation of the Specific Plan, in Combination with Other Development, to Contribute to a Significant Cumulative Impacts to Transportation and Circulation System
- Impact 3.9-1: Cause a Substantial Adverse Change in the Significance of a TCR
- Impact 3.9-2: Potential for the Project, in Combination with Other Development, to Contribute to a Significant Cumulative Impact to Tribal Cultural Resources

ES.5 ALTERNATIVES TO THE PROPOSED PROJECT

The following provides brief descriptions of the alternatives evaluated in this Draft EIR.

- **Alternative 1: No Project–Planned Land Use** assumes that the Stockton Boulevard Plan is not adopted, and that the specific plan area would be subject to existing land use regulations, as amended and modified by the City in the future.
- **Alternative 2: Enhanced Transit.** To reduce the project's significant impacts related to VMT, this alternative further reduces reliance on automobiles by enhancing transit facilities beyond the improvements identified in the Corridor Study.

The Enhanced Transit Alternative would be the environmentally superior action alternative. Although the environmental impacts would, overall, be similar to the proposed Specific Plan and no significant impacts would be completely avoided, the increased vehicle miles traveled (VMT) efficiency would result in modest reductions to transportation-related impacts related to air quality, GHG emissions, noise, and VMT.

ES.6 AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

Community planning priorities were identified by residents in the Specific Plan Area and stakeholders over a series of community engagement sessions. These priorities, which summarize areas of concern for community members, are: land use; housing; cultural, arts, and community character; inclusive economic development; environment, public health, and safety; community engagement and capacity building; and mobility and transportation. Community members also expressed concerns that these priorities could lead to gentrification and displacement.

Table ES-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Air Quality			
Impact 3.1-1: Conflict with or Obstruct Implementation of an Applicable Air Quality Plan Applicable AQAPs considered in this analysis are the Sacramento Regional 70 ppb 8-Hour Ozone Attainment and Reasonable Further Progress Plan and the 2020 MTP/SCS. The project would be consistent with the goals of the 2020 MTP/SCS to reduce VMT by creating high-density development along transportation corridors. The 2040 General Plan encompasses similar growth projections to those utilized in the Sacramento Regional 70 ppb 8-Hour Ozone Attainment and Reasonable Further Progress Plan. Because the project was developed to be consistent with the land use designations and growth projections of the 2040 General Plan, the project would therefore be consistent with the Sacramento Regional 70 ppb 8-Hour Ozone Attainment and Reasonable Further Progress Plan. Therefore, the project would be considered consistent with both AQAPs. This impact would be less than significant.	LTS	No mitigation measures are required.	LTS
Impact 3.1-2: Cause Construction-Generated Criteria Air Pollutant or Precursor Emissions to Exceed SMAQMD-Recommended Thresholds Construction of the project would result in emissions that would exceed SMAQMD thresholds for PM10 and PM2.5. Because SMAQMD's construction BMPs are not included as part of the project, the thresholds for both PM10 and PM2.5 are 0 lb/day and 0 tpy. With implementation of the feasible SMAQMD's BMPs identified in Mitigation Measure 3.1-2, the PM10 and PM2.5 emissions resulting from construction would not exceed applicable thresholds. Therefore, this impact would be less than significant with mitigation.	PS	Mitigation Measure 3.1-2: Implement 2040 General Plan Policy The City shall ensure that construction and grading activities minimize short-term impacts to air quality by employing appropriate measures and best practices. Refer to Basic Construction Emissions Control Practices (BMPs) recommended by the Sacramento Metropolitan Air Quality Management District (SMAWMD) (2040 General Plan Policy ERC-4.5). As a condition of approval, construction contractors shall implement the following BMPs included in SMAQMD's Basic Construction Emission Control Practices: <ul style="list-style-type: none"> ▶ 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 or 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; 	LTS

NI = No impact

LTS = Less than significant

PS = Potentially significant

S = Significant

SU = Significant and unavoidable

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<ul style="list-style-type: none"> ▶ use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited; ▶ limit vehicle speeds on unpaved roads to 15 miles per hour (mph); ▶ complete construction of all roadways, driveways, sidewalks, parking lots as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used; ▶ minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [required by 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; and ▶ maintain all construction equipment is 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. 	
<p>Impact 3.1-3: Result in a Net Increase in Long-Term Operational Criteria Air Pollutant and Precursor Emissions That Exceed SMAQMD-Recommended Thresholds</p> <p>Development in the Specific Plan Area would result in operational emissions of ROG and PM10 that would exceed SMAQMD thresholds due to the use of consumer products and operational vehicle emissions. Implementation of Mitigation Measures 3.1-3a and 3.1-3b would reduce PM emissions associated with future development through the implementation of measures to reduce exhaust and fugitive dust, inclusion of low-emission vehicles, and electric development. However, at this level of analysis, it cannot be guaranteed that these measures would sufficiently reduce PM emissions. Thus, this impact would be significant and unavoidable.</p>	SU	Implement Mitigation Measure 3.5-1b.	SU
<p>Impact 3.1-4: Expose Sensitive Receptors to Substantial Pollutant Concentrations</p> <p>Construction and operation of the proposed project could result in development occupied by sensitive uses within 500 feet of freeways or major roadways. Mitigation Measure 3.1-4 would require implementation of 2040 General Plan policies to reduce TAC emissions. However, these measures would not be sufficient to reduce impacts to a less-than-significant level. Impacts would be significant and unavoidable.</p>	SU	<p>Mitigation Measure 3.1-4: Implement 2040 General Plan Policies</p> <ul style="list-style-type: none"> ▶ Parking Lot Shading. The City shall review and amend the Parking Lot Shading Design and Maintenance Guidelines and Parking Lot Shading Ordinance as needed to promote tree health, growth, and maintenance of trees to reduce urban heat island impacts (General Plan Policy ERC-3.11). ▶ Project Design. The City shall promote the incorporation of new technologies, materials, and design and construction techniques in private 	SU

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>development projects that minimize air pollution, noise, excess heat, and other forms of pollution and its impacts. (General Plan Policy ERC-4.3)</p> <ul style="list-style-type: none"> ► Sensitive Uses. The City shall consult, as appropriate, with the Sacramento Metropolitan Air Quality Management District (SMAQMD) in evaluating exposure of sensitive receptors to toxic air contaminants, and will impose conditions, as appropriate, on projects to protect public health and safety (General Plan Policy ERC-4.4). ► Air Filtration Systems: The City shall explore opportunities to accelerate the installation of air filtration systems in existing buildings in partnerships with the Sacramento Metropolitan Air Quality Management District (SMAQMD) and other partners in the Sacramento region. Schools, nursing homes, and other sensitive uses within disadvantaged communities (DACs) and areas most affected by air quality issues should be prioritized (General Plan Policy EJ-A.2) (2040 General Plan Policy ERC-4.4) 	
<p>Impact 3.1-5: Create Objectionable Odors Affecting a Substantial Number of People</p> <p>The project would introduce construction-related odor sources into the area (e.g., temporary diesel exhaust emissions during construction). However, these odor sources would be temporary, intermittent, and dissipate rapidly from the source. The project would not introduce new odor sources identified by SMAQMD and therefore would not result in an odor impact. As a result, potential exposure of sensitive receptors to objectionable odors would be less than significant.</p>	LTS	No mitigation measures are required.	LTS
<p>Impact 3.1-6: Potential for the Implementation of the Specific Plan, in Combination with Other Development, to Contribute to a Significant Cumulative Air Quality or Odor Impact</p> <p>Implementation of the proposed Specific Plan, in combination with other cumulative development in the area, would involve development and redevelopment activities within the Specific Plan Area. Through adherence to applicable regulatory requirements and implementation of project-specific mitigation, the contributions of individual projects under the Specific Plan within the cumulative context would be less than cumulatively considerable. However, the Specific Plan would have a cumulatively considerable contribution to impacts related to operational emissions even with implementation of Mitigation Measures 3.1-3a and 3.1-3b. Therefore, impacts would be significant and unavoidable.</p>	SU	No additional mitigation is feasible to reduce the Specific Plan's contribution to cumulative impacts other than Mitigation Measures 3.1-2, 3.1-3a, 3.1-3b, and 3.1-4.	SU

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Biological Resources			
<p>Impact 3.2-1: Have a Substantial Adverse Effect, Either Directly or Through Habitat Modifications, on Any Species Identified as a Candidate, Sensitive, or Special Status Species in Local or Regional Plans, Policies, or Regulations, or by CDFW or USFWS</p> <p>Implementation of the Stockton Boulevard Specific Plan could result in loss and disturbance of suitable nesting habitat for purple martin. Construction activity associated with future development could disturb active nests on or near the construction area, potentially resulting in nest abandonment by the adults and mortality of chicks and eggs. Mitigation would reduce the potential for impacts on purple martin through survey and avoidance requirements. This impact would be less than significant with mitigation.</p>	PS	<p>Mitigation Measure 3.2-1a: Avoid Direct Loss and Disturbance of Nesting Purple Martin</p> <p>The City shall incorporate the following policy into the Specific Plan:</p> <ul style="list-style-type: none"> ► Policy X: Purple Martin Avoidance <p>If vegetation removal, structure demolition, or ground disturbance is proposed between April and August, a qualified biologist shall conduct preconstruction surveys for nesting purple martin within 500 feet of the activities no more than 30 days before construction commences. A qualified biologist shall establish a non-disturbance buffer at a distance sufficient to minimize nest disturbance based on the nest location, topography, cover, the species' sensitivity to disturbance, and the intensity/type of potential disturbance. The exclusionary buffer shall remain in place until the chicks have fledged or as otherwise determined appropriate by a qualified biologist. If a purple martin nest tree, or structure, (any tree or structure that has an active nest in the year the impact is to occur) must be removed, the tree/structure shall be removed between September and March, when not occupied.</p> <p>Mitigation Measure 3.2-1b: Implement 2040 General Plan Policy</p> <ul style="list-style-type: none"> ► Biological Resources. The City shall ensure that adverse impacts on sensitive biological resources, including special-status species, sensitive natural communities, sensitive habitat, and wetlands are avoided, minimized, or mitigated to the greatest extent feasible as development takes place. (2040 General Plan Policy ERC-2.2) 	LTS
<p>Impact 3.2-2: Conflict with Any Local Policies or Ordinances Protecting Biological Resources, Such as a Tree Preservation Policy or Ordinance</p> <p>Implementation of the Specific Plan could result in adverse effects to "city" or "private protected" trees as defined in the City of Sacramento Tree Preservation ordinance. Through standard discretionary review practices, the City would ensure that future projects would not conflict with any local policies or ordinances protecting biological resources, including the Tree Ordinance. This impact would be less than significant.</p>	LTS	No mitigation measures are required.	LTS

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<p>Impact 3.2-3: Potential for the Implementation of the Specific Plan, in Combination with other Development, to Contribute to a Significant Cumulative Impact to Biological Resources</p> <p>Implementation of the Stockton Boulevard Specific Plan, in combination with other cumulative developments in the area, could result in cumulative impacts to sensitive biological resources. However, through the implementation of plan-specific mitigation measures, the contribution of the Stockton Boulevard would be less than cumulatively considerable. Impacts would be less than significant with mitigation.</p>	PS	No additional mitigation is required to reduce the Plan's contribution to cumulative impacts beyond implementation of Mitigation Measures 3.2-1a and 3.2-1b.	LTS
Cultural Resources			
<p>Impact 3.3-1: Cause a Substantial Adverse Change in the Significance of a Historical Resource</p> <p>Implementation of the Stockton Boulevard Specific Plan could lead to the alteration of known or previously unknown historic buildings and structures that could result in a substantial adverse change in the significance of one or more historical resources. Mitigation is recommended that would ensure the survey and evaluation of any historic-age building or structure prior to any physical alterations. However, there is no feasible mitigation available to ensure demolition, damage or destruction of historically significant resources would not occur. This impact is significant and unavoidable.</p>	SU	<p>Mitigation Measure 3.3-1a: Code Enforcement The City shall implement 2040 General Plan Policy HCR-2.5:</p> <ul style="list-style-type: none"> ► Code Compliance. The City's Code Enforcement, Building, and Preservation Planning Division staff shall work collaboratively to identify historic properties under code enforcement actions and facilitate repair work that brings historic properties into compliance, consistent with preservation best practices, including utilizing the State Historical Building Code to support preservation goals. (2040 General Plan Policy HCR-2.5) <p>Mitigation Measure 3.3-1b: Early Consultation The City shall implement 2040 General Plan Policy HCR-1.6:</p> <ul style="list-style-type: none"> ► Early Project Consultation. The City will continue to strive to minimize impacts to historic and cultural resources by consulting with property owners, land developers, tribal representatives, and the building industry early in the development review process as needed. (2040 General Plan Policy HCR-1.6) <p>Mitigation Measure 3.3-1c: Context Compatibility The City shall implement 2040 General Plan Policies LUP-8.10 and LUP-8.11:</p> <ul style="list-style-type: none"> ► Responsiveness to Context. The City shall require building and site design that respects and responds to the local context, including use of local materials and plant species where feasible, responsiveness to Sacramento's climate, and consideration of cultural and historic context of Sacramento's neighborhoods, corridors, and centers. (2040 General Plan Policy LUP-8.10) ► Neighborhood and Transitions. The City shall ensure that development standards facilitate transitions between areas that border one another so 	SU

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>that neighborhoods and districts maintain their own unique qualities. (2040 General Plan Policy LUP-8.11)</p> <p>The City shall include the following implementing action in the Specific Plan:</p> <ul style="list-style-type: none"> ► Action X: Avoidance or Minimization of Effects on Identified Historic Resources. If assessment of project impacts finds that a proposed project would have a significant impact on historic resources, the project applicant shall, in consultation with City of Sacramento Planning Division staff, determine whether the project can be feasibly redesigned or revised to avoid such impacts. If avoidance of historic resource(s) is not feasible, the project applicant shall seek to reduce the effect on historic resource(s) as much as possible through project design. <p>Mitigation Measure 3.3-1d: Identification of Historic Resources</p> <p>The City shall implement 2040 General Plan Policy HCR-1.18:</p> <ul style="list-style-type: none"> ► Evaluation of Potentially Eligible Built Environment Resources. The City shall continue to evaluate all buildings and structures 50 years old and older for potential historic significance prior to approving a project that would demolish or significantly alter the resource. (2040 General Plan Policy HCR-1.18) <p>The City shall incorporate the following implementing action into the Specific Plan:</p> <ul style="list-style-type: none"> ► Action X: Evaluate the Historic Significance of Age-Eligible Properties. If alteration or new construction is proposed on a parcel within the Plan Area which includes a building, structure, or landscape more than 45 years old (the typical age threshold applied by the California Office of Historic Preservation), the project applicant, at the request of the City's Preservation Director, shall retain a professional who meets the Secretary of the Interior's Professional Qualifications Standards for architectural history or history (as appropriate) to conduct an evaluation of the historic significance and eligibility of buildings, structures, and landscape features on the parcel for listing on the Sacramento Register of Historic and Cultural Resources (Sacramento Register) and California Register of Historical Resources (California Register). <p>Mitigation Measure 3.3-1e: Assessing Impacts</p> <p>The City shall include the following implementing action in the Specific Plan:</p> <ul style="list-style-type: none"> ► Action X: Assess Project Impacts on Eligible Properties. Projects proposing to alter buildings, structures, or landscape features found through evaluation to be eligible for listing on the California Register or National Register of Historic Places shall, at the direction of the City's 	

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City of Sacramento

Stockton Blvd Plan Draft EIR

ES-11

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>Preservation Director, be evaluated for adherence to the Secretary of the Interior's Standards for the Treatment of Historic Properties. Potential direct and/or indirect effects on the identified historic resources shall be assessed according to CEQA Guidelines Section 15064.5(b). Mitigation Measure 3.3-1f: Design Consistency</p> <p>The City shall implement 2040 General Plan Policy HCR-1.3:</p> <ul style="list-style-type: none"> ► Compatibility with Historic Context. The City will continue to review new development, alterations, and rehabilitation/remodels for compatibility with the surrounding historic context and consistency with design guidelines/standards, including the Historic District Plans. The City shall pay special attention to the scale, massing, and relationship of proposed new development to complement surrounding historic environments. (2040 General Plan Policy HCR-1.3) <p>Mitigation Measure 3.3-1f: Demolition Mitigation</p> <p>The City shall implement 2040 General Plan Policy HCR-1.10:</p> <ul style="list-style-type: none"> ► Demolition. Consistent with Secretary of the Interior Standards, the City shall consider demolition of historic resources as a last resort, to be permitted only if rehabilitation or adaptive reuse of the resource is not feasible; demolition is necessary to protect the health, safety, and welfare of its residents; or the public benefits outweigh the loss of the historic resource. (2040 General Plan Policy HCR-1.10) <p>The City shall include the following implementing actions in the Specific Plan:</p> <ul style="list-style-type: none"> ► Action X: Documentation of Identified Historic Resources. In cases where impacts to historic resources cannot be reduced through avoidance or project redesign to a less-than-significant level, the project applicant shall undertake historic documentation prior to issuance of building permits. Documentation may include completion of a Historic American Buildings Survey (HABS) Historical Report and accompanying HABS-style photographs. The appropriate level of photographic and narrative HABS documentation shall be determined by City Preservation Director based on the significance and associations of the resource. ► Action XX: Interpretive Program. If a proposed project within the Plan Area would cause a significant impact to a historic resource, and the City Preservation Director deems that an interpretive program would be effective and feasible, the project applicant shall hire a qualified professional to develop an on-site interpretive program. An interpretive program would likely be deemed effective in cases where the resource(s) planned for alteration or demolition has particular significance to the 	

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>history of Sacramento or within the community. The development of interpretive program content shall be conducted or overseen by a qualified professional who meets Secretary of the Interior's Professional Qualification Standards for history, architectural history, or architecture (as appropriate), and approved by the City of Sacramento Planning Division staff. The interpretive program shall include, at a minimum, an on-site, publicly accessible exhibit with information about the property's history, contribution to the history of the neighborhood and/or city, and relevant historic photographs or drawings.</p> <p>Mitigation Measure 3.3-1g: Protection during Construction The City shall include the following implementing actions in the Specific Plan:</p> <ul style="list-style-type: none"> ▶ Action X: Protection of Historic Resources During Construction. If a project within the Plan Area proposes demolition, alteration, or new construction within 25 feet of a building, structure, or feature which has been listed on the Sacramento Register, California Register, or National Register, or found eligible through evaluation for listing on the California Register or National Register, the project applicant shall incorporate into construction specifications for the proposed project a requirement that construction contractors use all feasible means to avoid damage to adjacent and nearby historic resources. Such methods may include maintaining a safe distance between the construction site and the historic resource, using construction techniques that reduce vibration (including alternatives to jackhammers and hoe-rams where possible), appropriate excavation shoring methods to prevent movement of adjacent structures, and adequate site security to minimize risks of vandalism and fire. This measure shall apply to historic buildings, structures, and site or landscape features both within and outside of the proposed project parcel. ▶ Action XX: Construction Monitoring Program for Historical Resources. If a project within the Plan Area proposes demolition, alteration, or new construction within 25 feet of a building, structure, or feature which has been listed on the Sacramento Register, California Register, or National Register, or found eligible through evaluation for listing on the California Register or National Register, the project applicant shall undertake a monitoring program to document and minimize damage to adjacent historic resources. Prior to the start of ground-disturbing project activity, the project applicant shall engage a historic architect or qualified historic preservation professional to undertake a pre-construction survey of historic resources within 25 feet of planned project activities to document 	

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		and photograph existing conditions of the resource(s). The consultant shall conduct regular periodic inspections of each historic resource during ground-disturbing activity on the project site. Should damage to a historic resource occur, the contractor or consultant, as appropriate, shall immediately notify the project applicant. Any historic resource(s) damaged as a result of project activities shall be remediated to their pre-construction condition at the conclusion of ground-disturbing activity on the site. The consultant shall submit monthly monitoring reports, which shall include photographs from site inspections and reports of any observed damage, to the project applicant for the duration of monitoring activity. This mitigation measure may be implemented in combination with required mitigation measures for vibration, as appropriate.	
<p>Impact 3.3-2: Cause a Substantial Adverse Change in the Significance of Unique Archaeological Resources</p> <p>Ground-disturbing activities associated with future development under the Specific Plan could result in discovery or damage of yet undiscovered archaeological resources as defined in State CEQA Guidelines Section 15064.5. Implementation of Mitigation Measures 3.3-2a through 3.3-2c would reduce the impacts to archaeological resources but not to a less-than-significant level. Therefore, this would be a significant and unavoidable impact.</p>	SU	<p>Mitigation Measure 3.3-2a: Regulations and Best Practices The City shall implement 2040 General Plan Policy HCR-1.14:</p> <ul style="list-style-type: none"> ▶ Archaeological, Tribal, and Cultural Resources. The City shall continue to comply with federal and State regulations and best practices aimed at protecting and mitigating impacts to archaeological resources and the broader range of cultural resources as well as tribal cultural resources. (2040 General Plan Policy HCR-1.14) <p>Mitigation Measure 3.3-2b: Conduct Archaeological Survey Prior to Construction The City shall include the following policy in the Specific Plan:</p> <ul style="list-style-type: none"> ▶ Policy X: Upon direction of the City Preservation Director, the City shall require archaeological resources surveys for projects that include ground disturbance. <p>Mitigation Measure 3.3-2c: Identify Unanticipated Discoveries The City shall include the following implementation action for the above policy in the Specific Plan:</p> <ul style="list-style-type: none"> ▶ Action X: In the event that archaeological resources or human remains are encountered during construction, work within 100 feet of the discovery shall cease until a notice to proceed is issued by the City. The applicant shall notify the City of Sacramento Manager of Environmental Planning Services or the City Preservation Director and shall comply with City direction, and federal and State regulations and guidelines regarding the treatment of cultural resources and human remains. The Coroner shall be notified in the event human remains are discovered; the applicant shall be responsible for the employment of a qualified archaeologist to advise regarding treatment of any artifacts. 	SU

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Impact 3.3-3: Disturb Human Remains There are two cemeteries adjacent to Stockton Boulevard. While the Specific Plan does not propose any projects at these cemeteries, ground-disturbing construction activities associated with future development under the Specific Plan could uncover previously unknown human remains. Compliance with California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097 would ensure that this impact would be less than significant.	LTS	No mitigation measures are required.	LTS
Impact 3.3-4: Potential for the Implementation of the Specific Plan, in Combination with Other Development, to Contribute to a Significant Cumulative Impacts to Cultural Resources Future development under the Specific Plan would result in significant and unavoidable impacts to historic resources and archaeological resources. Even with implementation of mitigation measures, the impacts would not be reduced to a less-than-significant level. The incremental contribution from future development under the Specific Plan to the cumulative loss of cultural resources is considerable. The cumulative impact is significant and unavoidable.	SU	No additional mitigation is feasible to reduce the Specific Plan's contribution to cumulative impacts other than Mitigation Measures 3.3-1a through 3.3-1g and 3.3-2a through 3.3-2c described above.	SU
Energy			
Impact 3.4-1: Wasteful, Inefficient, or Unnecessary Consumption of Energy, During Project Construction or Operation Construction of the project would involve targeted redevelopment which would conserve energy by lessening the need for project site preparation and grading throughout the Specific Plan Area. Construction activities would also only utilize the amount of energy required to complete the project and construction-related energy consumption would cease upon project completion. Operation of the project would result in the conservation and efficient use of energy by developing land uses near existing infrastructure, increasing density and subsequently increasing transportation energy efficiency and reducing fuel use. In addition, redevelopment of aging structures would improve the energy efficiency of the Specific Plan Area due to the application of contemporary building standards. For these reasons, the use of energy for construction and operation of development in the Specific Plan Area would not be considered wasteful, inefficient, or unnecessary. This impact would be less than significant.	LTS	No mitigation measures are required.	LTS

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<p>Impact 3.4-2: Conflict with or Obstruct a State or Local Plan for Renewable Energy or Energy Efficiency</p> <p>Because natural gas is assumed to be included in the design and operation of future development in the Specific Plan Area, the project could conflict with the building decarbonization and fossil fuel reduction goals of both the 2022 Scoping Plan and the City's CAAP, and obstruct the implementation of these plans to achieve the State's goals of reducing fossil fuel consumption and increasing energy efficiency. The market forces and the City continue to encourage development of all-electric projects. In addition, implementation of Mitigation Measure 3.4-2 would require future project applicants to provide EV charging parking to encourage the use of electric vehicles. This impact would be less than significant with mitigation.</p>	PS	<p>Implement Mitigation Measure 3.5-1b.</p> <p>Mitigation Measure 3.4-2: Electric Vehicle Charging Parking The City shall incorporate the following policy related to electric vehicle charging stations into the Specific Plan:</p> <ul style="list-style-type: none"> ► Policy X: EV Parking Spaces Applicants shall include the most recent CalGreen Tier 2 requirements pertaining to required EV parking spaces in the project design in order to meet the prerequisites for SMAQMD's Tier 1 BMP 2. 	LTS
<p>Impact 3.4-3: Potential for the Implementation of the Specific Plan, in Combination with Other Development, to Contribute to a Significant Cumulative Energy Impact</p> <p>Cumulative development in the city and unincorporated county would increase regional energy demand. However, overall energy demand from projected development would not be wasteful or inefficient or obstruct plans for renewable energy or energy efficiency. The Specific Plan would allow for project design features that are not consistent with state plans related to renewable energy and could, therefore, result in a considerable contribution to a significant cumulative impact. With implementation of mitigation measure and the City's continued encouragement for all-electric development, the project would not conflict with the goals of the 2022 Scoping Plan and the City's CAAP to reduce natural gas utility use. Therefore, this impact would be less than significant with mitigation.</p>	S	Implement Mitigation Measures 3.5-1b and 3.4-2.	LTS
Greenhouse Gas Emissions and Climate Change			
<p>Impact 3.5-1: Generate GHG Emissions, Either Directly or Indirectly, That May Have a Significant Impact on the Environment</p> <p>Construction of the project would generate a total of approximately 77,763 MTCO₂e over the 15-year construction period while project operations would generate a total of approximately 17,722 MTCO₂e/year. This impact would be less than significant with mitigation.</p>	S	<p>Mitigation Measure 3.5-1a: Implement 2040 General Plan Policies</p> <ul style="list-style-type: none"> ► Project Design. The City shall promote the incorporation of new technologies, materials, and design and construction techniques in private development projects that minimize air pollution, noise, excess heat, and other forms of pollution and its impacts. (2040 General Plan Policy ERC-4.3) ► Construction Emissions. The City shall ensure that construction and grading activities minimize short-term impacts to air quality by employing appropriate measures and best practices. Refer to Basic Construction 	LTS

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		<p>Emissions Control Practices (BMPs) recommended by the Sacramento Metropolitan Air Quality Management District (SMAQMD). (2040 General Plan Policy ERC-4.5)</p> <ul style="list-style-type: none"> ▶ Regenerative Food System. The City shall encourage regenerative agriculture practices in urban agriculture uses, including carbon-sequestering practices. (2040 General Plan Policy ERC-9.12) ▶ Street Classification System. The City shall maintain a street classification system that considers the role of streets as corridors for movement but prioritizes a context-sensitive Complete Streets concept that enables connected, comfortable, and convenient travel for those walking, rolling, and taking transit. (2040 General Plan Policy M-1.1) ▶ User Prioritization. The City shall prioritize mobility, comfort, health, safety, and convenience for those walking, followed by those bicycling and riding transit, ahead of design and operations for those driving. (2040 General Plan Policy M-1.2) ▶ Walking Facilities. The City shall work to complete the network of tree-shaded sidewalks throughout the city, to the greatest extent feasible, by building new sidewalks and crossings, especially within the high-injury network, in disadvantaged communities, near high-ridership transit stops, and near important destinations, such as schools, parks, and commercial areas. Walking facilities should incorporate shade trees. (2040 General Plan Policy M-1.14). ▶ Improve Bicycling Connectivity. The City shall plan and seek funding for a continuous, low-stress bikeway network consisting of bicycling-friendly facilities that connect neighborhoods with destinations and activity centers throughout the city. (2040 General Plan Policy M-1.17) <p>Mitigation Measure 3.5-1b: Implement the Greenhouse Gas Emission Reduction Actions of the Climate Action & Adaptation Plan</p> <ul style="list-style-type: none"> ▶ Future development projects under the Specific Plan shall incorporate GHG emissions reductions measures contained in the Climate Action and Adaptation Plan (CAAP). The CAAP includes the following measures: Eliminate natural gas in new construction (CAAP Measure E-2). ▶ Support infill growth to ensure that 90% of growth is in the established and center/corridor communities and 90% small-lot and attached homes by 2040, consistent with the regional Sustainable Communities Strategy. 	

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		<p>Project-level VMT should be 15% below (or 85% of) the regional average. (CAAP Policy E-5)</p> <ul style="list-style-type: none"> ▶ Improve active transportation infrastructure to achieve 6% active transportation mode share by 2030 and 12% by 2045. (CAAP Policy TR-1) ▶ Support public transit improvements to achieve 11% public transit mode share by 2030 and maintain through 2045. (CAAP Policy TR-2) ▶ Achieve zero-emission vehicle adoption rates of 28% for passenger vehicles and 22% for commercial vehicles by 2030 and 100% for all vehicles by 2045. (CAAP Policy TR-3) ▶ Work to reduce organic waste disposal 75% below 2014 levels by 2025. (CAAP Policy W-1) ▶ Reduce water utility emissions (in MT CO₂e per million gallon) delivered by 100% by 2030 and maintain that through 2045. (CAAP Policy WW-1) ▶ Reduce wastewater emissions by 22% by 2030 and 40% by 2045. (CAAP Policy WW-2) ▶ Increase urban tree canopy cover to 25% by 2030 and 35% by 2045. (CAAP Policy CS-1) 	

Hazards and Hazardous Materials

<p>Impact 3.6-1: Create a Significant Hazard to the Public or the Environment through the Routine Transport, Use, or Disposal of Hazardous Materials or through the Reasonably Foreseeable Upset and Accident Conditions Involving the Release of Hazardous Materials into the Environment</p> <p>Construction and operation of development under the proposed Specific Plan would involve the use, storage, and transport of hazardous materials. Overall, such hazardous materials and activities would be typical for the types of projects that would be developed under the Specific Plan, and would occur in compliance with local, state, and federal regulations, which would minimize but not eliminate the potential for upset or accident conditions. Site-specific studies for future projects under the plan could reveal as-yet unknown environmental conditions during construction or operation. The impact to the public and the environment from exposure to these unknown hazardous materials and other hazards during construction, and/or from accidental release of hazardous materials during the routine transport, use, or disposal of hazardous materials would be potentially significant. Implementation of</p>	PS	<p>Mitigation Measure 3.6-1: Conduct a Phase I ESA</p> <p>Prior to the issuance of a grading permit, project applicants for all future development projects within the Specific Plan Area shall complete a Phase I ESA (performed in accordance with the current ASTM Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process [E 1527]) for each individual property prior to development or redevelopment to ascertain the presence or absence of Recognized Environmental Conditions (RECs), Historical Recognized Environmental Condition (HRECs), and Potential Environmental Concerns (PECs). The findings and conclusions of the Phase I ESA shall become the basis for potential recommendations for follow-up investigation, if found to be warranted.</p>	LTS
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Mitigation Measure 3.6-1 and compliance with federal, state, and local regulations would reduce potential impacts associated with the routine transport, use, and disposal of hazardous materials and reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. This impact would be less than significant with mitigation.			
Impact 3.6-2: Emit Hazardous Emissions or Handle Hazardous or Acutely Hazardous Materials, Substances, or Waste within 0.25 Mile of an Existing or Proposed School Several schools are located in the vicinity of the Specific Plan Area. Although the nature and location of specific developments under the proposed Specific Plan are yet unknown, it is likely they would result in the routine transport, use, and storage of hazardous materials during construction and operation. Such use, though not expected to generate hazardous emissions or handle acutely hazardous materials or waste, could be proposed or could result through accident or upset conditions within 0.25 mile of a school. This impact would be less than significant with mitigation.	PS	Implementation of Mitigation Measures 3.5-1a through 3.5-1f as detailed under Impact 3.5-1 above would be required.	LTS
Impact 3.6-3: Result in Significant Hazards to the Public or Environment due to Development on a Site which is Included on a List of Hazardous Materials Sites The Plan Area contains several hazardous materials sites that are listed in the Geographic Environmental Information Management System's GeoTracker and DTSC EnviroStor databases. Potential future development under the plan could be located on one or more of these sites, which could increase risk of exposure to hazardous materials associated with existing contamination. Remediation activities are currently being managed for each individual property with residual contamination in accordance with applicable federal, state (e.g., RWQCB and DTSC), and local (e.g., SCEMD) procedures, protocols, and standards. This impact would be less than significant.	LTS	No mitigation measures are required.	LTS
Impact 3.6-4: Impair Implementation of or Physically Interfere with an Emergency Response Plan or Emergency Evacuation Area The City's Office of Emergency Services is responsible for ensuring that Sacramento's emergency response plans are up-to-date and implemented properly and communicating with other agencies for emergency response operations. Sacramento County's Area Plan for Emergency Response to Hazardous Materials Incidences provides detailed guidance for mitigating	PS	Mitigation Measure 3.6-4: Prepare and enforce a Construction Traffic Management Plan Prior to issuance of grading permits, the applicant shall submit to the City for review and approval a Construction Traffic Management Plan to minimize traffic impacts on all roadways at and near the work site affected by construction activities. The plan shall include construction and public (if applicable) access points, procedures for notification of road closures,	LTS

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City of Sacramento

Stockton Blvd Plan Draft EIR

ES-19

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<p>hazard events and ensures a coordinated response provided in cooperation with the City's departments and other local, state, and federal agencies. The City of Sacramento implements and follows this plan.</p> <p>As part of project operation of future development in the Specific Plan Area, adequate emergency access routes to and from the development area would be established and emergency response would not be impaired. However, construction activities associated with future development within the Specific Plan Area would involve truck traffic and temporary land/shoulder closures in work zones that could result in temporary land closures on certain roads, increased traffic, and other roadway conditions that could interfere with or slow down emergency vehicle access and services. With the implementation of Mitigation Measure 3.6-3, the risk of interference with emergency vehicle access during construction in the Specific Plan Area would be minimized by requiring all construction work to adhere to the construction traffic management plan. This impact would be less than significant with mitigation.</p>		<p>construction materials delivery plan, a description of emergency personnel access routes during road closures, this plan shall ensure adequate access for emergency responders.</p>	
<p>Impact 3.6-5: Potential for the Implementation of the Stockton Boulevard Specific Plan, in Combination with Other Development, to Contribute to a Significant Cumulative Impact to Hazards and Hazardous Materials</p> <p>Implementation of the proposed Specific Plan, in combination with other cumulative development in the area, would involve development and redevelopment activities within the Specific Plan Area. Through adherence to applicable regulatory requirements and implementation of project-specific mitigation, the contributions of individual projects under the Specific Plan within the cumulative context would be less than cumulatively considerable. Impacts would be less than significant with mitigation.</p>	PS	<p>Implementation of Mitigation Measures 3.6-1 and Mitigation Measure 3.6-4 as detailed under Impact 3.6-1 and Impact 3.6-4, respectively.</p>	LTS
Noise and Vibration			
<p>Impact 3.7-1: Generate a Substantial Temporary Increase in Noise Levels at Noise-Sensitive Land Uses in Excess of Standards Established by the City Code</p> <p>Buildout of the Specific Plan would result in construction areas located in close proximity to existing noise-sensitive receptors. Most noise-generating construction activity would be performed during the daytime, construction-noise-exempt hours per Section 8.68.080 of the City Code; however, it is possible that construction activity may be required during the evening and nighttime hours. Activities such as large continuous concrete pours needed for development associated with Specific Plan implementation and/or utility</p>	PS	<p>Mitigation Measure 3.7-1a: Implement 2040 General Plan Policies</p> <ul style="list-style-type: none"> ▶ Project Design. The City shall promote the incorporation of new technologies, materials, and design and construction techniques in private development projects that minimize air pollution, noise, excess heat, and other forms of pollution and its impacts (2040 General Plan Policy ERC-4.3). ▶ Construction Noise Controls. The City shall limit the potential noise impacts of construction activities on surrounding land uses through noise regulations in the City Code that address permitted days and hours of 	LTS

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<p>improvements could be required outside of the construction timeframe restrictions established within Section 8.68.080 of the City Code. Thus, potential nighttime construction activities could expose nearby noise-sensitive receptors to noise levels that exceed City Code noise standards identified in 8.68.060. Mitigation Measures 3.7-1a and 3.7-1b would implement noise reduction measures to minimize construction noise and reduce noise exposure during nighttime activities. Compliance with these requirements would restrict construction operations to less sensitive time periods and would implement construction noise level reductions necessary for specific projects. Thus, the impact would be less than significant with mitigation.</p>		<p>construction, types of work, construction equipment, and sound attenuation devices. (2040 General Plan Policy ERC-10.9)</p> <p>Mitigation Measure 3.7-1b: New Policy for Goal E-1: Environment, Public Health, and Safety</p> <p>The City shall include the following new policy in the Specific Plan:</p> <ul style="list-style-type: none"> ► Policy XX: Implement additional measures to reduce construction-related noise. <p>For all projects in the Specific Plan Area that require a building permit, the City shall require that the contractor implement the following measures during all phases of construction:</p> <ul style="list-style-type: none"> ■ Construction hours shall be limited to 7:00 a.m. to 6:00 p.m. Monday through Saturday and between 9:00 a.m. and 6:00 p.m. on Sunday. Construction outside of these hours may be approved through a development permit based on a site specific “construction noise mitigation plan” and a finding by the Director of Community Development or their designee that the construction noise mitigation plan is adequate to prevent excessive noise disturbance of affected residential uses. The site-specific development permit would allow for work outside normally permitted hours (e.g., overnight) subject to conditions of approval, including performance standards, imposed by the City to limit noise impacts. ■ All heavy construction equipment and all stationary noise sources shall have manufacturer-installed mufflers. Mufflers and noise suppressors shall be properly maintained and tuned to ensure proper fit, function, and minimization of noise. ■ Heavy-duty equipment shall be operated at the lowest operating power possible and shall be restricted in close proximity to sensitive receptors. ■ For construction activity that occurs during nighttime hours, where available and feasible, equipment with back-up alarms shall be equipped with either audible self-adjusting backup alarms or alarms that only sound when an object is detected. Self-adjusting backup alarms shall automatically adjust to 5 dB over the surrounding background levels. All non-self-adjusting backup alarms shall be set to the lowest setting required to be audible above the surrounding noise levels. 	

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<ul style="list-style-type: none"> To the extent that noise-generating outdoor construction activity needs to occur at night as part of a continuous construction activity, the activity shall be planned such that the portion that needs to take place closest to sensitive receptors takes place during less noise-sensitive daytime hours. Temporary noise barriers shall be constructed, if needed, to screen noise-generating equipment when located near noise-sensitive land uses. If impact pile driving is required, sonic pile drivers shall be used, unless engineering studies are submitted to the City that show this is not feasible, based on geotechnical considerations. 	
<p>Impact 3.7-2: Generation of Excessive Groundborne Vibration or Groundborne Noise Levels</p> <p>Construction activity associated with implementation of the Specific Plan would generate short-term increases in vibration. Construction activity would predominately occur during daytime hours when sensitive receptors would not be as affected by groundborne vibration. Additionally, Mitigation Measures 3.7-2a and 3.7-2b would require that all measures to reduce impacts from construction vibration would be implemented for projects under the Specific Plan by requiring minimum setbacks to sensitive land uses, impact monitoring during pile driving activity, and use of alternative equipment when appropriate and feasible. Thus, the impact would be less than significant with mitigation.</p>	PS	<p>Mitigation Measure 3.7-2a: Implement 2040 General Plan Policies</p> <ul style="list-style-type: none"> Interior Vibration Standards. The City shall require construction projects that are anticipated to generate significant vibration levels to use appropriate methods (i.e., type of equipment, low-impact tools, modifying operations, increasing setback distance, vibration monitoring) to ensure acceptable interior vibration levels at nearby residential and commercial uses based on the current City or Federal Transit Administration (FTA) criteria. (2040 General Plan Policy ERC-10.5) Vibration. The City shall consider the potential for vibration-induced damage associated with construction activities, highways, and rail lines in close proximity to historic buildings and archaeological sites. Where there is potential for substantial vibration-induced damage, the City shall require preparation of a Pre-Construction Survey and Vibration Management and Monitoring Plan, prepared by a qualified historic preservation specialist or structural engineer to document existing conditions, present appropriate methods to avoid or reduce potential vibration damage, monitor for excessive vibration, and ensure any damage is documented and repaired. (2040 General Plan Policy ERC-10.7) <p>Mitigation Measure 3.7-2b: New Policy for Goal E-1: Environment, Public Health, and Safety</p> <p>The City shall include the following new policy in the Specific Plan:</p> <ul style="list-style-type: none"> Policy XX: Implement additional measures to reduce construction-related vibration. The following vibration control measures (or other equally effective measures approved by the City) shall be included in the plan: 	LTS

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<ul style="list-style-type: none"> ▪ To prevent structural damage, minimum setback requirements for different types of ground vibration-producing activities (e.g., pile driving) for the purpose of preventing damage to nearby structures shall be established based on the proposed activities and locations, once determined. Factors to be considered include the specific nature of the vibration producing activity (e.g., type and duration of pile driving), local soil conditions, and the fragility/resiliency of nearby structures. Established setback requirements can be breached if a project-specific site-specific vibration analysis is conducted by a qualified geotechnical engineer or ground vibration specialist that indicates that no structural damage would occur at nearby buildings or structures. ▪ To prevent disturbance to sensitive land uses, minimum setback requirements for different types of ground vibration producing activities (e.g., pile driving) shall be established based on the proposed activities and locations, once determined. ▪ Alternatives to traditional pile driving (e.g., sonic pile driving, jetting, cast-in-place or auger cast piles, etc.) shall be considered and implemented where feasible to reduce vibration levels. ▪ Phase pile-driving and high-impact activities so as not to occur simultaneously with other construction activities, to the extent feasible. The total vibration level produced could be significantly less when each vibration source is operated at separate times. 	
<p>Impact 3.7-3: Exposure of Existing Sensitive Receptors to Project-Generated Traffic Noise</p> <p>Implementation of development associated with the Specific Plan would result in traffic increases along several modeled roadways in the vicinity of the Specific Plan Area, thus increasing traffic noise. A comparison of existing (2018) and future (2040) traffic noise identified seven roadways that would increase from below OPR's residential exterior noise thresholds (i.e., 60 dB CNEL and 65 dB CNEL for single-family and multi-family residential uses, respectively) under existing conditions beyond them with the buildout of the project. Additionally, noise from nine of the modeled roadways would increase by more than 3 dB. Implementation of Mitigation Measure 3.7-3 would require the implementation of 2040 General Plan policies, which would reduce noise impacts to sensitive receptors; however, it cannot be guaranteed at this time that long-term traffic noise associated with development under the Specific</p>	S	<p>Mitigation Measure 3.7-3: Implement 2040 General Plan Policies</p> <ul style="list-style-type: none"> ▶ Exterior Noise Standards. The City shall require noise mitigation for all development where the projected exterior noise levels exceed those shown in Table ERC-1 [shown as Table 3.7-2 in this EIR], to the extent feasible. (2040 General Plan Policy ERC-10.1) ▶ Interior Noise Standards. The City shall require new development to include noise attenuation to assure acceptable interior noise levels appropriate to the land use, as follows: <ul style="list-style-type: none"> ▪ 45 dB L_{dn} for residential, transient lodgings, hospitals, nursing homes, and other uses where people normally sleep; and ▪ 45 dB L_{eq} (peak hour with windows closed) for office buildings and similar uses. (2040 General Plan Policy ERC-10.3) 	SU

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Plan would be reduced below the applicable thresholds. Therefore, this impact would be significant and unavoidable.		<ul style="list-style-type: none"> Alternative Paving Materials. The City shall continue to explore opportunities to use alternative pavement materials such as rubberized asphalt and porous pavement on residential roadways in order to reduce noise generation, extend maintenance cycles, and improve air quality and stormwater management. (2040 General Plan Policy ERC-10.8) 	
<p>Impact 3.7-4: Expose Noise-Sensitive Land Uses to Operational Stationary Noise that Exceeds Applicable Standards</p> <p>Implementation of the Specific Plan would result in the development of areas with a high intensity mix of residential, commercial, office, and public uses. Noise sources associated with these land uses include mechanical equipment such as heating, ventilation, and air conditioning (HVAC) units, backup generators, vehicular and human activity in parking lots, and activities at commercial/retail land uses. The City Code establishes noise standards for HVAC equipment. However, exact locations, building footprints, and building orientation have not been identified, and therefore, it is unknown specifically where future stationary noise sources could be located. Therefore, it is possible that new stationary noise sources could exceed City noise standards and result in excessive noise levels at existing sensitive receptors. The implementation of Mitigation Measures 3.7-1a and 3.7-3 would ensure that new stationary noise sources associated with development under the Specific Plan would be mitigated so as not exceed City exterior noise standards at sensitive receptors. This impact would be less than significant with mitigation.</p>	PS	<p>Implement Mitigation Measure 3.7-1a: Implement 2040 General Plan Policies.</p> <p>Implement Mitigation Measure 3.7-3: Implement 2040 General Plan Policies.</p>	LTS
<p>Impact 3.7-5: Potential for Implementation of the Specific Plan, in Combination with Other Development, to Contribute to a Significant Cumulative Noise Impact</p> <p>Implementation of the Specific Plan, in combination with other cumulative development in the area, would involve a permanent increase in ambient noise. This permanent increase could contribute to significant noise impacts in the area. Although implementation of feasible mitigation measures would reduce plan-specific noise effects associated with implementation of the Specific Plan, all impacts may not be reduced to a less than significant level. Therefore, within the cumulative context, impacts would be significant and unavoidable.</p>	SU	Implement Mitigation Measure 3.7-3: Implement 2040 General Plan Policies	SU

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Public Services and Recreation			
Impact 3.8 -1: Result in Substantial Adverse Physical Impacts Associated with the Provision of Fire Protection and Emergency Services Growth anticipated in the Specific Plan Area through the 2040 planning horizon, including the development of residential housing, would increase the population in the area. The increase in population would increase the demand for fire protection and emergency services. However, the SFP has identified potential new fire stations to be constructed in the City and potential reopening of Station 99. Station 99 would provide additional services to the Specific Plan Area. In addition, future development within the Specific Plan Area would be required to comply with existing regulations related to fire protection, which would decrease the demand for SFP services. This impact would be less than significant.	LTS	No mitigation measures are required.	LTS
Impact 3.8 -2: Result in Substantial Adverse Physical Impacts Associated with the Provision of Police Protection Growth anticipated in the Specific Plan Area through the 2040 planning horizon, including the development of residential housing, would increase the population in the area. The increase in population would increase the demand for police protection services. The SPD has identified new police facilities to be constructed in the city, including the South Area Police Facility. The South Area Police Facility would have the potential to house 200 total staff, which would provide sufficient services to the Specific Plan Area. In addition, the Specific Plan includes policies E-1 and E-2 to improve public safety in the Specific Plan Area. Therefore, implementation of the Specific Plan would not require the construction of additional police facilities beyond those identified by the SPD. This impact would be less than significant.	LTS	No mitigation measures are required.	LTS
Impact 3.8 -3: Result in Substantial Adversely Physical Impacts Associated with the Provision of Schools Growth anticipated in the Specific Plan Area through the 2040 planning horizon, including the development of housing, would increase the student population in the area. Implementation of the Specific Plan would generate approximately 524 students over the long-term buildout of the 2040 General Plan. The students would likely attend schools in the SCUSD. As indicated in Table 3.8 -2, public schools in the vicinity of the Specific Plan Area would have sufficient remaining capacity to accommodate the new students generated from the Specific Plan implementation. This impact would be less than significant.	LTS	No mitigation measures are required.	LTS

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<p>Impact 3.8 -4: Result in Substantial Adverse Physical Impacts Associated with the Provision of Libraires</p> <p>Implementation of the Specific Plan would have the potential to increase the level of development within the Specific Plan Area, including the development of housing that would increase the population in the area. The increased population would result in an increased demand for library facilities. Implementation of the SPLA Facility Master Plan would result in adequate library facilities to serve the potential population increase resulting from the Specific Plan. Implementation of the Specific Plan would not require construction of new or expanded library facilities. This impact would be less than significant.</p>	LTS	No mitigation measures are required.	LTS
<p>Impact 3.8 -5: Result in Substantial Adverse Physical Impacts Associated with the Demand for or Provision of New Parks and Other Recreational Facilities</p> <p>Growth anticipated in the Specific Plan Area through the 2040 planning horizon, including the development of housing, would increase the population in the area. The increased population would result in an increased demand for parks and recreation facilities, which would exacerbate the City's current deficiency in parks and recreation facilities and would create a need for construction or expansion of recreational facilities. Implementation of the Mitigation Measures 3.8 -5a and 3.8 -5b, and contribution to PIF, would ensure that adequate parks and recreation facilities would be available to serve the Specific Plan Area as development occurs. This impact would be less than significant with mitigation.</p>	S	<p>Mitigation Measure 3.8 -5a: Implement 2040 General Plan Policies</p> <ul style="list-style-type: none"> ▶ Parkland Dedication Requirements. The City shall continue to require that new residential development projects contribute toward the provision of adequate parks and recreational facilities to serve the new residents, either through the dedication of parkland, the construction of public and/or private recreation facilities, or the payment of parkland in-lieu fees, consistent with the Quimby Ordinance. To achieve the level of service for all parkland in all areas of the city, the City shall seek other funding resources to prioritize park needs in park deficit areas. (2040 General Plan Policy YPRO-1.4) ▶ Incentivizing Onsite Public Facilities. The City shall continue to provide Park Impact Fee (PIF) credit for development projects that provide publicly accessible parks, plazas, and parkways onsite that promote active or passive recreational opportunities and serve as neighborhood gathering points. (2040 General Plan Policy YPRO-1.5) ▶ Non-Conventional Park Solutions. In densely built out urban areas of the city where the provision of large park spaces is not feasible, the City shall explore creative solutions to provide neighborhood park and recreation facilities that serve the needs of local residents and employees. Such solutions may include the following: <ul style="list-style-type: none"> ▪ Publicly accessible, privately-owned open spaces and plazas; ▪ Rooftop play courts and gardens; ▪ Freeway underpass, utility corridor, and wide landscape medians; ▪ Conversion of rails to trails with trails; ▪ Pocket parks and pedestrian areas in the public right-of-way; and 	LTS

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<ul style="list-style-type: none"> The provision of neighborhood and community-serving recreational facilities in regional parks. (2040 General Plan Policy YPRO-1.8) Mitigation Measure 3.8 -5b: Identify Park and Recreation Facilities Through implementation of the 2040 Parks Plan, the City shall evaluate the equitable increase in public parkland and recreation facilities to serve the needs of the current and new residents within the Stockton Boulevard Specific Plan Area, that shall be developed as neighborhood parks or other non-conventional park solutions to be accessible within a 10-minute walk of residential land uses.	
Impact 3.8 -6: Potential for the Implementation of the Specific Plan, in Combination with Other Development, to Contribute to a Significant Cumulative Impacts to Public Services and Recreation Implementation of the Specific Plan, in combination with other cumulative development in the area, could increase demand for public services and recreation in the area. However, through the contribution to impact fees in accordance with applicable ordinances (e.g., Quimby and PIF ordinances) and implementation of Mitigation Measures 3.8 -5a and 3.8 -5b, the contributions of the Specific Plan within the cumulative context would be less than cumulatively considerable. Impacts would be less than significant with mitigation.	S	Implement Mitigation Measures 3.8 -5a and 3.8 -5b described above.	LTS
Transportation and Circulation			
Impact 3.9-1: Result in VMT Impacts on the Roadway System Implementation of the Specific Plan would result in less than a 16.8-percent reduction of passenger vehicle VMT per capita compared to the citywide baseline. Even with implementation of mitigation measures, it cannot be guaranteed that a 16.8-percent VMT reduction would occur. This impact would therefore be significant and unavoidable.	S	Mitigation Measure 3.9-1a: Project applicants shall prepare and implement a Transportation Demand Management (TDM) Plan to guide implementation of TDM strategies for development, as outlined below. Prior to issuance of building permits, future projects shall submit to the City either a project-specific transportation analysis that demonstrates that the project would obtain the City's VMT reduction target or a TDM Plan. Both documents shall be subject to review and approval by the City of Sacramento Department of Public Works. The TDM Plan shall be designed to reduce passenger vehicle VMT per capita to 34.22 (a 16.8-percent reduction from baseline passenger vehicle VMT per capita) or as close as deemed feasible by the City. The TDM Plan shall contain VMT reduction strategies identified in the <i>Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity</i> (California Air Pollution Control Officers Association [CAPCOA] 2021) or an	SU

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation																					
		<p>equivalent reference where the effectiveness of strategies is supported by substantial evidence.</p> <p>The TDM Plan may include, but would not be limited to, the CAPCOA strategies listed in Table 3.9-3.</p> <p>Table 3.9-3 Applicable CAPCOA Strategies</p> <table> <tr> <th data-bbox="1060 440 1178 513">Category</th><th data-bbox="1178 440 1312 513">Measure</th><th data-bbox="1312 440 1493 513">Strategy Description</th><th data-bbox="1493 440 1808 513">VMT Mitigation Reduction Potential</th></tr> <tr> <td data-bbox="1060 513 1178 1198" rowspan="4">Land Use</td><td data-bbox="1178 513 1312 683">T-1</td><td data-bbox="1312 513 1493 683">Increase Residential Density</td><td data-bbox="1493 513 1808 683">0 – 30.0 percent of GHG emissions from project VMT in Specific Plan Area, based upon how much the residential density of project exceeds 9.1 DU/acre</td></tr> <tr> <td data-bbox="1178 683 1312 854">T-2</td><td data-bbox="1312 683 1493 854">Increase Job Density</td><td data-bbox="1493 683 1808 854">0 – 30.0 percent of GHG emissions from project VMT in the Specific Plan Area, based upon job density of project development</td></tr> <tr> <td data-bbox="1178 854 1312 1024">T-3</td><td data-bbox="1312 854 1493 1024">Provide Transit Oriented Development</td><td data-bbox="1493 854 1808 1024">6.9 – 31.0 percent of GHG emissions from project VMT in Specific Plan Area, based upon existing transit mode share in the city</td></tr> <tr> <td data-bbox="1178 1024 1312 1198">T-4</td><td data-bbox="1312 1024 1493 1198">Integrate Affordable and Below Market Rate Housing</td><td data-bbox="1493 1024 1808 1198">0 – 28.6% of GHG emissions from project multifamily residential VMT, based upon percent of multifamily units dedicated as affordable</td></tr> <tr> <td data-bbox="1060 1198 1178 1440">Neighborhood Design</td><td data-bbox="1178 1198 1312 1440">T-19A</td><td data-bbox="1312 1198 1493 1440">Construct or Improve Bike Facility</td><td data-bbox="1493 1198 1808 1440">0 – 0.8 percent of GHG emissions from vehicles on parallel roadways, based upon percent of plan VMT that occurs on the parallel roadway, number of key destinations near project, and facility type</td></tr> </table>	Category	Measure	Strategy Description	VMT Mitigation Reduction Potential	Land Use	T-1	Increase Residential Density	0 – 30.0 percent of GHG emissions from project VMT in Specific Plan Area, based upon how much the residential density of project exceeds 9.1 DU/acre	T-2	Increase Job Density	0 – 30.0 percent of GHG emissions from project VMT in the Specific Plan Area, based upon job density of project development	T-3	Provide Transit Oriented Development	6.9 – 31.0 percent of GHG emissions from project VMT in Specific Plan Area, based upon existing transit mode share in the city	T-4	Integrate Affordable and Below Market Rate Housing	0 – 28.6% of GHG emissions from project multifamily residential VMT, based upon percent of multifamily units dedicated as affordable	Neighborhood Design	T-19A	Construct or Improve Bike Facility	0 – 0.8 percent of GHG emissions from vehicles on parallel roadways, based upon percent of plan VMT that occurs on the parallel roadway, number of key destinations near project, and facility type	
Category	Measure	Strategy Description	VMT Mitigation Reduction Potential																					
Land Use	T-1	Increase Residential Density	0 – 30.0 percent of GHG emissions from project VMT in Specific Plan Area, based upon how much the residential density of project exceeds 9.1 DU/acre																					
	T-2	Increase Job Density	0 – 30.0 percent of GHG emissions from project VMT in the Specific Plan Area, based upon job density of project development																					
	T-3	Provide Transit Oriented Development	6.9 – 31.0 percent of GHG emissions from project VMT in Specific Plan Area, based upon existing transit mode share in the city																					
	T-4	Integrate Affordable and Below Market Rate Housing	0 – 28.6% of GHG emissions from project multifamily residential VMT, based upon percent of multifamily units dedicated as affordable																					
Neighborhood Design	T-19A	Construct or Improve Bike Facility	0 – 0.8 percent of GHG emissions from vehicles on parallel roadways, based upon percent of plan VMT that occurs on the parallel roadway, number of key destinations near project, and facility type																					

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Impacts	Significance before Mitigation	Mitigation Measures				Significance after Mitigation
			T-20	Expand Bikeway Network	0 – 0.5 percent of GHG emissions from vehicle travel in the community, based on trip lengths and mode share	
			T-21-A/B	Implement Carshare Program (Conventional or Electric)	0 – 0.18 percent of GHG emissions from vehicle travel in the community, based upon number and type of vehicles deployed and project VMT	
			T-22-A/B/C	Implement Bikeshare or Scootershare Program (Pedal or Electric)	0 – 0.07 percent of GHG emissions from vehicle travel in the community, based upon proximity to share stations	
		Trip Reduction Programs	T-23	Provide Community-Based Travel Planning	0 – 2.3 percent of GHG emissions from vehicle travel in the community, based upon residences in community	
		Parking or Road Pricing/ Management	T-24	Implement Market Price Public Parking (On-Street)	0 – 30 percent of GHG emissions from vehicle travel in the community, based upon VMT in the area without the measure, parking prices, and trips parking on the street	
		Transit	T-25	Extend Network Coverage or Hours	0 – 4.6 percent of GHG emissions from vehicle travel in the community, based upon transit service miles or hours in community before expansion	
			T-26	Increase Transit Service Frequency	0 – 11.3 percent of GHG emissions from vehicle travel in the community, based upon increase in transit frequency,	

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Impacts	Significance before Mitigation	Mitigation Measures				Significance after Mitigation
					level of implementation, and mode share	
			T-27	Implement Transit-Supportive Roadway Treatments	0 – 0.6 percent of GHG emissions from vehicle travel in the community, based upon percent of transit routes that receive treatments	
			T-28	Provide Bus Rapid Transit	0 – 13.8 percent of GHG emissions from vehicle travel in the community, based upon increase in transit frequency due to BRT and level of implementation	
			T-29	Reduce Transit Fares	0 – 1.2 percent of GHG emissions from vehicle travel in the community, based upon reduction in fare and percent of routes with reduced fares	
		Sources: <i>Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity</i> CAPCOA 2021, Fehr & Peers 2023. Mitigation Measure 3.9-1b: Project applicants shall contribute to the City of Sacramento's development impact fee program an amount determined by City, subject to the following conditions: The contribution will only apply towards improvement projects that demonstrate VMT reduction potential per CAPCOA. The contribution, when combined with the other fee revenue and city revenues, shall be sufficient to construct the applicable improvements prior to build-out of the proposed Specific Plan.				
Impact 3.9-2: Impacts to Transit Facilities, Services, or Access The Specific Plan does not include goals, policies, and implementing actions that could adversely affect existing and planned public transit facilities or services or fail to adequately provide access to transit. However, implementation of the Specific Plan would have the potential to increase	PS	Mitigation Measure 3.9-2a: Monitor transit service performance and implement strategies to minimize delays to transit service. The City of Sacramento shall coordinate with SacRT and other relevant transit operators to establish baseline on-time performance metrics for routes				SU

NI = No impact

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PS = Potentially significant

S = Significant

SU = Significant and unavoidable

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
transit demand to exceed SacRT service and performance standards. Even with implementation of mitigation measures, it cannot be guaranteed that the impacts would be reduced to a less-than-significant level. This impact would therefore be significant and unavoidable.		operating on Stockton Boulevard in the vicinity of the Specific Plan Area consistent with established standards and methods. Mitigation Measure 3.9-2b: Monitor transit service performance and implement transit service and/or facility improvements. The City of Sacramento shall coordinate with SacRT and other relevant transit operators to establish baseline transit performance (i.e., loading, productivity, and on-time performance) and safety metrics for routes operating within the vicinity of the Specific Plan Area consistent with established standards and methods.	
Impact 3.9-3: Impacts to Bicycle and Pedestrian Facilities or Access The Specific Plan would not adversely affect existing and planned bicycle and pedestrian facilities or fail to adequately provide access for bicycles and pedestrians. This impact would therefore be less than significant.	LTS	No mitigation measures are required.	LTS
Impact 3.9-4: Result in Geometric Design Features Inconsistent with Applicable Design Standards The Specific Plan would not modify the baseline transportation system in a manner inconsistent with applicable design standards. This impact would therefore be less than significant.	LTS	No mitigation measures are required.	LTS
Impact 3.9-5: Potential for the Implementation of the Specific Plan, in Combination with Other Development, to Contribute to a Significant Cumulative Impacts to Transportation and Circulation System The incremental contribution from cumulative development along with the Specific Plan would result in significant cumulative impacts to VMT and transit facilities, services and access. The Specific Plan would result in significant and unavoidable impacts related to VMT and transit facilities, services and access. Even with implementation of mitigation measures, the impacts would not be reduced to a less-than-significant level. The cumulative impact is significant and unavoidable.	S	Implement Mitigation Measures 3.9-1a, 3.9-1b, 3.9-2a, and 3.9-2b described above.	SU
Tribal Cultural Resources			
Impact 3.10-1: Cause a Substantial Adverse Change in the Significance of a TCR Future development under the Specific Plan could result in adverse impacts to resources with cultural value to a California Native American tribe. Implementation of mitigation measures would reduce impacts but not to a less-than-significant level. The impact would be significant and unavoidable.	S	Mitigation Measure 3.10-1a: Protect Discovered Cultural Resources If cultural resources (such as structural features, unusual amounts of bone or shell, artifacts, or human remains) are encountered at the project site during construction, work shall be suspended within 100 feet of the find (based on the apparent distribution of cultural materials), and the construction contractor shall immediately notify the project's City representative. Avoidance and	SU

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>preservation in place is the preferred manner of mitigating impacts to cultural resources. This will be accomplished, if feasible, by several alternative means, including:</p> <ul style="list-style-type: none"> ▶ Planning construction to avoid archaeological sites and/or other cultural resources; incorporating cultural resources within parks, green-space or other open space; covering archaeological resources; deeding a cultural resource to a permanent conservation easement; or other preservation and protection methods agreeable to consulting parties and regulatory authorities with jurisdiction over the activity. ▶ Recommendations for avoidance of cultural resources will be reviewed by the City representative and other appropriate agencies, in light of factors such as costs, logistics, feasibility, design, technology and social, cultural and environmental considerations, and the extent to which avoidance is consistent with project objectives. Avoidance and design alternatives may include realignment within the project site to avoid cultural resources, modification of the design to eliminate or reduce impacts to cultural resources or modification or realignment to avoid highly significant features within a cultural resource. ▶ If the discovered cultural resource can be avoided, the construction contractor(s), will install protective fencing outside the site boundary, including a 100-foot buffer area, before construction restarts. Use of temporary and permanent forms of protective fencing will be determined in consultation with Native American representatives from interested culturally affiliated Native American tribes. ▶ The construction contractor(s) will maintain the protective fencing throughout construction to avoid the site during all remaining phases of construction. The area will be demarcated as an "Environmentally Sensitive Area." <p>If a cultural resource cannot be avoided, the following performance standard shall be met prior to continuance of construction and associated activities that may result in damage to or destruction of cultural resources:</p> <ul style="list-style-type: none"> ▶ Each resource will be evaluated for California Register of Historical Resources (CRHR) eligibility through application of established eligibility criteria (California Code of Regulations 15064.636), in consultation with consulting Native American Tribes, as applicable. ▶ If a cultural resource is determined to be eligible for listing in the CRHR, the City will avoid damaging effects to the resource in accordance with 	

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>California PRC Section 21084.3, if feasible. The City shall coordinate the investigation of the find with a qualified archaeologist (meeting the Secretary of the Interior's Professional Qualifications Standards for Archeology) approved by the City. As part of the site investigation and resource assessment, the City and the archaeologist shall c assess the significance of the find, make recommendations for further evaluation and treatment as necessary and provide proper management recommendations should potential impacts to the resources be determined by the City to be significant. A written report detailing the site assessment, coordination activities, and management recommendations shall be provided to the City representative by the qualified archaeologist. These recommendations will be documented in the project record.</p> <p>Mitigation Measure 3.10-1b: Protect Discovered Human Remains If an inadvertent discovery of human remains is made at any time during project-related construction activities or project planning, the City the following performance standards shall be met prior to implementing or continuing actions such as construction, which may result in damage to or destruction of human remains. In accordance with the California Health and Safety Code (HSC), if human remains are encountered during ground-disturbing activities, the City shall immediately halt potentially damaging excavation in the area of the remains and notify the Sacramento County Coroner and a professional archaeologist to determine the nature of the remains. The Coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or State lands (HSC Section 7050.5[b]). If the human remains are of historic age and are determined to be not of Native American origin, the City will follow the provisions of the HSC Section 7000 (et seq.) regarding the disinterment and removal of non-Native American human remains. If the Coroner determines that the remains are those of a Native American, he or she must contact the Native American Heritage Commission (NAHC) by phone within 24 hours of making that determination (HSC Section 7050[c]). After the Coroner's findings have been made, the archaeologist and the NAHC-designated Most Likely Descendant (MLD), in consultation with the landowner, shall determine the ultimate treatment and disposition of the remains. The responsibilities of the City for acting upon notification of a</p>	

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City of Sacramento

Stockton Blvd Plan Draft EIR

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>discovery of Native American human remains are identified in California PRC Section 5097.9 et seq.</p> <p>Mitigation Measure 3.10-1c: Implement 2040 General Plan Policies</p> <ul style="list-style-type: none"> ▶ Early Project Consultation. The City will continue to strive to minimize impacts to historic and cultural resources by consulting with property owners, land developers, tribal representatives, and the building industry early in the development review process as needed. (2040 General Plan Policy HCR-1.6) ▶ Indigenous Cultures. The City shall seek ways to recognize the peoples who first lived in, traveled, and traded in what is now the Sacramento area, by working with tribal representatives to preserve their identity, culture, and artifacts. Methods for recognizing tribal history and imagery may include, but are not limited to, the following: <ul style="list-style-type: none"> ▪ Public art that provides a Native American perspective including works by Native artists; ▪ Naming of parks and places that reflects local Native American heritage and/or restores tribal names; ▪ Parks and recreation programming that increases awareness of tribal heritage and culture (including through interpretive displays) and allows opportunities for craft sharing; ▪ Incorporation of traditional native plants into landscape design palettes. (2040 General Plan Policy HCR-1.13) ▶ Archaeological, Tribal, and Cultural Resources. The City shall continue to comply with federal and State regulations and best practices aimed at protecting and mitigating impacts to archaeological resources and the broader range of cultural resources as well as tribal cultural resources. (2040 General Plan Policy HCR-1.14) ▶ Treatment of Native American Human Remains. The City shall treat Native American human remains with sensitivity and dignity and ensure compliance with the associated provisions of California Health and Safety Code and the California Public Resources Code. The City shall collaborate with the most likely descendants identified by the Native American Heritage Commission. (2040 General Plan Policy HCR-1.15) ▶ Endemic Traditions. The City shall seek ways to recognize the endemic traditions of various communities in Sacramento, including African American, Hispanic, Native, and Asian American communities, to promote the retention of Sacramento's intangible cultural heritage, which 	

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>may include oral traditions, performing arts, social practices and festive events, legacy businesses, knowledge and practices concerning nature and the universe, and traditional craftsmanship. (2040 General Plan Policy HCR-1.16)</p> <p>► Evaluation of Archeological Resources. The City shall work in good faith with interested communities to evaluate proposed development sites for the presence of sub-surface historic, archaeological, and tribal cultural resources that may be present at the site. These efforts may include the following:</p> <ul style="list-style-type: none"> ▪ Consideration of existing reports and studies, ▪ Consultation with Native American tribes as required by State law, ▪ Appropriate site-specific investigative actions, and ▪ Onsite monitoring during excavation if appropriate. (2040 General Plan Policy HCR-1.17) 	
<p>Impact 3.10-2: Potential for the Project, in Combination with Other Development, to Contribute to a Significant Cumulative Impact to Tribal Cultural Resources</p> <p>Future development under the Specific Plan would result in significant and unavoidable impacts to TCRs. Even with implementation of mitigation measures, the impacts would not be reduced to a less-than-significant level. The incremental contribution from future development under the Specific Plan to the cumulative loss of TCRs is considerable. The cumulative impact is significant and unavoidable.</p>	S	Implement Mitigation Measures 3.10-1a through 3.10-1c.	SU
Utilities and Service Systems			
<p>Impact 3.11-1: Require or Result in the Relocation or Construction of New or Expanded Water Infrastructure or Have Insufficient Water Supplies</p> <p>Existing water supplies would be adequate to serve the short-term and long-term needs of the project. Project-generated water demands would not exceed water supplies available during normal, dry, and multiple dry years. The existing water transmission and distribution system within the Specific Plan Area is adequate to serve the anticipated demand for water with the redevelopment of the area. Therefore, impacts related to water supply and infrastructure would be less than significant.</p>	LTS	No mitigation measures are required.	LTS

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Impact 3.11-2: Require or Result in the Relocation or Construction of New or Expanded Wastewater Treatment and Stormwater Drainage Infrastructure Implementation of the Specific Plan would result in increased wastewater generation in areas. SRWTP would have adequate capacity to treat wastewater generated from development within the Specific Plan Area. However, development within the Specific Plan Area may require improvements to existing wastewater conveyance and stormwater drainage infrastructure. Improvements to wastewater conveyance and stormwater drainage infrastructure would be implemented in accordance with the City's Design and Procedure Manual and would be required to pay CSS impact fees. Individual project compliance with existing regulations would ensure that impacts associated with infrastructure improvement would be less than significant.	LTS	No mitigation measures are required.	LTS
Impact 3.11-3: Generate Solid Waste that Exceed the Capacity of Local Infrastructure and/or Reduction Goals Implementation of the Specific Plan would not result in a substantial increase in solid waste and would, therefore, not result in the need to expand or construct new solid waste facilities. In addition, implementation of the Specific Plan would not conflict with any solid waste reduction goal and would comply with all state and local management and reduction statutes and regulations related to solid waste. Therefore, impacts related to solid waste would be less than significant.	LTS	No mitigation measures are required.	LTS
Impact 3.11-4: Require Construction of New/Expanded Electricity, Natural Gas, and Telecommunication Services and Facilities Development proposed in the proposed Specific Plan may require expansion of electrical, natural gas, and telecommunication services and facilities within the Specific Plan Area. However, project applicants would coordinate with utility providers, and would comply with all laws and regulations related to utility improvements. Therefore, impacts related to electrical, gas, and telecommunication improvements would be less than significant.	LTS	No mitigation measures are required.	LTS

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Visual Resources			
<p>Impact 3.12-1: Conflict with Applicable Zoning and Other Regulations Governing Scenic Quality</p> <p>Implementation of the Stockton Boulevard Specific Plan would result in development and redevelopment of urban uses consistent with local zoning and land use regulations stated in Title 17 of the City's Planning and Design Code, as well as resulting in development and redevelopment that is consistent and complementary to existing conditions. Future development of the Stockton Boulevard Specific Plan would implement Mitigation Measure 3.12-1 and the City's Urban Design Guidelines to ensure the Specific Plan does not conflict with applicable zoning and other regulations that govern scenic quality. This impact would be less than significant with mitigation.</p>	PS	<p>Mitigation Measure 3.12-1: Implement 2040 General Plan Policies</p> <ul style="list-style-type: none"> ▶ Compatibility with Adjoining Uses. The City shall ensure that the introduction of higher-intensity mixed-use development along major arterial corridors is compatible with adjacent land uses, particularly residential uses, by requiring features such as the following: <ul style="list-style-type: none"> ▪ Buildings set back from rear or side yard property lines adjoining single-unit dwelling residential uses; ▪ Building heights stepped back from sensitive adjoining uses to maintain appropriate transitions in scale and to minimize impacts to privacy and solar access; ▪ Landscaped off-street parking areas, loading areas, and service areas screened from adjacent residential areas to the degree feasible; or ▪ Lighting shielded from view and directed downward to minimize impacts on adjacent residential uses. (2040 General Plan Policy LUP-4.6) ▶ Compatibility with Historic Context. The City shall continue to review new development, alterations, and rehabilitation/remodels for compatibility with the surrounding historic context and consistency with adopted design guidelines/standards, including the Historic District Plans. The City shall pay special attention to the scale, massing, and relationship of proposed new development to complement surrounding historic environments. (2040 General Plan Policy HCR-1.3) ▶ Responsiveness to Context. The City shall require building and site design that respects and responds to the local context, including use of local materials and plant species where feasible, responsiveness to Sacramento's climate, and consideration of cultural and historic context of Sacramento's neighborhoods, corridors, and centers. (2040 General Plan Policy LUP-8.10) 	LTS
<p>Impact 3.12-2: Create a New Source of Substantial Light or Glare which Would Adversely Affect Day or Nighttime Views in the Area</p> <p>The Stockton Boulevard Specific Plan would have the potential to increase nighttime lighting within the Plan Area as a result of new light sources attributed to proposed residential and mixed-use development. The Specific Plan would be subject to site plan and design review processes addressed by the City, as well as Mitigation Measure 3.12-1. All future development in the</p>	PS	Implement Mitigation Measure 3.12-1 described above.	LTS

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Specific Plan Area would be subject to the review process, ensuring that the effects of glare and spillover light would be addressed. This impact would be less than significant with mitigation.			
<p>Impact 3.12-3: Potential for the Implementation of the Stockton Boulevard Specific Plan, in combination Other Development, to Contribute to a Significant Cumulative Impact Related to Aesthetics</p> <p>Implementation of the Specific Plan, in combination with other cumulative development in the area, could alter aesthetic conditions in the area. However, through the contribution of Title 17 of the Sacramento City Code, Specific Plan Policy CACC-2, and implementation of Mitigation Measures 3.12-1 and 3.12-2, the contributions of the Specific Plan within the cumulative context would be less than cumulatively considerable. Impacts would be less than significant with mitigation.</p>	PS	Implement Mitigation Measures 3.12-1 described above.	LTS

1 INTRODUCTION

This draft environmental impact report (Draft EIR) evaluates the environmental impacts of the proposed City of Sacramento Stockton Boulevard Plan, which consists of the Specific Plan and the Neighborhood Action Plan. This Draft EIR has been prepared by the City of Sacramento as Lead Agency in accordance with the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Section 21000 et seq.) and the State CEQA Guidelines. This chapter of the Draft EIR provides information on:

- the project requiring environmental analysis (synopsis);
- the type, purpose, and intended uses of the Draft EIR;
- the public review process;
- the scope of this Draft EIR;
- the organization of the Draft EIR; and
- standard terminology.

1.1 PROJECT REQUIRING ENVIRONMENTAL ANALYSIS

The Stockton Boulevard Plan consists of both a Specific Plan and a Neighborhood Action Plan. The Specific Plan provides a planning framework for making decisions about development and other activities within the Specific Plan Area. This includes land use regulations and policies that are consistent with the City of Sacramento's 2040 General Plan and are designed to streamline the development process within the Specific Plan Area.

The Neighborhood Action Plan includes desired Priority Actions which are measures, procedures, or programs that are consistent with the 2040 General Plan and may or may not be carried forward by the City and/or community. These actions are not required to implement the Specific Plan and are not intended to restrict the City or community, or impose any obligations on either. Rather, these actions serve to document and provide a point-in-time reference of the community's priorities to help inform future decisions about how funding and resources could be directed. As a result, the Neighborhood Action Plan acts as an information resource for future planning and decision-making but does not mandate any one action nor include any specific project commitments. Adoption of the Neighborhood Action Plan would not authorize development or any other improvements that would not otherwise be allowed. As a result, the Neighborhood Action Plan does not have the potential to result in physical environmental effects. Accordingly, this EIR focuses on the Specific Plan.

For further information on the proposed project, see Chapter 3, "Project Description."

1.2 PURPOSE AND INTENDED USES OF THIS DRAFT EIR

An EIR is an informational document used to inform public-agency decision makers and the general public of the significant environmental impacts of a project, identify possible ways to minimize the significant impacts, and describe reasonable alternatives to the project that could feasibly attain most of the basic objectives of the project while substantially lessening or avoiding any of the significant

environmental impacts. Public agencies are required to consider the information presented in the EIR when determining whether to approve a project.

This Draft EIR has been prepared pursuant to the requirements in Section 15168 of the State CEQA Guidelines for a “program EIR.” A program EIR evaluates an agency action that may consist of a series of actions, including subsequent project-specific application, related geographically or otherwise. Such subsequent projects would be subject to review to determine whether they could result in project-specific effects that were not evaluated in this EIR. In such event, the City would require either a mitigated negative declaration or subsequent EIR.

1.2.1 Public Review Process

In accordance with CEQA regulations, a Notice of Preparation (NOP) was circulated on July 8, 2021, to responsible agencies, interested parties and organizations, and private organizations and individuals that may have an interest in the project. The NOP was also available at the Community Development Department offices at 300 Richards Blvd, 3rd Floor, Sacramento, CA 95811, and a scoping meeting was held on July 20, 2021, to solicit comments regarding the scope of the EIR in response to the NOP. The NOP and responses to the NOP are included in Appendix A of this Draft EIR.

. During the public review and comments period as identified in the Notice of Availability, comments on environmental issues may be submitted to the City. The City is required to respond to written comments on environmental issues in the Final EIR.

Upon completion of the public review and comment period, a Final EIR will be prepared that will include written comments on the Draft EIR received during the public-review period, responses to those comments, and any revisions to the Draft EIR made in response to public comments. The Draft EIR and Final EIR together will make up the EIR for the project.

Before adopting the Stockton Boulevard Plan, the City of Sacramento is required to certify that the EIR has been completed in compliance with CEQA, that the decision-making body reviewed and considered the information in the EIR, and that the EIR reflects the independent judgment of the City as Lead Agency.

1.3 SCOPE OF THIS DRAFT EIR

This Draft EIR includes an evaluation of the following environmental issue areas as well as other CEQA-mandated issues (e.g., cumulative impacts, growth-inducing impacts, irreversible significant effects on the environment, significant unavoidable impacts, alternatives):

- Air Quality;
- Cultural Resources;
- Biological Resources;
- Cultural Resources;
- Energy;
- Greenhouse Gas Emissions and Climate Change;
- Hazards and Hazardous Materials;
- Noise and Vibration;

- Public Services and Recreation;
- Transportation and Circulation;
- Tribal Cultural Resources;
- Utilities and Service Systems; and
- Visual Resources.

Under the CEQA statutes and the State CEQA Guidelines, a lead agency may limit an EIR's discussion of environmental effects when such effects are not considered potentially significant (PRC Section 21002.1[e]; State CEQA Guidelines Sections 15128, 15143). Information used to determine which impacts would be potentially significant was derived from review of the project; review of applicable planning documents and CEQA documentation; feedback from public and agency consultation; and comments received during the scoping period (see Appendix A of this Draft EIR).

1.3.1 Environmental Issue Areas Not Evaluated in Detail

The following topics are not evaluated in detail in this Draft EIR because effects would not be significant, as described below.

AGRICULTURAL AND FORESTRY RESOURCES

The Specific Plan Area is located in an area of Sacramento southeast of downtown. The plan area includes properties along a 4.5-mile-long stretch of the Stockton Boulevard corridor from Alhambra Boulevard to 65th Street encompassing approximately 353 acres.

According to the California Resources Agency's Farmland Mapping and Monitoring Program, the plan area does not contain "Farmland," which Appendix G of the State CEQA Guidelines defines as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The plan area and surrounding lands are not subject to a Williamson Act contract, which is a financial instrument intended to facilitate continuation of agricultural uses. Implementation of the Specific Plan would not convert farmland to non-agricultural use, nor would it conflict with zoning for agricultural use or a Williamson Act contract.

The plan area does not include forest land or timberland and is not zoned for such uses. Implementation of the Specific Plan would not result in the loss of forest land or conversion of forest land to non-forest use, nor would it conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production.

Implementation of the Specific Plan would not result in significant impacts related to agriculture and forestry resources, and this issue is not discussed further in this Draft EIR.

GEOLOGY AND SOILS

The Specific Plan Area is not located within a fault zone delineated on an Alquist-Priolo Fault Zoning Map, nor is it located within a seismically active area. No faults are mapped as crossing or trending towards the Specific Plan Area; therefore, the potential for surface rupture within the Specific Plan Area is considered low.

Moderate ground motion could occur as a result of faults in the surrounding area. However, any new structures built under the Specific Plan would be built in accordance with the California Building

Standards, which provide minimum standards for building design in the State of California. Chapter 16 (Structural Design Requirements) includes regulations and building standards governing seismically resistant construction and construction techniques to protect people and property from hazards associated with excavation cave-ins and falling debris/construction materials. Chapter 18 of the Standards provides regulations regarding site excavations, foundations, retaining walls, and grading, including, but not limited to, requirements for seismically resistant design, foundation investigation, stable cut and fill slopes, and excavation, shoring, and trenching. Therefore, potential hazards associated with strong seismic ground shaking would be minimized.

Liquefaction is possible in areas of loose, sandy soils with a high-water content. As discussed above, any new buildings constructed under the Specific Plan would be built in accordance with the Standards, which provides regulations and building standards governing seismically resistant construction. Therefore, potential hazards associated with seismic-related ground failure (including liquefaction) would be minimized.

Grading and excavation activities performed during the construction of projects under the Specific Plan could result in the exposure of soil to potential wind and water erosion until effectively stabilized and revegetated. Construction projects disturbing 1 acre or more would be required to obtain coverage under the State Water Resources Control Board's (SWRCB's) Construction General Permit. All projects implemented under the Specific Plan that receive coverage under the SWRCB Construction General Permit would be subject to the statutes specified therein. Adherence to these statutes would minimize any soil impacts occurring from wind and water erosion.

The Specific Plan Area is located on relatively flat terrain. In general, landslide susceptibility is low in areas where slopes are low, even in weak ground material. Landslide susceptibility in the Specific Plan Area is low. However, portions of the Specific Plan Area are underlain by artificial fill and thick alluvial deposits that, in their present state, could become unstable during seismic ground motion. All projects authorized under the Specific Plan would comply with the CBC, which includes provisions for construction on unstable and expansive soils.

As required by the CBC, preparation of a preliminary soils report and/or geotechnical investigation would assess site-specific conditions and include measures to prevent unstable or expansive soils from becoming problematic, such as fill selection, moisture control, and compaction during construction. In Sacramento, commercial, institutional, and large residential buildings and associated infrastructure are required to reduce the exposure to potentially damaging seismic vibrations through seismic resistant design, in conformance with the most recent version of the CBC and any local amendments included within Chapter 15.20 of the City Code. Therefore, potential hazards associated with expansive soils would be minimized.

In the Specific Plan Area, there are no unique or unusual landforms that would be considered a unique geologic feature nor are there any known unique paleontological resources. Paleontological resources include fossil remains, as well as fossil localities and rock or soil formations that have produced fossil material. The Quaternary sediments of the Great Valley sequence, the geologic formation underlying the Specific Plan Area, include gravels and other alluvial sediments laid down by large river systems. These deposits contain well-preserved vertebrate and plant fossils similar to the flora and fauna seen today. Development and redevelopment projects that include excavation could disturb paleontological resources if not managed appropriately. Both the Paleontological Resource Protection Act and Section 5097.5 of the California Public Resources Code protect vertebrate paleontological sites and other paleontological resources that are situated on land owned by, or in the jurisdiction of any city.

Therefore, with adherence to these regulatory requirements, implementation of the Specific Plan would not result in significant impacts related to paleontological resources.

For the reasons above, implementation of the Specific Plan would not result in significant impacts related to geology and soils, and this issue is not discussed further in this Draft EIR.

HYDROLOGY AND WATER QUALITY

Wastewater Discharge

Projects constructed under the Specific Plan that disturb 1 acre or more would be subject to the Construction General Permit. In this case, projects carried out under the Specific Plan would require a National Pollutant Discharge Elimination System (NPDES) construction stormwater permit under the SWRCB General Construction Permit and would be subject to a Water Pollution Control Plan. Consistent with these regulatory requirements, any runoff from such project sites in the Specific Plan Area would be contained by installing appropriate BMPs that would reduce and avoid substantial on- or offsite erosion and siltation or discharge of pollutants.

The Specific Plan Area is served by the Combined Sewer System (CSS) in the northerly half of the area northerly of 14th Avenue. The southerly half of the SBP area is served by collection systems conveying storm drainage and sanitary sewer flows separately; however, stormwater is conveyed to the CSS (NV5 2023). Drainage from project sites in the Specific Plan Area would flow into the storm drainage system to the Sacramento Regional Wastewater Treatment Plant (SRWTP) and be routed to the SRWTP headworks for treatment. There are also several drainage basins within the specific plan area and within those drainage basins, the stormwater is sent to the City's pump station where it is then pumped out to either the CSS system or a creek.

Treated stormwater is discharged in accordance with Regional San's existing NPDES permit (Order R5-2016-0020) for discharge of treated effluent to the Sacramento River and wastewater would continue to drain into SRWTP's general sanitary sewer drainage system. Both drainage systems are routed to the SRWTP headworks for treatment, and wastewater would continue to be discharged in accordance with Regional San's existing NPDES permit. See Section 3.10, "Utilities and Service Systems," for further discussion.

Compliance with these permitting requirements for construction and operation of projects carried out under the Specific Plan would ensure that no water quality standards or waste discharge requirements would be violated.

Groundwater Supply and Recharge

The Specific Plan Area is underlain by the South American subbasin, which is classified as a high priority basin by the Department of Water Resources. The City currently operates 28 permitted municipal groundwater supply wells within the city limits that pump from the two basins. These wells supply the city with about 20 million gallons per day (mgd) of reliable water for municipal use. The actual total capacity is larger, but varies due to maintenance activities, water quality of produced groundwater, and other factors. The City's average groundwater deliveries from 2006 to 2017 were approximately 16 mgd. The Specific Plan Area is highly developed, and future projects carried out under the Specific Plan would not substantially increase impervious surfaces in the area compared to existing conditions. Therefore, projects carried out under the Specific Plan would not substantially interfere with groundwater recharge within the groundwater basin.

Site Drainage and Stormwater Runoff

Construction of projects under the Specific Plan could involve excavation and movement of soil. These activities have the potential to cause or increase soil erosion and could discharge wastes into waterways in runoff. Compliance with existing requirements associated with the Water Pollution Control Plan and the General Order for Dewatering, if needed, would reduce potential erosion or siltation so that projects carried out under the Specific Plan would not result in substantial long-term effects on water quality. Stormwater pollution from project sites in the Specific Plan Area would be subject to a Water Pollution Control Plan. Drainage from the Specific Plan Area would continue to flow into the storm drainage system within the SRWTP site and be treated at the SRWTP. Projects under the Specific Plan would be required to implement BMPs that would reduce and avoid substantial on- or off-site erosion and siltation or discharge of pollutants.

Because the Specific Plan Area is already highly developed, projects under the Specific Plan would not result in a substantial increase in impervious surfaces that would result in flooding on- or off-site. Projects under the Specific Plan would not substantially increase the runoff in the Specific Plan Area because the area of impervious surfaces would not change substantially with infill and redevelopment. Projects would be required to provide a drainage study to determine if drainage mitigation is required onsite. Therefore, projects under the Specific Plan would not exceed existing or planned stormwater capacity or create a substantial increase in runoff.

Flooding

The Specific Plan Area and existing utilities are not within a 100-year floodplain. Projects carried out under the Specific Plan would not affect any waterways or redirect existing flows of a waterway.

The Specific Plan Area is not located within a designated flood hazard area, tsunami, or seiche zone. The nearest large waterway is the Sacramento River, which could be subject to seiche. However, the Specific Plan Area is more than 1 mile from the river, and the potential for the Specific Plan Area to be affected by a seiche or release pollutants as a result of a seiche is very low.

For the reasons above, the project would not result in significant impacts related to hydrology and water quality, and this issue is not discussed further in this Draft EIR.

LAND USE AND PLANNING

The Specific Plan includes policies and land use designations that are consistent with the City's 2040 General Plan. Therefore, any subsequent projects consistent with the Specific Plan would be consistent with the 2040 General Plan.

The land use policies under the Specific Plan are designed to improve the integration of districts along the Stockton Boulevard Corridor. Therefore, implementation of the Specific Plan would not divide the established community. Furthermore, the goals, regulations and policies under the Specific Plan are designed to facilitate and carry out the objectives of the 2040 General Plan in the Specific Plan Area. As such, the Specific Plan would be consistent with any plans or programs under the 2040 General Plan that have the purpose of protecting the environment and environmental resources. The Specific Plan would not result in any changes to the existing land use that would conflict with established environmental plans and programs in the Specific Plan Area. For these reasons, implementation of the Specific Plan would not result in significant impacts related to land use and planning, and this issue is not discussed further in this Draft EIR.

MINERAL RESOURCES

The plan area is not located within an area of known mineral resources. In addition, the plan area is not used for or zoned as a mineral resource area. Therefore, implementation of the Specific Plan would not result in a loss of availability of locally important mineral resources or a known mineral resource that would be of value to the region and the residents of the state. No significant impacts to mineral resources would occur, and this issue is not discussed further in this Draft EIR.

POPULATION AND HOUSING

The Specific Plan was developed as a means to accommodate the City's anticipated population growth and housing needs through infill and redevelopment of an area served by existing infrastructure. Through the planning process, the City verified that the Specific Plan Area has capacity on vacant and underutilized parcels in the Specific Plan Area to accommodate growth through 2040. The Specific Plan includes policies and actions that would implement the City's citywide vision for growth and development within the Specific Plan Area. The mixed-use residential designation in the Specific Plan Area would accommodate an estimated 4,007 new units in the Specific Plan Area through 2040. Due to this capacity, the plan is not anticipated to increase unplanned development beyond the Specific Plan Area or result in a net loss in housing. The plan includes a focus on equitable economic growth and affordable housing that is designed to improve conditions for existing residents and business owners. Substantial displacement would not occur. Therefore, the Specific Plan would not directly or indirectly lead to unplanned population growth or demand for housing, and the issue is not discussed further in this Draft EIR.

WILDFIRE

The plan area is not in or near the State Responsibility Area designated by the California Department of Forestry and Fire Protection. The City of Sacramento does not contain any land classified as a "Very High Fire Hazard Severity Zone." Therefore, wildfire issues associated with lands under these designations are not discussed further in this EIR. The potential for implementation of the Specific Plan to expose people or structures to a significant risk of loss, injury, or death involving wildland fires is discussed in Section 3.5, "Hazards and Hazardous Materials."

1.4 DRAFT EIR ORGANIZATION

This Draft EIR is organized into chapters, as identified and briefly described below. Chapters are further divided into sections (e.g., Chapter 3, "Environmental Impacts and Mitigation Measures" and Section 3.6, "Energy"):

- The "Executive Summary": This chapter introduces the project; provides a summary of the environmental review process, effects found not to be significant, and key environmental issues; and lists significant impacts and mitigation measures to reduce significant impacts to a less-than-significant level.
- Chapter 1, "Introduction": This chapter provides a synopsis of the project; a description of the type, purpose, and intended uses of this Draft EIR; a description of the scope of this EIR; a summary of the public review process; and a description of the organization of this EIR; and definitions of standard terminology used in this EIR.
- Chapter 2, "Project Description": This chapter describes the location, background, and goals and objectives for the Project, and describes the project elements in detail.

- Chapter 3, “Environmental Impacts and Mitigation Measures”: The sections in this chapter evaluate the expected environmental impacts generated by the Project, arranged by subject area (e.g., land use, hydrology and water quality). In each subsection of Chapter 3, the regulatory background, existing conditions, analysis methodology, and thresholds of significance are described. The anticipated changes to the existing conditions after development of the project are then evaluated for each subject area. For any significant or potentially significant impact that would result from project implementation, mitigation measures are presented and the level of impact significance after mitigation is identified. Environmental impacts are numbered sequentially within each section (e.g., Impact 3.2-1, Impact 3.2-2). Any required mitigation measures are numbered to correspond to the impact numbering; therefore, the mitigation measure for Impact 3.2-2 would be Mitigation Measure 3.2-2.
- Chapter 4, “Alternatives”: This chapter evaluates alternatives to the Project, including alternatives considered but eliminated from further consideration, the No Project Alternative, and two alternative development options. The environmentally superior alternative is identified.
- Chapter 5, “Other CEQA Sections”: This chapter evaluates growth-inducing impacts and commitment of nonrenewable resources and discloses any significant and unavoidable adverse impacts.
- Chapter 6, “Report Preparers”: This chapter identifies the preparers of the document.
- Chapter 7, “References”: This chapter identifies the organizations and persons consulted during preparation of this Draft EIR and the documents and individuals used as sources for the analysis.

1.5 STANDARD TERMINOLOGY

This Draft EIR uses the following standard terminology:

- “No impact” means no change from existing conditions (no mitigation is needed).
- “Less-than-significant impact” means no substantial adverse change in the physical environment (no mitigation is needed).
- “Potentially significant impact” means a substantial adverse change in the environment might occur (mitigation is recommended because potentially significant impacts are treated as significant).
- “Significant impact” means a substantial adverse change in the physical environment that would occur (mitigation is recommended).
- “Significant and unavoidable impact” means a substantial adverse change in the physical environment that would occur that cannot be avoided, even with the implementation of all feasible mitigation.

2 PROJECT DESCRIPTION

2.1 OVERVIEW

This chapter presents a description of the proposed Stockton Boulevard Plan, including the Specific Plan, as well as its various components and characteristics and the discretionary approvals required to implement the plan.

There are two components to the Stockton Boulevard Plan: a Specific Plan and a Neighborhood Action Plan. The Specific Plan provides a planning framework for making decisions about development and other activities within the Specific Plan Area. The Specific Plan includes land use regulations and policies designed to streamline the development process within the Specific Plan Area and that are consistent with the City of Sacramento's 2040 General Plan.

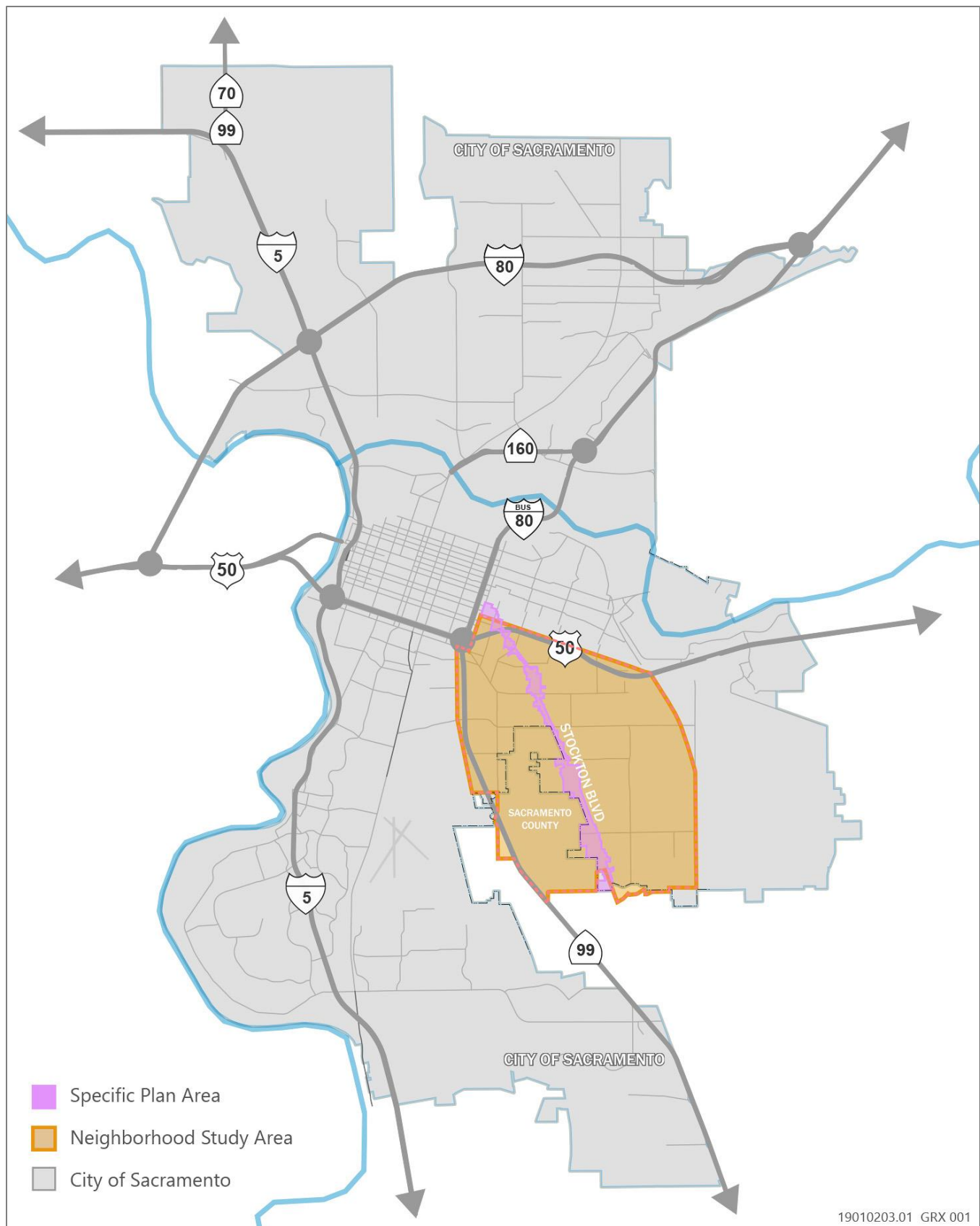
The Neighborhood Action Plan, which covers the Specific Plan Area and 23 surrounding residential neighborhoods (referred to as the Neighborhood Study Area), includes desired "Priority Actions." Priority Actions are measures, procedures, or programs that are consistent with the 2040 General Plan and may, but not necessarily, be carried forward by the community, the City, or a combination.

These actions are not required to implement the Specific Plan and are not meant to restrict the City or community, or impose any obligations on either, but rather to document and provide a point-in-time reference of the community's priorities to help inform future decisions about how funding and resources could be directed. As a result, the Neighborhood Action Plan acts as an information resource for future planning and decision making, but does not mandate any one action nor include any specific project commitments. Adoption of the Neighborhood Action Plan does not authorize development or any other improvements that would not otherwise be allowed within the Neighborhood Study Area. As a result, the Neighborhood Action Plan does not have the potential to result in physical environmental effects. Accordingly, this environmental impact report, including this project description, focuses on the Specific Plan.

See Chapter 3, "Environmental Impacts and Mitigation Measures," of this Draft EIR for a discussion regarding how the 2040 General Plan and Master EIR help inform the analysis of this EIR.

2.2 PROJECT LOCATION

The Stockton Boulevard Plan covers an area of Sacramento southeast of downtown. It is centrally located within the greater Sacramento region, which includes the cities of West Sacramento, Davis, and Woodland to the west; Elk Grove to the south; Rancho Cordova and Citrus Heights to the east; and Roseville and Rocklin to the north (Figure 2-1).



Source: Data compiled by Ascent 2022.

Figure 2-1 Stockton Boulevard Plan Regional Location

2.2.1 Specific Plan Area

The Specific Plan Area includes properties along a 4.5-mile-long stretch of the Stockton Boulevard corridor from Alhambra Boulevard to 65th Street. In total, the Specific Plan Area encompasses approximately 353 acres (Figure 2-2). The corridor is divided into the following corridor subareas from north to south: Entry to Midtown, Medical Center Campus, Traditional Neighborhood Commercial Storefronts, Community Commercial Center, and Little Saigon (Figure 2-3).

2.3 PLANNING CONTEXT

The framework to guide land use and urban form along the Stockton Boulevard corridor relies on citywide planning documents, including the City's 2040 General Plan and Title 17 of the Sacramento City Code (the Planning and Development Code), which includes development standards and design guidelines that guide development within the City.

2.3.1 2040 General Plan

The 2040 General Plan establishes land uses for the City, including the Specific Plan Area, along with a framework of policies that guide design and urban form. The policies in the 2040 General Plan seek to promote mixed-use development along Stockton Boulevard and incentivize multi-unit housing and employment generating infill development on vacant and infill sites, such as large surface parking lots.

2040 GENERAL PLAN LAND USE DESIGNATIONS

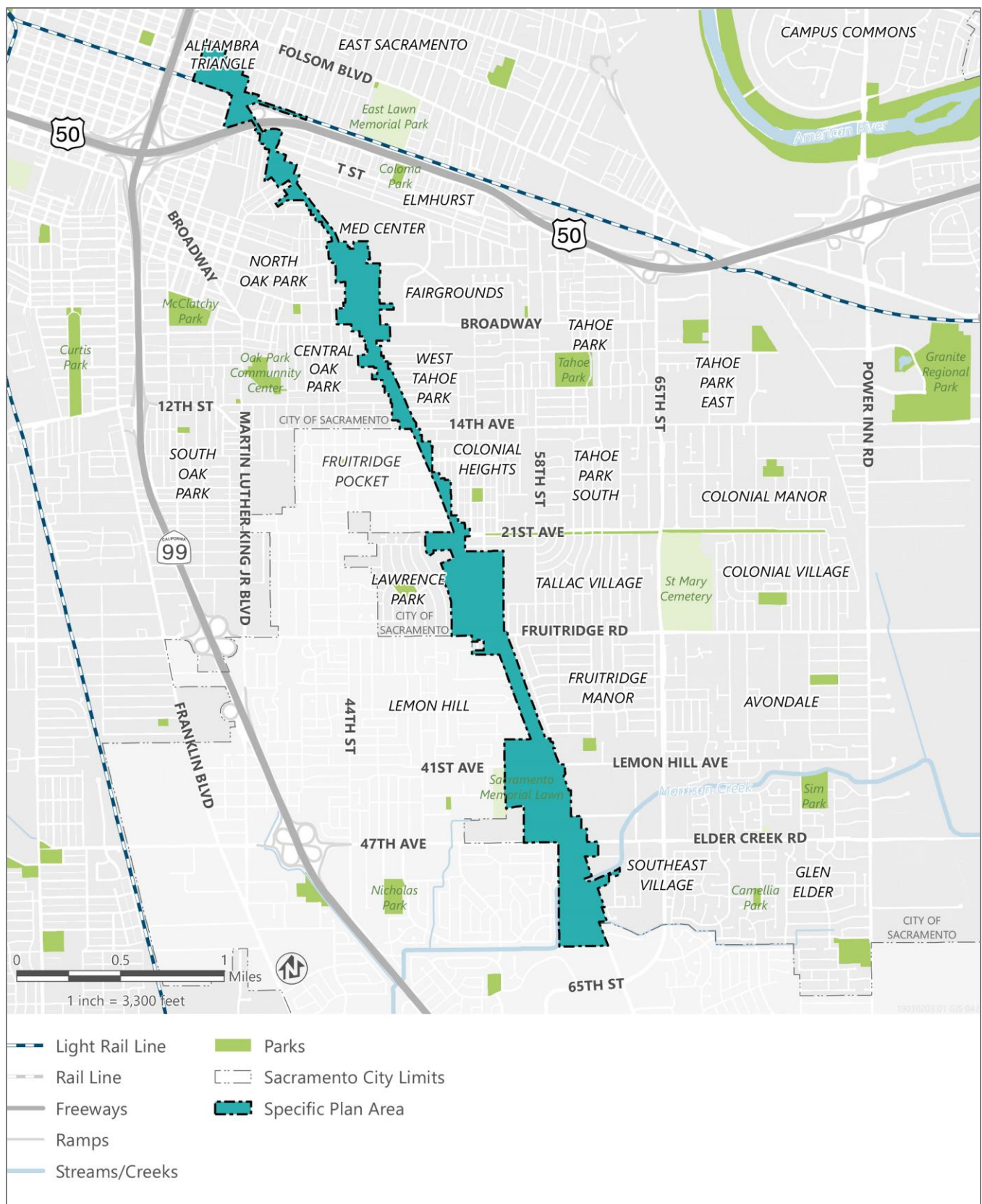
The 2040 General Plan establishes land use designations that are applicable citywide. The Specific Plan relies on and is consistent with the 2040 General Plan's land use designations and associated building intensity standards. The 2040 General Plan applies two land use designations in the Specific Plan Area: approximately 310 acres are designated Residential Mixed-Use and approximately 40 acres are designated Public/Quasi-Public (Figure 2-4). These designations are discussed further below.

Residential Mixed Use

The Residential Mixed Use land use designation is intended to foster vibrant, walkable areas with a high-intensity mix of residential, commercial, office, and public uses, where daily errands can be accomplished on foot, by bicycle, or by transit. The Residential Mixed Use land use designation applies principally in the Central City and the corridors. Allowable uses include the following:

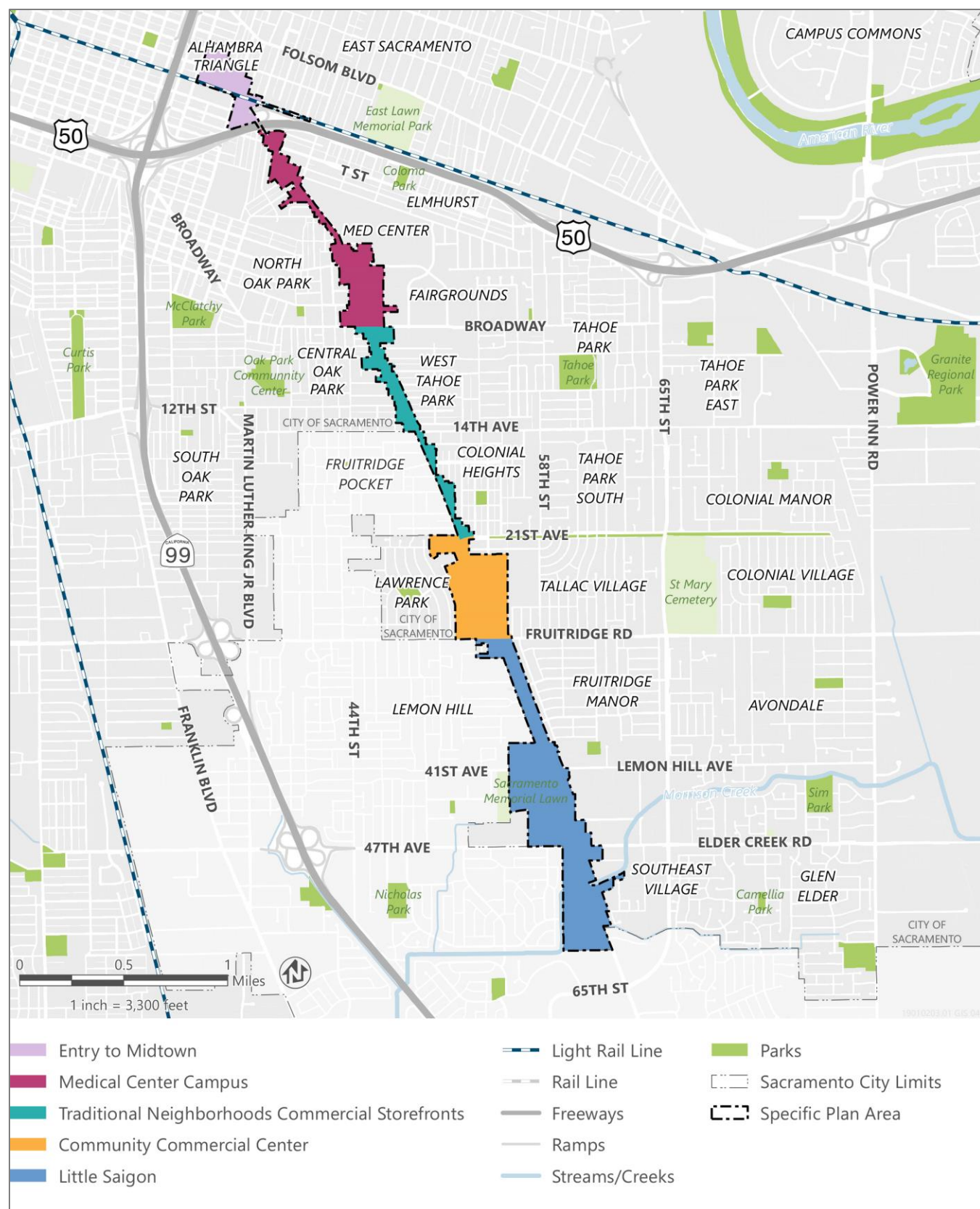
- a full range of residential, retail, employment, entertainment, cultural, and personal service uses serving a communitywide market, such as restaurants, apparel stores, specialty shops, theaters, bookstores, hotels and motels, and research and development facilities;
- general offices and community institutional uses, such as banks, financial institutions, care facilities, and medical and professional offices;
- assembly facilities; and
- compatible public and quasi-public uses

The majority of the Specific Plan Area is designated Residential Mixed Use.



Source: Data compiled by Ascent 2022.

Figure 2-2 Specific Plan Boundaries



Source: Data compiled by Ascent 2022.

Figure 2-3 Specific Plan Corridor Subareas

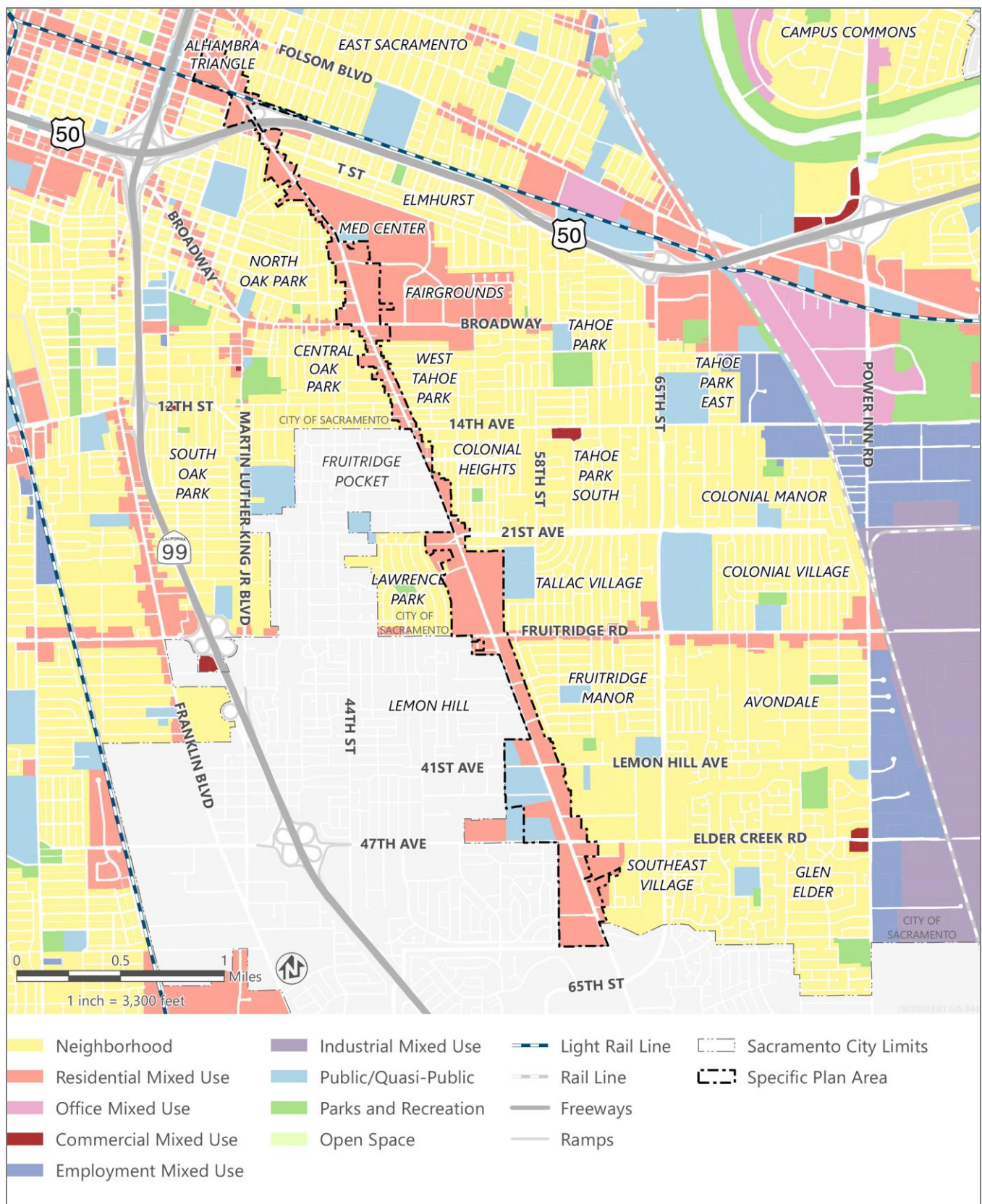


Figure 2-4 2040 General Plan Land Use Designations

Public/Quasi-Public

The Public/Quasi-Public (P/QP) land use designation provides for governmental, utility, institutional, educational, cultural, religious, and social facilities and services that complement Sacramento's neighborhoods, centers, and corridors. The P/QP designation applies to various locations throughout the community, often within a well-landscaped setting.

Allowable uses include the following:

- government buildings,
- public and private schools,
- schools/colleges,
- hospitals,
- cemeteries,
- airports,
- transportation and utility facilities, and
- other compatible public and quasi-public uses.

The area designated for Public/Quasi-Public uses is in the Little Saigon corridor subarea and is used for cemeteries (Home of Peace Jewish Cemetery and Sacramento Memorial Lawn) and educational facilities (Sacramento City Unified School District's Serna Center Admissions Office and Charles A. Jones Career and Education Center).

Floor Area Ratio

Floor area ratio (FAR) is a term used in city planning to measure the intensity or density of development on a site. It is the ratio of a building's total floor area to the size of the land on which it is built. The FAR is calculated by dividing the total building floor area by the gross lot area and accounts for the entire floor area of a building, not simply the building's footprint. The 2040 General Plan uses FAR as the regulatory standard for measuring intensity. The intent of doing this is to emphasize urban form and promote new housing production rather than consideration of the number of units in development. FAR standards that apply to the Specific Plan Area are shown in Figure 2-5.

FRUITRIDGE-BROADWAY COMMUNITY PLAN

The Fruitridge-Broadway Community Plan—a chapter of the 2040 General Plan—contains policies that address issues specific to the Fruitridge Broadway Area, which encompasses the Stockton Boulevard Plan Area. Policies encourage transit supportive uses, revitalization of Stockton Boulevard, and the relocation of nonconforming light-industrial uses from Stockton Boulevard. The Specific Plan is consistent with all policies in the 2040 General Plan, including the policies set forth in the Fruitridge-Broadway Community Plan.

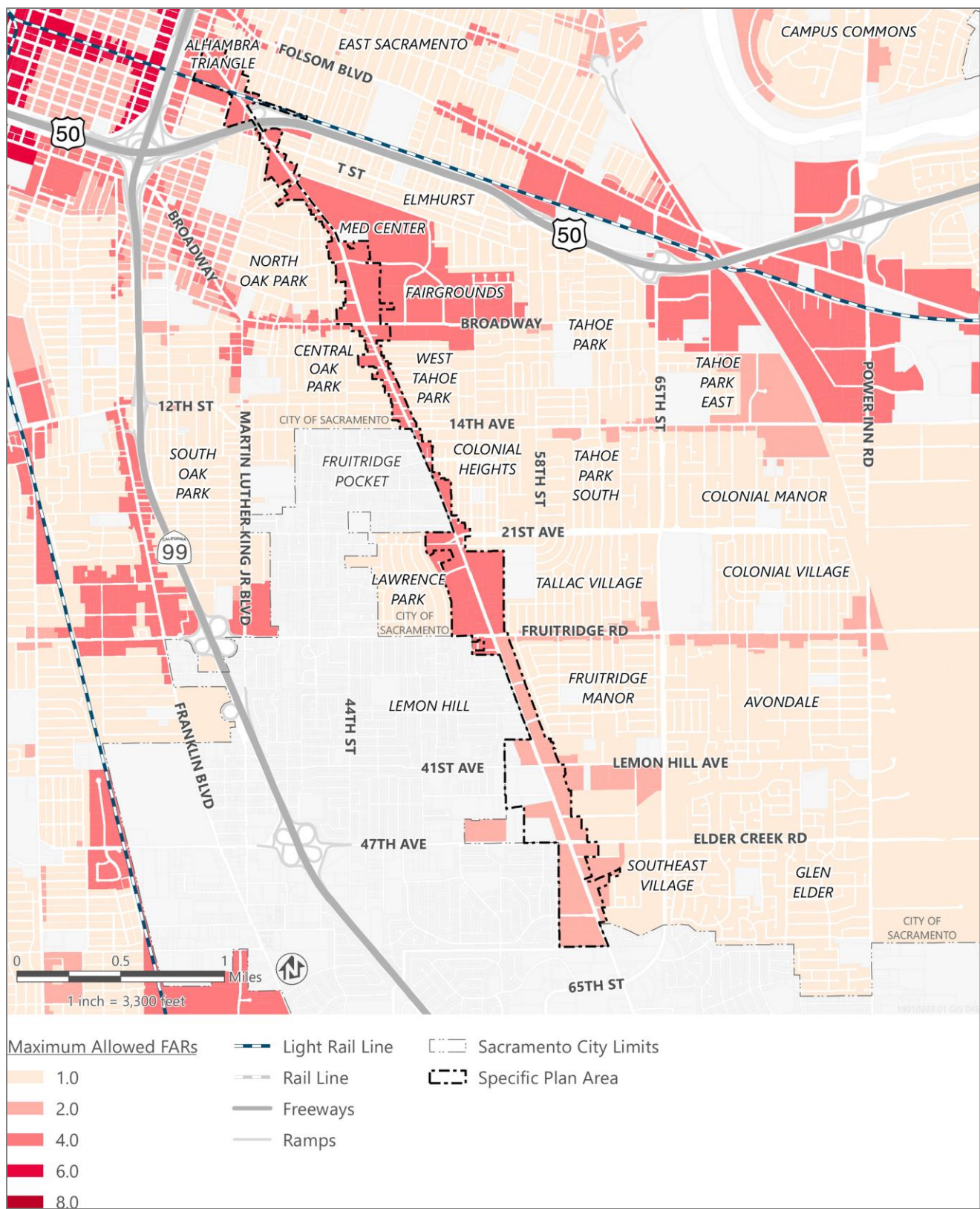


Figure 2-5 2040 General Plan Maximum Allowed Floor Area Ratio

2.3.2 Planning and Development Code

The City of Sacramento's Planning and Development Code, set forth in Title 17 of the City Code, establishes the zoning regulations that implement the 2040 General Plan and dictates how land can be used, how much development can occur on a given parcel of land, and other physical controls for development that must be considered (e.g., setbacks, height, lot coverage), including development standards, and design guidelines. The Specific Plan relies on and is consistent with the Planning and Development Code.

2.3.2.1 Broadway-Stockton Special Planning District

The Specific Plan Area generally falls within the Broadway-Stockton Special Planning District (SPD). The SPD, set forth in Chapter 17.404 of the Planning and Development Code, contains a list of prohibited uses that are considered incompatible with residential neighborhoods or that contribute to visual or economic blight:

- auto—sales, storage, rentals;
- bar, nightclub;
- transit vehicle—service, repair, storage;
- check-cashing center;
- alcoholic beverage sales, off-premises consumption (15,000 square feet or less of gross floor area);
- towing service; vehicle storage yard;
- mini storage; locker building; and
- auto—service, repair.

The Specific Plan contemplates amendments to the Broadway-Stockton Special Planning District. These, and other amendments to Title 17, are discussed further below in the description of the Specific Plan's "Implementing Actions."

2.4 EXISTING CONDITIONS

2.4.1 Transportation and Access

Freeway access to the Specific Plan Area is via US 50 eastbound, off the X Street/Broadway exit; via the US 50/Business 80 freeway, with an off-ramp coming into 34th Street; as well as on-ramps onto SR 99, off 12th Street, Fruitridge Road, and 47th Avenue, adjacent to the Specific Plan Area. Local roadway access to the Specific Plan Area is provided from P Street and Alhambra Boulevard to the north; Broadway, 14th Avenue, 21st Avenue, Fruitridge Road, Lemon Hill Avenue, and Elder Creek Road in the east–west direction; and Stockton Boulevard, which continues south of the planning area.

The Sacramento Regional Transit District (SacRT) provides bus and light rail services within and adjacent to the Specific Plan Area. There are five primary bus routes that operate along or intersect the Specific Plan Area: 68-Oak Park (Cosumnes River College to Arden Fair Mall), 138-Causeway connection, 38-Tahoe Park (University/65th Street Station to Sacramento Valley Station), 51-Stockton/Broadway (Florin Towne Center to Downtown 8th and F), and 61-Fruitridge (Florin Towne Center - Pocket Transit Center). Route 81 circulates close to the Specific Plan Area, with a bus stop at Florin Towne Transit Centre northwest of the intersection of Florin Road and Stockton Boulevard. The 29th Street light rail station on the northern end of the Specific Plan Area is a major hub for several other SacRT bus lines connecting the rest of the city, including Elk Grove Transit Services (etran) bus lines. The nearest light rail station is located adjacent at the northern end of the Specific Plan Area at the 29th Street station, along 29/30th Streets and R Street. This stop serves the SacRT Gold Line (Downtown to Folsom).

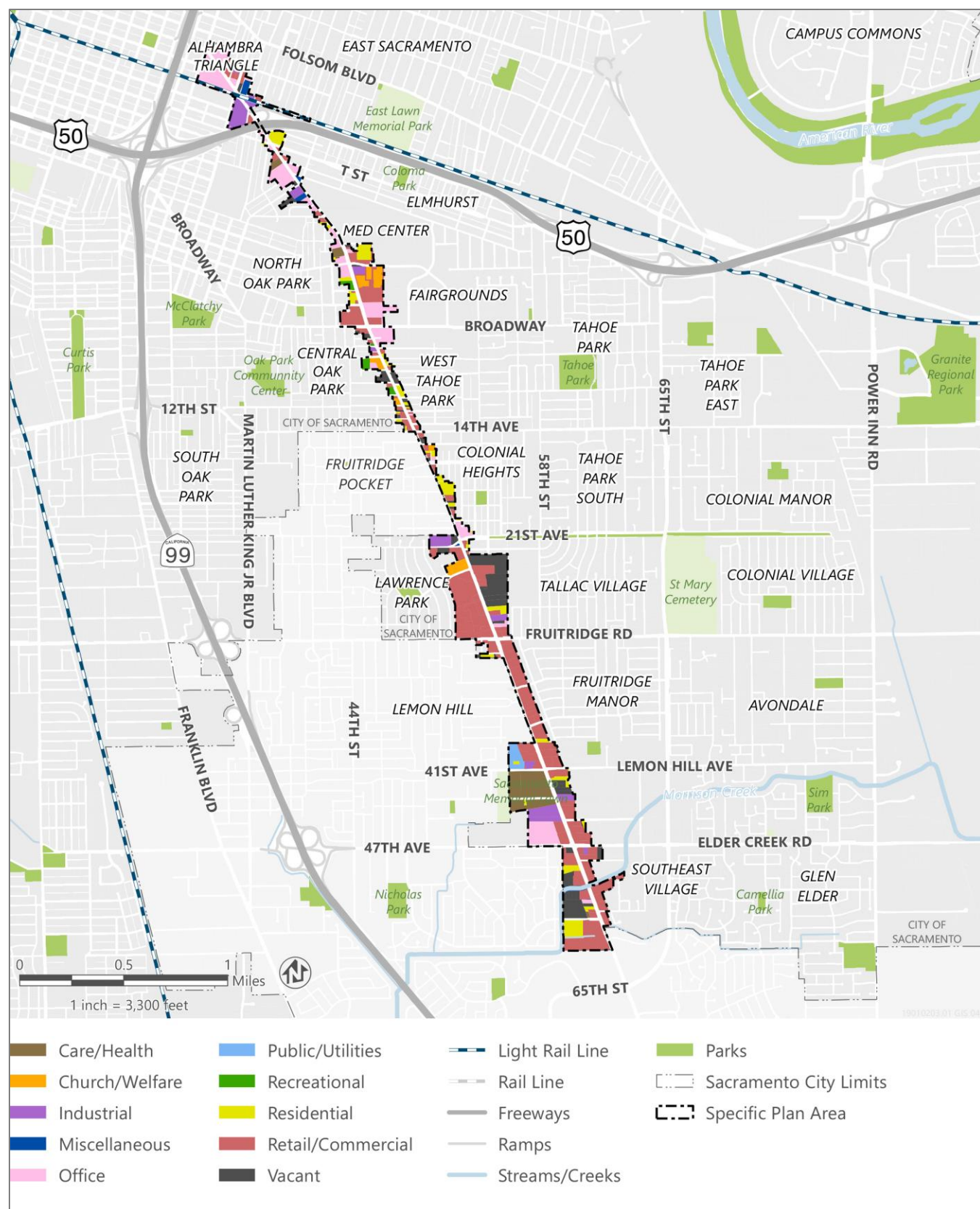
2.4.2 Community Character

Stockton Boulevard was originally developed to serve as the primary connector between the cities of Stockton and Sacramento. For over 100 years, the corridor has been a hub of development and commerce. Once commercial development took off, the City of Sacramento annexed the northern portion of Stockton Boulevard, including the neighborhoods of East Sacramento, Elmhurst, and Oak Park.

Development within the Specific Plan Area and adjacent neighborhoods varies. North of 21st Avenue, including Elmhurst, Oak Park, Tahoe Park, and Colonial Heights, contain a variety of single-family homes dating to the late 19th and early 20th centuries. The Elmhurst neighborhood and Colonial Heights both have cohesive groupings of early 20th century homes around a wide landscaped boulevard. The Oak Park neighborhoods are dominated by older homes, with nearly one-third of the housing stock built before 1940. The majority of housing units in other neighborhoods were built between 1940 to 1959, with few new housing units built after 2000.

EXISTING LAND USES

The Specific Plan Area is primarily made up of commercial uses, at over 42 percent (149 acres) of the land area. Nearly 15 percent of the land area (52 acres) is used for office, 13 percent (45 acres) is vacant, and only 8 percent (28 acres) of the land is residential. Industrial land uses constitute another approximately 8 percent (26 acres) of the Specific Plan Area; 7 percent (24 acres) is used for healthcare; and other uses, including church/welfare, public/utilities, recreational, and miscellaneous uses account for the remaining 8 percent of land area. Existing land uses, based on 2022 data obtained from Sacramento County Assessor Parcel Data, are shown in Figure 2-6.



Source: Data compiled by Ascent 2022.

Figure 2-6 Existing Land Uses in the Specific Plan Area (2022)

2.5 PROJECT OBJECTIVES

The overall goal of the Stockton Boulevard Plan is to provide for the orderly and systematic improvement and development of the Specific Plan Area in a manner that is consistent with the City and resident's vision, and maximizes opportunities afforded by the area's proximity to diverse, culturally rich neighborhoods and transit corridors. More specifically, the objectives of the Stockton Boulevard Plan are to:

- Accommodate growth that increases the long-term economic sustainability, equity and well-being, and protection of people living and working in the Specific Plan Area.
- Provide for the orderly and systematic integration of land uses within the Specific Plan Area.
- Facilitate new mixed-use development, reuse, and redevelopment within the Specific Plan Area.
- Promote new infill residential development and redevelopment within the Specific Plan Area that supports a mixed-income community and a variety of housing choices, including market-rate and affordable housing options for low-income, very low-income, and extremely low-income households.
- Promote neighborhood-serving uses, including a grocery store and venue(s) for afterschool programs and activities for area youth.
- Enhance public recreation, use, and open space access in the Specific Plan Area.
- Enhance the Stockton Boulevard corridor as a gateway and bridge connection between the City of Sacramento and unincorporated areas of Sacramento County to the south of the Specific Plan Area.
- Balance new investments with proactive protection and healing of the community, especially for residents and business owners that are Black, indigenous, and people of color.
- Enhance the pedestrian and bicyclist environment along the corridor with safe routes to schools, parks, businesses, and other landmarks.
- Support and promote local businesses in the Specific Plan Area.
- Protect, celebrate, and enhance the cultural and ethnic diversity, art, and community-centered character of the Stockton Boulevard corridor and its surrounding neighborhoods.

2.6 SUMMARY OF COMMUNITY OUTREACH AND PLAN DEVELOPMENT

The Engagement Team (i.e., City staff and consultants) made a diligent effort to engage the community, partner organizations, and small businesses throughout the planning process. The planning process began in the summer of 2020 with an inventory of existing conditions. During the first phase, the Engagement Team gathered information about the Neighborhood Study Area and started to work on various existing conditions reports. The results of these reports were later used to inform the draft strategies.

In the fall of 2020, the City began identifying issues and priorities, identifying blind spots, focus points, issues, challenges, opportunities, and priorities. The Engagement Team put together a Resident Planning Team, consisting of residents that represented the diverse range of ethnic/cultural

backgrounds, neighborhoods, and ages of people who live and work in close proximity to the corridor. The Resident Planning Team advised the Engagement Team and was integral to developing the ideas to be included in the Stockton Boulevard Plan. In October 2020, the Engagement Team met with the Resident Planning Team to discuss the issues in the corridor and surrounding neighborhoods and how to engage residents in the planning process.

In 2021, the City worked on visioning and strategies (i.e., developing Neighborhood Action Plan Priority Actions); these were key community engagement opportunities. On February 10, 2021, the Resident Planning Team and Engagement Team held the first large meeting for the planning effort—*Stockton Blvd Plan: Reflect, Connect, Affect*. The workshop focused on understanding ideas for the future of the corridor. The Engagement Team held online community conversations on June 23 and July 1, 2021, centering around anti-displacement strategies and community ownership models. The City continued to meet with the Resident Planning Team throughout 2021, discussing the engagement activities as well as collecting ideas for what should be included in the plan. Throughout September and October of 2021, the Engagement Team held a series of engagement events to gain input from residents and business owners on potential strategies. These included:

1. Online Surveys in English, Spanish, Hmong, Cantonese, Mandarin, and Vietnamese.
2. Pop-up events at the library and two affordable housing projects on September 11, September 23, and October 21, 2021, respectively.
3. A multilingual discussion at Will C. Wood Middle School on September 22, 2021.
4. An online discussion on September 29, 2021.
5. Celebrate Stockton Boulevard on October 23, 2021. This celebration included a resource fair, entertainment, free food, and a chance to review draft strategies and provide input.
6. Harvest Festival on October 28, 2021. The Engagement Team held a Harvest Fest for the community members with food, raffle prizes, and a discussion about the future of Stockton Boulevard. Along with English, materials and staff were available for Chinese (Mandarin and Cantonese), Spanish, Hmong, and Vietnamese speakers.

A draft plan was prepared for internal review, followed by a community working version used to collect updates and ideas. The Community Working Version provided the Engagement Team a chance to work together with residents and business owners to ensure this document would reflect community priorities and values. From July to October 2022, the Engagement Team collaborated with residents and business owners on how to make the Stockton Boulevard Plan better. The engagement included:

1. An online version of the plan to collect comments, questions, and ideas.
2. An online anti-displacement community conversation on September 23, 2022, to review the plan's anti-displacement framework and actions.
3. Spotlight on Stockton event on October 8, 2022, to hear from residents, businesses, and community members on what they love about the area and what matters most to them for the Stockton Boulevard Plan. This event included games, free food, and raffles. Interpreters were available for Hmong, Cantonese, Mandarin, Vietnamese, and Spanish speakers.

4. Six meetings and consultation with multilingual/multicultural partners. The Engagement Team met with Community Ambassadors who advised on how best to engage the African-American, Hmong, Chinese, Hispanic, and Vietnamese communities.
5. Four pop-up events with translated materials and community ambassadors and/or interpreters for the appropriate languages. The Engagement Team hosted a table at the Mid Autumn Festival on September 10, 2022, and included a Vietnamese interpreter. On September 17, 2022, the Engagement Team had a table at La Superior, focused on Spanish and English speakers. On September 24, 2022, a pop-up was held at A&A Market, which focused on Vietnamese and English speakers. The final pop-up was held at SF Market on October 13th and focused on Chinese and English speakers.
6. Stockton Boulevard Plan Office Hours. Between October 17 and October 27, 2022, City staff conducted open office hours, hosted by the Stockton Boulevard Partnership. While the office hours were open to all, the City focused on reaching business owners and property owners to discuss and provide input on the Community Working Version of the Stockton Boulevard Plan.

Based on this extensive outreach, an updated draft of the Stockton Boulevard Plan has been released for additional public review and input.

2.7 PLAN CHARACTERISTICS

The Stockton Boulevard Plan focuses on revitalizing and redeveloping the Stockton Boulevard commercial corridor in a way that benefits existing residents and businesses. The Specific Plan is a tool to attract and facilitate infill development in the Specific Plan Area. Anchoring the anticipated new development is Aggie Square at the UC Davis Medical Center. The Specific Plan has been coupled with a Neighborhood Action Plan to facilitate equitable community planning and ensure inclusive economic development is at the core of the Specific Plan and its implementation.

This planning effort aims to invest in Stockton Boulevard in a way that advances racial equity and addresses the needs of neighborhoods and residents that have been historically and disproportionately underserved. The Specific Plan Area focuses on urban mixed-use development that takes advantage of nearby key transit hubs. The Specific Plan aims to maintain the historic character and culture of the area while remaining accessible and affordable to current residents. Key aspects of the Specific Plan include:

- Maintaining an affordable and stable housing stock and preventing residential displacement. Building a mix of residential dwelling types, including units for families, unhoused neighbors, seniors, the workforce population, people with disabilities, and those formerly incarcerated.
- Creating better walking and bicycle connections (including “complete streets”) and bus services that provide safer and more comfortable access to schools, jobs, grocery stores, health care, and other destinations during the day and night.
- Enhancing the mix of local-serving businesses and public spaces that provide culturally relevant services, art, recreation, and entertainment in the community.

2.7.1 Organization of the Plan

The Stockton Boulevard Plan establishes the community priorities, goals, policies, land use, infrastructure, regulatory framework, policies, development standards, and design guidelines to guide

future development of the Specific Plan Area. The Stockton Boulevard Plan document is comprised of 11 chapters, as outlined below.

- Chapter 1, “Introduction and Vision,” provides an overview of the goals, process and purpose, objectives, and contents of the Stockton Boulevard Plan.
- Chapter 2, “Stockton Boulevard Community Overview,” summarizes the community history, local context, historic resources, cultural assets and sense of place, population characteristics, commercial market conditions, employment characteristics, and infrastructure for the Specific Plan Area.
- Chapter 3, “Community Engagement Summary,” presents the key inputs received from the community and the guiding principles and thematic concepts that will influence the form and design of the Specific Plan Area.
- Chapter 4, “Land Use,” describes the assets and challenges, land use strategy, existing policies, plans, and programs, and land use policies for the Specific Plan Area.
- Chapter 5, “Housing,” Chapter 6, “Culture, Arts, and Community Character,” Chapter 7, “Inclusive Economic Development,” Chapter 8, “Environment, Public Health, and Safety,” and Chapter 9, “Community Engagement and Capacity Building,” describe existing policies, plans, and programs, as well as proposed (i.e. new) land use policies for the Specific Plan Area.
- Chapter 10, “Infrastructure,” describes the infrastructure needs and recommended improvements; existing policies, plans, and programs; and proposed infrastructure policy.
- Chapter 11, “Implementation,” addresses the planning context; action strategy; Specific Plan implementation matrix; Neighborhood Action Plan Priority Actions, CEQA streamlining; and facilities financing options.

Mobility and transportation are addressed through adopted transportation-specific documents, including the Stockton Boulevard Corridor Plan, incorporated by reference and available for review as Appendix F to the Stockton Boulevard Plan. The Stockton Boulevard Corridor Plan provides a vision to improve the corridor that includes:

- creating 15 new pedestrian crossings;
- implementing intersection improvements (signalization, better yielding to pedestrians, protected intersections, and reduced delay);
- adding 1.1 miles of bus-bike lanes, 1.4 miles of new bike facilities, and improvements to 2.7 miles of existing bike lanes;
- repurposing roadway spaces for plazas or gathering spaces;
- adding 0.7 mile of tree-plantings on both sides of Stockton Boulevard from 21st Avenue to 47th Avenue;
- adding shelters to 23 bus stops; and
- adding 3 miles of lighting along sidewalks, crosswalks, and bus stops.

2.7.2 Policy Framework

The Stockton Boulevard Plan is built around a framework of values, community priorities, goals, policies, and actions. The goals reflect the desired future, in line with the anti-displacement values. The goals reveal the ideal end result when the community priorities are addressed. The policies apply only to the Specific Plan Area and are meant to direct the City's actions to achieve the end result described in the goals.

SPECIFIC PLAN POLICIES

If adopted, the Specific Plan would implement the following policies. These policies generally encourage inclusive community revitalization through support for programs that improve access to housing and commercial spaces.

Land Use Policies

- **Policy LU-1:** Activating Development. Encourage activities and land uses that utilize empty or underutilized spaces in the Specific Plan Area.
- **Policy LU-2:** Zoning Updates. Review the zoning for the Specific Plan Area to assess its compatibility with current community priorities.
- **Policy LU-3:** Reduce Parcel and Building Vacancies. Work with property owners and community members to reduce vacancies and increase community-supportive uses of vacant parcels and buildings in the Specific Plan Area.

Housing Policies

- **Policy H-1:** Keep People Housed. Support funding and programs that increase household resiliency and stability, alleviate issues that may contribute to a loss of housing, and contribute to increased home ownership.
- **Policy H-2:** Address the Needs of the Unhoused. Direct resources and programs into the Specific Plan Area to help unhoused people stay informed and supported in meeting their needs, especially for shelter and housing.
- **Policy H-3:** Welcome New Housing. Encourage the development of a wide variety of housing types within the Specific Plan Area to accommodate the diverse needs of residents, including a range of costs, sizes, ownership structures, and building types.
- **Policy H-4:** Local Housing for Residents. Require developers of deed-restricted affordable housing units within the Specific Plan Area to market to residents living in the Neighborhood Study Area about opportunities to apply for available units.

Culture, Arts, and Community Character Policies

- **Policy CACC-1:** Public Spaces that Reflect Community Culture and History. Pursue establishment of accessible and active public spaces in the Specific Plan Area for all that reflect the community's diverse culture and history.
- **Policy CACC-2:** Streetscape Beautification. Support efforts to provide increased comfort and visual interest in the Stockton Boulevard walking experience through enhancements such as unique crosswalk designs on side streets, art images on utility boxes and in the pavement, places to sit within both public and semi-public spaces, activations and installations, banners on light poles, and sculptures placed in small leftover areas of vacant and underutilized land.

- **Policy CACC-3:** Preserve and Celebrate/ Highlight Historic Resources of Social or Cultural Significance. Prioritize identifying, preserving, and enhancing historic resources in the Specific Plan Area that have social or cultural significance to the history of ethnic communities in the area, including African Americans, Native Americans, Vietnamese, Hispanic, Latino, Lu Mien, Hmong, Chinese, and many other racial and ethnic communities in and around the corridor.
- **Policy CACC-4:** Community Spaces. Support the expansion and improvement of affordable spaces for arts, nonprofit organizations, and other community-based organizations as part of new development or adaptive reuse of existing buildings.
- **Policy CACC-5:** Vibrant Night Life. Encourage a lively, safe, and accessible nightlife scene that accommodates entertainment, events, and gatherings that attract diverse populations.
- **Policy CACC-6:** Storytelling. Collaborate on opportunities to tell the story of the history and culture of the people in the Stockton Boulevard area through art, experiences, food and cultural tours, events, and other ways to engage the senses.
- **Policy CACC-7:** Culturally Relevant Public Art. Celebrate the artistic heritage of Stockton Boulevard and create opportunities for the community to participate in and lead the art-making dialogue and process.
- **Policy CACC-8:** Inclusive Arts and Cultural Offerings. Support diversity of history, culture, and community through inclusive arts and cultural offerings accessible to non-English speaking residents, seniors, and visually and hearing-impaired populations.
- **Policy CACC-9:** Art and Music Activities. Embrace and foster art and music opportunities as cultural activities that define the Boulevard and create community cohesion.

Inclusive Economic Development Policies

- **Policy IED-1:** Support Diversity of Small Businesses. Support the cultural and ethnic diversity of the businesses along the corridor through funding, opportunities, programs, and technical in-language assistance to existing and new small business owners in establishing, maintaining, and growing their businesses.
- **Policy IED-2:** Workforce Training and Support. Support efforts that strengthen the workforce pipeline through training for living wage jobs and marketing job opportunities to nearby residents.

Environment, Public Health, and Safety Policies

- **Policy E-1:** Lighting. Encourage the addition of lighting along the Stockton Boulevard corridor to improve safety and create a sense of continuity and place.
- **Policy E-2:** Safety. Promote coordination among various agencies, organizations, and individuals to address criminal activities and increase public safety.

Community Engagement and Capacity Building Policies

- **Policy CE-1:** Community Empowerment. Provide education, networking opportunities, and other resources to help individuals, business owners, neighborhood associations, and community-based organizations to solve issues affecting the community, advocate to governmental organizations, and contribute to the health and well-being of their communities.

- **Policy CE-2:** Inclusivity and Accessibility. Support diversity of history, culture, and community through inclusive events, materials, and spaces accessible for all people, including Black, Indigenous, and people of color (BIPOC) residents, non-English speaking residents, seniors, youth, and people living with a disability.
- **Policy CE-3:** Neighborhood Meeting on Development Proposals. Require project applicants proposing new development projects within the Specific Plan Area that are subject to discretionary review and are greater than 10,000 square feet to host a neighborhood meeting prior to the applicant submitting a formal development application to the City. The neighborhood meeting will provide an opportunity for people who live in the surrounding neighborhood to learn about the project and have an opportunity to provide constructive feedback at the early stages of the project.

Infrastructure Policy

- **Policy I-1:** Support Infrastructure Improvements. Actively seek funding for the Stockton Blvd Specific Plan Area to improve infrastructure to protect and support existing and new developments. Look for funding opportunities that support co-benefits like affordable housing, public transportation, pedestrian/bicycle use, and anti-displacement.

ACTION STRATEGY

To support the policies set forth above, the Specific Plan includes “Implementing Actions,” which are actions, procedures, or programs intended to implement the Specific Plan’s policies. These Implementing Actions are clear and measurable actions with designated responsibilities and a timeframe in which the actions will be accomplished.

Specific Plan Implementing Actions

The following Implementing Actions are included in the Stockton Boulevard Plan:

- **Implementing Action LU-1:** Special Planning District. Update the north boundary of the Broadway-Stockton Special Planning District (Chapter 17.404 of the Sacramento City Code) to align with the Stockton Blvd Plan Specific Plan Area up to Alhambra Boulevard. Revise the prohibited or conditional uses, as well as meeting procedures for the Broadway-Stockton SPD in Planning and Development Code Chapter 17.404. (Specific Plan LU- 1; LU-2; LU-3)
- **Implementing Action LU-2:** Broadway/Stockton Urban Design Plan. Update Planning and Development Code Chapter 17.404.050 Design guidelines and Chapter 17.404 Broadway-Stockton Special Planning District to remove references to the Broadway/Stockton Urban Design Plan. (Specific Plan LU-2; LU-3)
- **Implementing Action H-1:** Accessory Dwelling Units. Continue to incentivize and facilitate construction of affordable Accessory Dwelling Units (ADUs) by educating homeowners and providing information about the process and by offering free permit-ready ADU plans. (Specific Plan H-1)
- **Implementing Action CACC-1:** Historic Landmark and District Nomination. Pursue the designation of eligible historic landmarks and districts for listing on the Sacramento Register to encourage their preservation and adaptive reuse in a manner consistent with the U.S. Secretary of the Interior Standards. Potentially eligible resources include but are not limited to the Colonial Theater, the Coca Cola Bottling Plant, San Francisco Boulevard, and the Sacramento Fire Department Engine Company #9. (Specific Plan CACC-3)

- **Implementing Action CACC-2: Unique Community Assets.** Maintain and enhance unique and historic buildings and spaces that make Stockton Boulevard memorable, such as Francisco Boulevard (east of Stockton Boulevard), Colonial Theater, Old Water Tower in Elmhurst, and Little Saigon. Conduct historical evaluations of identified buildings and spaces to uncover the social and development history of the Specific Plan Area and explore placemaking opportunities rooted in that history. In addition, conduct an historic resource survey of the corridor to identify those elements that reflect Stockton Boulevard's former status as a part of the region's old highway system. For example, highway-oriented commercial development such as old tourist motor courts/motels, auto service facilities, highway-oriented signage, early 20th-century fast food-diner style restaurants, and road design features that survive from that era. A model for such studies and preservation efforts might be the National Park Service's (NPS) Route 66 Corridor Preservation Program. To the extent possible, pursue listings on the Sacramento Register of Historic & Cultural Resources. (Specific Plan CACC-3)
- **Implementing Action CACC-3: Cultural Night Life.** Continue City efforts to support the night life industry through supportive permitting, business advocacy, and technical assistance, and creating new or supporting existing venues along Stockton Boulevard. (Specific Plan CACC-5)
- **Implementing Action IED-1: Small Business Access to Capital.** Promote the City Office of Innovation and Economic Development's referral network of lending partners to develop a program to assist local entrepreneurs and business owners with access to capital and resources to support business creation, retention, and expansion. Create pathways to existing programs like CA Capital and Small Business Development Centers (SBDC). Identify gaps in existing programs for BIPOC entrepreneurs in the Neighborhood Study Area. Pilot new programs (possibly within existing organizations) to address barriers and gaps in service delivery and support. (Specific Plan IED-1)
- **Implementing Action E-1: Well-Lit Streetscape.** Continue to encourage new developments and infrastructure projects to include exterior lighting that improves streetscape conditions and the pedestrian experience. (Specific Plan E-1)
- **Implementing Action CE-1: Community Ambassadors.** Continue the Community Ambassadors program to serve as a liaison between the community and the City for the Stockton Blvd Plan Area's underserved language/cultural groups. The Community Ambassadors consist of individuals who are already known by others in their communities and are willing to partner with the City to assist in reaching their community. Community Ambassadors represent specific demographics and languages in the City in order to build and maintain relationships with community partners and residents who also represent culturally and linguistically diverse populations and historically underrepresented communities. The City recognizes that many of the residents and business owners in the City do not feel comfortable interacting with the City directly because of either language or cultural barriers and even distrust of government systems, staff, or elected officials. By working with individuals known and trusted in the community, the City hopes to build trust and engagement with the broader community to ensure that barriers do not prevent access to information, resources, and opportunities. (Specific Plan CE-1)
- **Implementing Action CE-2: Volunteerism.** City's Volunteer Services Coordinator will continue to facilitate volunteerism and make it easy and appealing for residents to volunteer by advertising a variety of opportunities. (Specific Plan CE-1)
- **Implementing Action CE-3: Residents' Knowledge Base.** Continue to develop knowledge base of residents to fully participate in City and community decision-making through training and civic

academies, such as Planning Academy, City Manager's Academy, short videos and graphics, and disseminating information through social media. (Specific Plan CE-1)

- **Implementing Action CE-4:** Community Events Support. Continue to provide support for community events; reduce barriers (e.g., fees, policing, permitting requirements) for community events; and explore ways to allow community and/or neighborhood policing at local community events. (Specific Plan CE-1)
- **Implementing Action CE-5:** Establish Neighborhood Meeting Process. Create guides, templates, and other materials to support applicants with having effective community meetings about development projects. (Specific Plan CE-2)
- **Implementing Action I-1:** Water System Improvements. Implement proposed improvements to the existing water system to accommodate future growth as identified in the Stockton Blvd Plan Utility Infrastructure Report (Appendix D [of the Stockton Boulevard Plan]). (Specific Plan I-1)
- **Implementing Action I-2:** Infrastructure Improvements. Actively seek funding, including from local financing mechanisms (such as an enhanced infrastructure financing district [EIFD]), for the Specific Plan Area to enhance infrastructure for existing and new developments. Look for funding opportunities that support co-benefits like affordable housing, public transportation, pedestrian/bicycle use, and anti-displacement. (Specific Plan I-1)
- **Implementing Action I-3:** Grants and Local, State or Federal Funding. Facilitate collaborative funding opportunities among City departments, including grants or local, State, or federal funding. This would include local financing mechanisms (such as a potential enhanced infrastructure financing district [EIFD]). Use cross-departmental teams to brainstorm, research, and pursue funding for the actions throughout this document. (Specific Plan I-1)

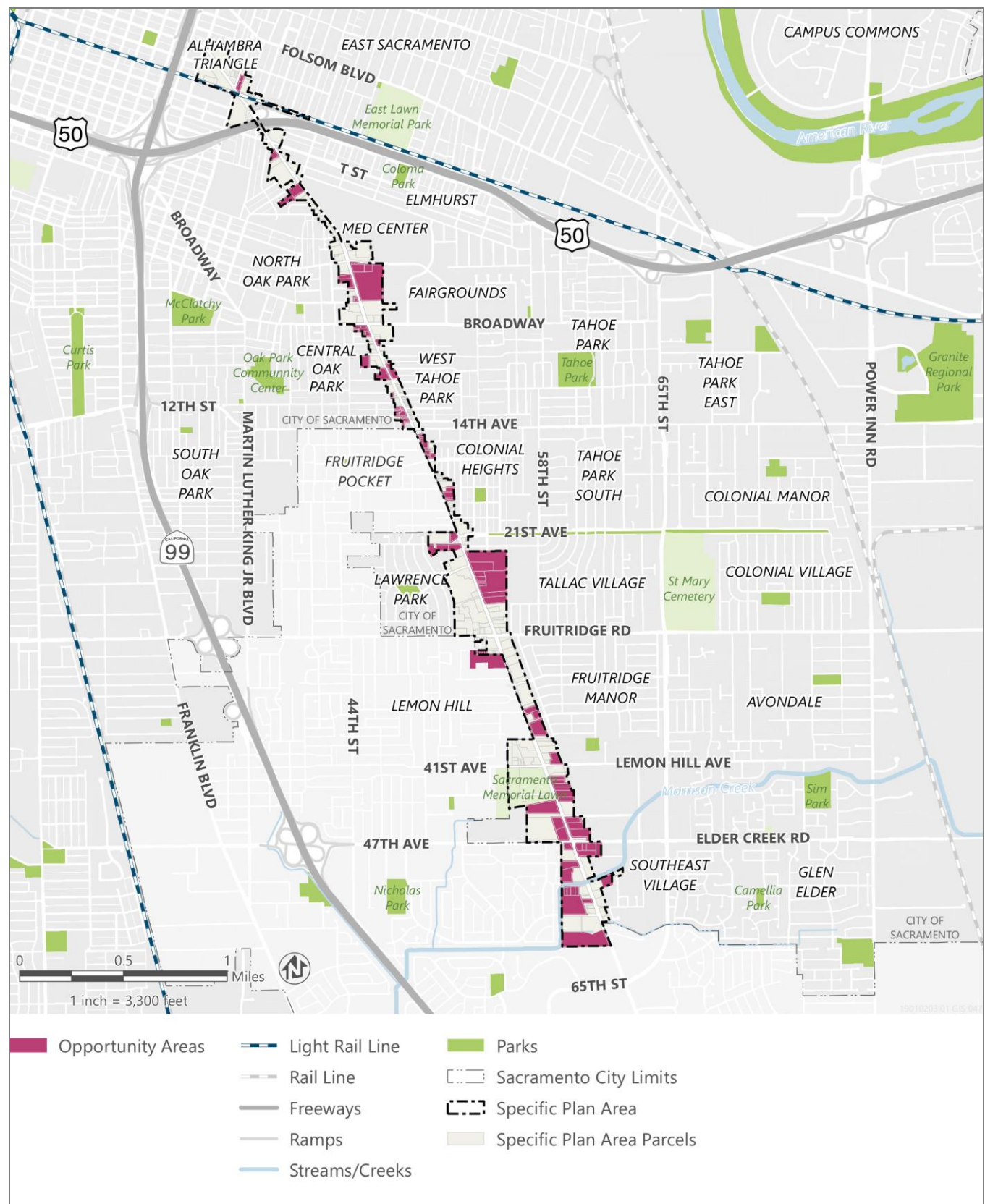
LAND USE STRATEGY

The Specific Plan adopts the land uses and design standards set forth in existing city documents, including the 2040 General Plan, the City's Planning and Development Code, and various design guidelines. As described above, the Specific Plan references the 2040 General Plan land uses and associated building intensity standards, as described above.

2.7.3 Growth and Buildout Projections

BUILDOUT PROJECTIONS

The Specific Plan Area includes over 22 acres of vacant sites and many underutilized parcels. Opportunities along the corridor include reuse and infill of vacant buildings and storefronts, development of paved parking lots, the creation of community spaces, neighborhood parks, and streetscape, and infrastructure improvements. Figure 2-7 identifies vacant and underutilized areas within the Specific Plan Area that could be redeveloped, including the \$1 billion Phase One Aggie Square Development at UC Davis. These vacant and underutilized areas, along with a list of residential and mixed-use projects that are in the pipeline to be developed (as of December 2021), form the basis for the buildout projections.



Source: Data compiled by Ascent in 2022.

Figure 2-7 Vacant and Underutilized Areas in the Specific Plan Area

Buildout in the Specific Plan Area assumes the development of 4,077 new units of housing and an estimated 372,116 square feet of commercial space.¹

2040 GENERAL PLAN GROWTH PROJECTIONS

Buildout projections, based on the future developed potential under the 2040 General Plan, provide an important long-term outlook and are essential for holistic community planning. For example, the buildout estimates serve as a means of assessing infrastructure needs within the Specific Plan Area. However, buildout of all the vacant and underutilized parcels identified in the Specific Plan would occur over a span of decades and is not anticipated to occur within the 2040 planning horizon of the General Plan. The 2040 horizon year is established in the 2040 General Plan because it represents a planning period in which future conditions are reasonably foreseeable. Planning projections are regularly updated in response to changing conditions and the needs of the community. For the purpose of this EIR, the City has evaluated the effects of implementing the Stockton Boulevard Plan through 2040, based on the growth projections used in the 2040 General Plan. The 2040 General Plan assumes development of 2,007 dwelling units and the addition of 5,819 employment opportunities within the Specific Plan Area.

In addition to the Aggie Square Phase One development at UC Davis, there are several approved housing developments, including nearly 1,800 units of housing, of which at least 700 units will be affordable to lower-income residents. The plan includes Policies and Implementing Actions that would enhance circulation (primarily transit, bicycle, and pedestrian) within and through the Specific Plan Area, including connections to the Florin Towne Transit Centre, 29th Street light rail stop, and surrounding neighborhood roadways, and enhance and build upon existing amenities, including Miller Regional Park. The Stockton Boulevard Plan is also designed to reflect and dovetail with current and recently adopted City plans and nearby design efforts, including the Mill at Broadway development, the Broadway Bridge, the Broadway Complete Streets Plan, and the Central City Specific Plan.

2.8 INFRASTRUCTURE IMPROVEMENTS

The *Stockton Boulevard Plan Utility Infrastructure* report (NV5 2022) identifies utilities and service systems capacity constraints that could result from buildout of the Specific Plan Area and recommended improvements. These, and other necessary improvements, may occur within the Specific Plan Area in conjunction with implementation of the Stockton Boulevard Plan. The *Stockton Boulevard Plan Utility Infrastructure* report is included as Appendix D to the Stockton Boulevard Plan.

2.8.1 Infrastructure Needs and Recommended Improvements

WATER SYSTEM

Domestic water in the Specific Plan Area is provided by the City of Sacramento. The City uses both surface water and groundwater to meet the water demands. Generally, the City has sufficient water supply for development consistent with the growth assumptions envisioned by the City's 2040 General Plan.

The City differentiates the water mains into two distinct categories: water distribution mains and water transmission mains. Water distribution mains are smaller pipelines located in the streets and alleys

¹ Because infrastructure needs had already been analyzed and infrastructure improvements for Aggie Square will be implemented through a separate process, the buildout projections for the Specific Plan Area do not include the estimated 949,790 of nonresidential gross square feet (GSF) that are part of the Aggie Square project.

used for water services. Water transmission mains are larger pipelines used to convey water to the distribution mains. The Specific Plan Area is generally served by an extensive system of service mains ranging in size from 6 inches to 12 inches in diameter. There are no active wells or reservoirs within the limits of the Specific Plan Area.

The following improvements are necessary to support buildout of the Stockton Boulevard Plan:

- Smaller 6-inch water mains may need to be upsized to 8 inch minimum.
- The existing 8-inch dead-end water main located in Stockton Boulevard would be extended north of Southwest Avenue.
- The existing 6-inch dead end water main located in Young Street would be extended east to connect to the new 8-inch water main in Stockton Boulevard.
- The existing 8-inch dead-end water main located in Stockton Boulevard at El Paraiso Avenue would be extended north to the 12-inch water main located in Lemon Hill Avenue to loop the system.

Construction and operation of this infrastructure is a component of the plan evaluated in this analysis.

2.9 RESPONSIBLE AND TRUSTEE AGENCIES

This EIR is intended to be used by responsible and trustee agencies (as defined by Sections 15381 and 15386 of the State CEQA Guidelines) that may have review or discretionary authority over subsequent individual projects implemented under the proposed Stockton Boulevard Plan. Agencies in addition to the Lead Agency that may also use this EIR in their review of subsequent individual projects implemented under the proposed Stockton Boulevard Plan or that may have responsibility over approval of certain project elements may include, but are not limited to, the following:

2.9.1 State

- California Department of Fish and Wildlife (CDFW)
- California Department of Health Services (DHS)
- California Public Utilities Commission (CPUC)
- California Department of Transportation (Caltrans)
- California Department of Toxic Substances Control (DTSC)
- California Office of Statewide Health Planning and Development (OSHPD)
- California State Lands Commission (CSLC)
- Central Valley Flood Protection Board (CVFPB)
- Central Valley Regional Water Quality Control Board (CVRWQCB)

2.9.2 Local

- Capitol Area Development Authority (CADA)
- University of California Davis, Sacramento (UC Davis)
- Sacramento Housing and Redevelopment Authority (SHRA)
- Sacramento Metropolitan Air Quality Management District (SMAQMD)
- Sacramento Municipal Utility District (SMUD)
- Sacramento Regional County Sanitation District (SRCSD)
- Sacramento Regional Transit (SacRT)

2.10 PERMITS AND APPROVALS REQUIRED

2.10.1 City of Sacramento

Adoption of the proposed Stockton Boulevard Plan is anticipated to require, but may not be limited to, the following City actions:

- certification that the EIR was completed in compliance with CEQA and that the decision-making body has reviewed and considered the information in the document;
- adoption of a Mitigation Monitoring Plan (MMP), which specifies the methods for monitoring mitigation measures required to eliminate or reduce the project's significant effects on the environment;
- adoption of Findings of Fact, and for any impacts determined to be significant and unavoidable, a Statement of Overriding Considerations; and
- approval of the Stockton Boulevard Plan.

Subsequent individual projects implemented under the proposed Stockton Boulevard Plan would be anticipated to include, but may not be limited to, the following actions by entities other than the City:

- approval of a construction activity stormwater permit, including a Stormwater Pollution Prevention Plan, by CVRWQCB;
- approval of a GO-88B permit to modify an at-grade railroad crossing by CPUC;
- approval of a pre-treatment permit from SRCSD to allow discharges associated with construction dewatering to the combined sewer system; and
- approval of a stationary source permit from SMAQMD.

3 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

APPROACH TO THE ENVIRONMENTAL ANALYSIS

This draft environmental impact report (Draft EIR) evaluates and discloses the environmental impacts associated with the proposed Stockton Boulevard Plan, including the Specific Plan, in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Section 21000, et seq.) and the State CEQA Guidelines (California Code of Regulation, Title 14, Chapter 3, Section 1500, et seq.). Sections 3.1 through 3.11 of this Draft EIR present a discussion of regulatory background, existing conditions, environmental impacts associated with implementation of the Specific Plan, mitigation measures to reduce the level of impact, and residual level of significance (i.e., after application of mitigation, including impacts that would remain significant and unavoidable after application of all feasible mitigation measures). Issues evaluated in these sections consist of the environmental topics identified for review in the notice of preparation prepared for the Specific Plan (see Appendix A of this Draft EIR).

Sections 3.1 through 3.11 also include analyses of the Specific Plan's impacts considered together with those of other past, present, and probable future projects producing related impacts, as required by Section 15130 of the State CEQA Guidelines. Chapter 4, "Alternatives," presents a reasonable range of alternatives and evaluates the environmental effects of those alternatives relative to those of the Specific Plan, as required by Section 15126.6 of the State CEQA Guidelines. Chapter 5, "Other CEQA Sections," includes an analysis of the Specific Plan's growth inducing impacts, as required by Section 21100(b)(5) of CEQA.

As indicated in Chapter 2, "Project Description," there are two components of the Stockton Boulevard Plan: a Neighborhood Action Plan and a Specific Plan. The Neighborhood Action Plan, which covers the Specific Plan Area and 23 surrounding residential neighborhoods (referred to as the Neighborhood Study Area), identifies programs and partnerships to achieve established priorities.

The framework to guide land use and urban form along the Stockton Boulevard corridor relies on established and in-process citywide planning documents, including the City's 2040 General Plan, Citywide Design Guidelines, and Citywide Infill Housing Design Standards. The Specific Plan references and is consistent with the 2040 General Plan's land uses and associated building intensity standards. The impact evaluations in this chapter also use the same growth assumption as the 2040 General Plan, unless otherwise noted, to provide a consistent planning context.

SCOPE OF THE ENVIRONMENTAL ANALYSIS

The remainder of this chapter address the following resource topics:

- Section 3.1, Air Quality;
- Section 3.2, Biological Resources;
- Section 3.3, Cultural Resources;
- Section 3.4, Energy;
- Section 3.5, "Greenhouse Gas Emissions and Climate Change;"

- Section 3.6, Hazards and Hazardous Materials;
- Section 3.7, Noise and Vibration;
- Section 3.8, Public Services and Recreation;
- Section 3.9, Transportation and Circulation;
- Section 3.10, Tribal Cultural Resources;
- Section 3.11, Utilities and Service Systems; and
- Section 3.12, Visual Resources.

Sections 3.1 through 3.12 of this Draft EIR each include the following components.

Regulatory Setting: This subsection presents information on the laws, regulations, plans, and policies that relate to the issue area being discussed. Regulations originating from the federal, state, and local levels are each discussed, as appropriate.

Environmental Setting: This subsection presents the existing physical setting and conditions for the Specific Plan Area and in the surrounding area as appropriate, in accordance with State CEQA Guidelines Section 15125. This setting generally serves as the baseline against which environmental impacts are evaluated. The NOP for the project was issued on July 8, 2021. Typically, and in accordance with State CEQA Guidelines Section 15125, the date on which the NOP is issued is considered appropriate for establishing the baseline. This includes the planned development potential and policy provisions set forth in the applicable adopted plans.

Environmental Impacts and Mitigation Measures: This subsection presents thresholds of significance and discusses significant and potentially significant effects of the Specific Plan on the existing environment, in accordance with State CEQA Guidelines Section 15126.2. The methodology for impact analysis is described, including technical studies upon which the analyses rely, if any. The thresholds of significance are defined and thresholds for which the Specific Plan would have no impact are disclosed and dismissed from further evaluation.

Environmental impacts and mitigation measures are numbered sequentially in each subsection (Impact 3.2-1, Impact 3.2-2, Impact 3.2-3, etc.). A summary impact statement precedes a more detailed discussion of each environmental impact. The discussion includes the analysis, rationale, and substantial evidence on which conclusions are based. The determination of level of significance of the impact is presented in bold text.

An impact would be considered “less than significant” if it would not involve a substantial adverse change in the physical environment. An impact would be “potentially significant” or “significant” if it could or clearly would, respectively, result in a substantial adverse change in the physical environment; both are treated the same under CEQA in terms of procedural requirements and the need to identify feasible mitigation.

This EIR identifies feasible mitigation measures that could avoid, minimize, rectify, reduce, or compensate for potentially significant or significant adverse impacts (PRC Section 21081.6[b]). Mitigation measures are not required for effects found to be less than significant. Where feasible mitigation for a significant or potentially significant impact is available, it is described in this EIR following the impact, along with its effectiveness at addressing the impact. Each identified mitigation measure is labeled numerically to correspond with the impact it addresses. Where feasible mitigation is not sufficient to reduce an impact to a less-than-significant level, the impact is identified as significant

and unavoidable. The final determination of the level of significance of each impact is presented in bold text in the impact summary and at the end of each impact discussion.

This subsection also describes whether mitigation measures would reduce project impacts to less-than-significant levels. Significant and unavoidable impacts are identified as appropriate in accordance with State CEQA Guidelines Section 15126.2(b). Significant and unavoidable impacts are also summarized in Chapter 5, “Other CEQA Sections.”

References: The full references associated with the references cited in Sections 3.1 through 3.12 are presented in Chapter 7, “References,” organized by chapter or section number.

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3.1 AIR QUALITY

This section includes a discussion of existing air quality conditions, a summary of applicable regulations, and an analysis of potential construction and operational air quality impacts caused by proposed development of the Stockton Boulevard Specific Plan. Mitigation is developed as necessary to reduce significant air quality impacts to the extent feasible.

One comment related to air quality was received in response to the Notice of Preparation; it was from the Sacramento Metropolitan Air Quality Management District (SMAQMD). The comment requests that SMAQMD's guidance on reviewing projects under CEQA, *The Guide to Air Quality Assessment in Sacramento County* (CEQA Guide), be used in analyzing air quality emissions from construction and operation activities associated with the project. The comment also recommends that the analysis assess the health effects of toxic air contaminants (TACs) emitted from development under the project, as well as health effects pursuant to the decision made in *Sierra Club v. County of Fresno* ([2018] 6 Cal. 5th 502) (referred to as the Friant Ranch decision).

A copy of the Notice of Preparation along with comments received is included in Appendix A.

3.1.1 Regulatory Setting

FEDERAL

Federal Clean Air Act

The Clean Air Act (CAA) of 1970 and the CAA Amendments of 1971 required US Environmental Protection Agency (EPA) to establish the National Ambient Air Quality Standards (NAAQS), with states retaining the option to adopt more stringent standards or to include other specific pollutants. The primary and secondary standards are the levels of air quality considered to protect public health and safety, respectively, with an adequate margin of safety. The primary standards are intended to protect public health, such as reducing the risk of developing acute or chronic illnesses in the country's population, while the secondary standards are protective of public welfare and serve to minimize damage to animals, crops, vegetation, and buildings. They are designed to protect those sensitive receptors most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

The current NAAQS and area-attainment status of Sacramento County are discussed below in the "Environmental Setting" section. The CAA and its subsequent amendments require each state to prepare a State Implementation Plan (SIP). The CAA Amendments dictate that states containing areas violating the NAAQS revise their SIPs to include extra control measures to reduce air pollution. The SIP includes strategies and control measures to attain the NAAQS by deadlines established by the CAA. The SIP is periodically modified to reflect the latest emissions inventories, plans, and rules and regulations of air basins as reported by the agencies with jurisdiction over them. EPA has the responsibility to review all SIPs to determine if they conform to the requirements of the CAA.

STATE

California Air Resources Board

The California Air Resources Board (CARB), a part of the California EPA (CalEPA), is responsible for the coordination and administration of both federal and State air pollution control programs within California. In this capacity, CARB conducts research and defines the California Ambient Air Quality Standards (CAAQS), compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products, such as hairspray, aerosol paints, and barbecue lighter fluid, and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. CARB has primary responsibility for the development of California's SIP, for which it works closely with the federal government and the local air districts.

In addition to standards set for the six criteria air pollutants, the State has set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety, meaning that exposure to concentrations at or below the CAAQS would be preventative against the development of acute or chronic illnesses. The attainment status under the CAAQS for Sacramento County is discussed in the Section, "Environmental Setting," below.

California Clean Air Act

The California Clean Air Act (CCAA) of 1988 requires non-attainment areas to achieve and maintain the CAAQS by the earliest practicable date and local air districts to develop plans for attaining the State's ozone, carbon monoxide (CO), sulfur dioxide (SO₂), and nitrogen dioxide (NO₂) limits. The CCAA also requires that air districts assess their progress toward attaining the air quality standards every 3 years.

The Air Toxics Hot Spots Information and Assessment Act

California Health and Safety Code Section 44300 et seq., provides for the regulation of over 200 air toxics and contains the primary air contaminant legislation in the state. Under the Act, local air districts may request that a facility account for its toxic air contaminant (TAC) emissions. Local air districts then prioritize facilities on the basis of emissions, and high-priority designated facilities are required to submit a health risk assessment and communicate the results to the affected public. The TAC control strategy involves reviewing new sources to ensure compliance with required emission controls and limits, maintaining an inventory of existing sources of TACs, and developing new rules and regulations to reduce TAC emissions.

Assembly Bill 1807

Assembly Bill (AB) 1807, enacted in September 1983, sets forth a procedure for the identification and control of TACs in California. AB 1807 defines a TAC as an air pollutant that may cause or contribute to an increase in mortality or an increase in serious illness, or which may pose a present or potential hazard to human health. CARB prepares identification reports on candidate substances under consideration for listing as TACs. The reports and summaries describe the use of and the extent of emissions in California resulting in public exposure, together with their potential health effects.

In 1998, CARB identified diesel particulate matter (PM) as a TAC under the AB 1807 program. Diesel PM is emitted into the air via heavy-duty diesel trucks, construction equipment, and passenger cars.

LOCAL

Metropolitan Transportation Plan/Sustainable Communities Strategy

The Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) for the Sacramento region pro-actively links land use, air quality, and transportation needs. The plan is intended to identify a vision for sustainable land use planning that accommodates regional housing needs while reducing greenhouse gas emissions. SMAQMD uses the growth and development patterns in the MTP/SCS in developing plans to meet NAAQS and CAAQS in Sacramento County.

City of Sacramento General Plan

The City of Sacramento 2040 General Plan is the City of Sacramento's policy guide for future development. The 2040 General Plan establishes land uses for the Specific Plan Area along with policies that guide development, design, and urban form.

Sacramento Metropolitan Air Quality Management District

Criteria Air Pollutants

SMAQMD is the primary agency responsible for planning to meet NAAQS and CAAQS in Sacramento County. SMAQMD works with other local air districts in the Sacramento region to maintain the region's portion of the SIP for ozone. The SIP is a compilation of plans and regulations that govern how the region and State will comply with the CAA requirements to attain and maintain the NAAQS for ozone. The Sacramento Region has been designated as a "moderate" 2015 8-hour ozone nonattainment area. The 2018 Sacramento Regional 2008 8-Hour Ozone Attainment and Further Reasonable Progress Plan was approved by CARB on November 16, 2017. The previous 2013 Update to the 8-Hour Ozone Attainment and Reasonable Further Progress Plan was approved and promulgated by EPA for the 1997 8-Hour Ozone Standard. EPA has not released a notice of approval and promulgation of the 2017 SIP. At a public meeting held on October 26, 2023, CARB voted to approve the Sacramento Regional 70 parts per billion (ppb) 8-Hour Ozone Attainment and Reasonable Further Progress Plan. The Sacramento Regional 70 ppb 8-Hour Ozone Attainment and Reasonable Further Progress Plan was prepared by the five local air districts of the Sacramento Federal Non-attainment Area (Sacramento Region, or SFNA), with the support of CARB. The SFNA requested a reclassification to "severe" with an attainment deadline of August 3, 2033. The 2023 Sacramento Regional Plan for the 2015 70 ppb 8-Hour Ozone Standard addresses the CAA requirements associated with the "severe" classification and how the SFNA can attain the standard by the attainment date. The Sacramento Regional 70 ppb 8-Hour Ozone Attainment and Reasonable Further Progress Plan is an air quality attainment plan (AQAP) that is applicable to development in the city.

SMAQMD has developed a set of guidelines for use by lead agencies when preparing environmental documents. The guidelines contain thresholds of significance for criteria pollutants and TACs, and also make recommendations for conducting air quality analyses. After SMAQMD guidelines have been consulted and the air quality impacts of a project have been assessed, the lead agency's analysis undergoes a review by SMAQMD. SMAQMD submits comments and suggestions to the lead agency for incorporation into the environmental document.

All projects are subject to adopted SMAQMD rules and regulations in effect at the time of construction. Specific rules relevant to the construction of future development under the project may include the following:

- **Rule 201: General Permit Requirements.** Any project that includes the use of equipment capable of releasing emissions to the atmosphere may be required to obtain permit(s) from SMAQMD before equipment operation. The Applicant, developer, or operator of a project that includes an emergency generator, boiler, or heater should contact SMAQMD early to determine whether a permit is required, and to begin the permit application process. Portable construction

equipment (e.g., generators, compressors, pile drivers, lighting equipment) with an internal combustion engine greater than 50 horsepower must have a SMAQMD permit or CARB portable equipment registration.

- **Rule 207: Federal Operating Permit.** The purpose this rule is to establish an operating permitting system consistent with the requirements of Title V of the United States Code and pursuant to 40 FR Part 70. Stationary sources subject to the requirements of this rule are also required to comply with any other applicable federal, state, or SMAQMD orders, rules and regulations, including requirements pertaining to prevention of significant deterioration pursuant to Rule 203, requirements to obtain an authority to construct pursuant to Rule 201, or applicable requirements under SMAQMD's new source review rule in the SIP.
- **Rule 402: Nuisance.** A person shall not discharge from any source whatsoever such quantities of air contaminants or other materials which cause injury, detriment, nuisance or annoyance to any considerable number of persons or the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause or have natural tendency to cause injury or damage to business or property.
- **Rule 403: Fugitive Dust.** The developer or contractor is required to control dust emissions from earthmoving activities or any other construction activity to prevent airborne dust from leaving the project site. Fugitive dust controls include the following:
 - Water all exposed surfaces two times daily.
 - Cover or maintain at least two feet of free board on haul trucks transporting soil, sand, or other loose material on the site.
 - Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day.
 - 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 5 minutes.
 - Maintain all construction equipment in proper working condition according to manufacturer's specifications.
- **Rule 442: Architectural Coatings.** The purpose of this rule is to limit the emissions of volatile organic compounds from the use of architectural coatings supplied, sold, offered for sale, applied, solicited for application, or manufactured for use within Sacramento County.
- **Rule 902: Asbestos.** The developer or contractor is required to notify SMAQMD of any regulated renovation or demolition activity. Rule 902 contains specific requirements for surveying, notification, removal, and disposal of material containing asbestos.

In addition, if modeled construction-generated emissions for a project are not reduced to levels below SMAQMD's mass emission threshold (of 85 pounds per day [lb/day] for nitrogen oxide [NO_x], 80 lb/day or 13.2 tons per year (tpy) for PM₁₀, and 82 lb/day or 15 tpy for PM_{2.5}) after the standard construction mitigation is applied, then SMAQMD requires an offsite construction mitigation fee to purchase offsite emissions reductions. Such purchases are made through SMAQMD's Heavy Duty Incentive Program, through which select owners of heavy-duty equipment in Sacramento County can repower or retrofit

their old engines with cleaner engines or technologies. When a project cannot fully mitigate construction emissions by implementing off-road and on-road measures, a fee may be assessed to achieve the remaining mitigation.

Currently the mitigation fee rate is \$30,000 per ton of emissions (set July 2017). Each July, the rate is reviewed and adjusted if needed. A 5 percent administrative fee is assessed in addition to the mitigation fee.

As discussed in greater detail under the “Thresholds of Significance,” and “Methodology,” sections, the thresholds of significance have been developed in consideration of long-term regional air quality planning. Projects that are found to emit emissions in exceedance of these bright-line thresholds would generate a cumulatively considerable contribution of regional air pollution which could obstruct the region’s attainment of the NAAQS and/or CAAQS or cause a localized exceedance of these concentration-based standards within the Sacramento Valley Air Basin (SVAB). Conversely, projects that emit levels of air pollution below these thresholds would not affect the SVAB’s ability to attain the NAAQS and/or CAAQS.

Also discussed in greater detail under, “Methodology,” SMAQMD has released several versions of guidance in response to the California Supreme Court Case *Sierra Club v. County of Fresno* (2018) 6 Cal.App.5th 503 (herein referred to as the Friant Ranch Decision). The Final Guidance, released in October 2020, is discussed in greater detail under, “Methodology.”

Toxic Air Contaminants

At the local level, air districts may adopt and enforce CARB control measures for TACs. Under SMAQMD Rule 201 (“General Permit Requirements”), Rule 202 (“New Source Review”), and Rule 207 (“Federal Operating Permit”), all sources with the potential to emit TACs are required to obtain permits from SMAQMD. Permits may be granted to these operations if they are constructed and operated in accordance with applicable regulations, including New Source Review standards and air toxics control measures. SMAQMD limits emissions and public exposure to TACs through a number of programs. SMAQMD prioritizes TAC-emitting stationary sources based on the quantity and toxicity of the TAC emissions and the proximity of the facilities to sensitive receptors. Sensitive receptors are facilities that house or attract children, the elderly, and people with illnesses or others who are especially sensitive to the effects of air pollutants. Examples include hospitals, schools, convalescent facilities, and residential areas.

Odors

Although offensive odors rarely cause any physical harm, they can be very unpleasant, leading to considerable stress among the public and often generating citizen complaints to local governments and SMAQMD. SMAQMD’s Rule 402 (“Nuisance”) regulates odors.

3.1.2 Environmental Setting

LOCATION, CLIMATE, AND ATMOSPHERIC CONDITIONS

The SVAB includes all of Butte, Colusa, Glenn, Sacramento, Shasta, Sutter, Tehama, Yolo, and Yuba counties; the western portion of Placer County; and the eastern portion of Solano County. Within the air basin, the ambient concentrations of air pollutants are determined by the amount of emissions released by the sources of air pollutants and the atmosphere’s ability to transport and dilute such emissions. Natural factors that affect transport and dilution include terrain, wind, atmospheric stability, and sunlight. Therefore, existing air quality conditions in the area are determined by such natural factors as topography, meteorology, and climate, in addition to the amount of emissions released by existing air pollutant sources, as discussed separately below.

The SVAB is a relatively flat area bordered by the north Coast Ranges to the west and the northern Sierra Nevada to the east. Air flows into the SVAB through the Carquinez Strait, the only breach in the western mountain barrier, and moves across the Sacramento River–San Joaquin River Delta from the San Francisco Bay area. The Mediterranean climate type of the SVAB is characterized by hot, dry summers and cool, rainy winters. During the summer, daily temperatures range from 50 degrees Fahrenheit (°F) to more than 100°F. The inland location and surrounding mountains shelter the area from much of the ocean breezes that keep the coastal regions moderate in temperature. Most precipitation in the area results from air masses that move in from the Pacific Ocean, usually from the west or northwest, during the winter months. More than half the total annual precipitation falls during the winter rainy season (November through February). Also characteristic of SVAB winters are periods of dense and persistent low-level fog, which are most prevalent between storms. The prevailing winds are moderate in speed and vary from moisture-laden breezes from the south to dry land flows from the north.

The mountains surrounding the SVAB create a barrier to airflow, which leads to the entrapment of air pollutants when meteorological conditions are unfavorable for transport and dilution. The highest frequency of poor air movement occurs in the fall and winter when high-pressure cells are often present over the SVAB. The lack of surface wind during these periods, combined with the reduced vertical flow caused by a decline in surface heating, reduces the influx of air and leads to the concentration of air pollutants under stable meteorological conditions. Surface concentrations of air pollutant emissions are highest when these conditions occur in combination with agricultural burning activities or with temperature inversions, which hamper dispersion by creating a ceiling over the area and trapping air pollutants near the ground.

May through October is ozone season in the SVAB. This period is characterized by poor air movement in the mornings with the arrival of the Delta breeze from the southwest in the afternoons. In addition, longer daylight hours provide a plentiful amount of sunlight to fuel photochemical reactions between reactive organic gases (ROG) and NO_x, which result in ozone formation. Typically, the Delta breeze transports air pollutants northward out of the SVAB; however, a phenomenon known as the Schultz Eddy prevents this from occurring during approximately half of the time from July to September. The Schultz Eddy phenomenon causes the wind to shift southward and blow air pollutants back into the SVAB. This phenomenon exacerbates the concentration of air pollutant emissions in the area and contributes to the area violating the ambient air quality standards.

The local meteorology of the Specific Plan Area and surrounding area is represented by measurements recorded at the Western Regional Climate Center Sacramento 5 ESE station. The normal annual precipitation is approximately 18 inches. January temperatures range from a normal minimum of 40°F to a normal maximum of 54°F. July temperatures range from a normal minimum of 59°F to a normal maximum of 92°F (WRCC 2016). The predominant wind direction is from the south (WRCC 2017).

CRITERIA AIR POLLUTANTS

Concentrations of emissions from criteria air pollutants are used to indicate the quality of the ambient air. A brief description of key criteria air pollutants in the SVAB and their health effects is provided below. Criteria air pollutants include ozone, CO, NO₂, SO₂, particulate matter (PM₁₀ and PM_{2.5}), and lead. However, for the purposes of this analysis, criteria air pollutants of primary concern due to their nonattainment status include ozone (and ozone precursors) and PM₁₀ and PM_{2.5}. The CAAQS and NAAQS are summarized in Table 3.1-1 and a brief summary of the various acute and chronic health effects from exposure to concentrations of criteria air pollutants in exceedance of the NAAQS and/or CAAQS is shown in Table 3.1-2. Sacramento County's attainment status under the CAAQS and NAAQS are shown in Table 3.1-3.

Table 3.1-1 State and Federal Ambient Air Quality Standards

Pollutant	Averaging Time	California (CAAQS) ^{a,b}	National (NAAQS) ^c	
			Primary ^{b,d}	Secondary ^{b,e}
Ozone	1-hour	0.09 ppm (180 µg/m ³)	— ^e	Same as primary standard
	8-hour	0.070 ppm (137 µg/m ³)	0.070 ppm (147 µg/m ³)	
CO	1-hour	20 ppm (23 mg/m ³)	35 ppm (40 mg/m ³)	Same as primary standard
	8-hour	9 ppm ^f (10 mg/m ³)	9 ppm (10 mg/m ³)	
NO ₂	Annual arithmetic mean	0.030 ppm (57 µg/m ³)	53 ppb (100 µg/m ³)	Same as primary standard
	1-hour	0.18 ppm (339 µg/m ³)	100 ppb (188 µg/m ³)	—
SO ₂	24-hour	0.04 ppm (105 µg/m ³)	—	—
	3-hour	—	—	0.5 ppm (1300 µg/m ³)
	1-hour	0.25 ppm (655 µg/m ³)	75 ppb (196 µg/m ³)	—
PM ₁₀	Annual arithmetic mean	20 µg/m ³	—	Same as primary standard
	24-hour	50 µg/m ³	150 µg/m ³	
PM _{2.5}	Annual arithmetic mean	12 µg/m ³	9.0 µg/m ³	15.0 µg/m ³
	24-hour	—	35 µg/m ³	Same as primary standard
Lead ^f	Calendar quarter	—	1.5 µg/m ³	Same as primary standard
	30-Day average	1.5 µg/m ³	—	—
	Rolling 3-Month Average	—	0.15 µg/m ³	Same as primary standard
Hydrogen sulfide	1-hour	0.03 ppm (42 µg/m ³)	No national standards	
Sulfates	24-hour	25 µg/m ³		
Vinyl chloride ^f	24-hour	0.01 ppm (26 µg/m ³)		
Visibility-reducing particulate matter	8-hour	Extinction of 0.23 per km		

Notes: PM₁₀ = respirable particulate matter, PM_{2.5} = fine particulate matter, CO = carbon monoxide, NO₂ = Nitrogen dioxide, SO₂ = Sulfur dioxide µg/m³ = micrograms per cubic meter; km = kilometers; ppb = parts per billion; ppm = parts per million.

- a California standards for ozone, CO, SO₂ (1- and 24-hour), NO₂, particulate matter, and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
- b Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based on a reference temperature of 25 degrees Celsius (°C) and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
- c National standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic means) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration in a year, averaged over three years, is equal to or less than the standard. The PM₁₀ 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than one. The PM_{2.5} 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the US Environmental Protection Agency for further clarification and current federal policies.
- d National primary standards: The levels of air quality necessary, with an adequate margin of safety to protect public health.
- e National secondary standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
- f The California Air Resources Board has identified lead and vinyl chloride as toxic air contaminants with no threshold of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

Source: CARB 2016.

Table 3.1-2 Sources and Health Effects of Criteria Air Pollutants

Pollutant	Sources	Acute ¹ Health Effects	Chronic ² Health Effects
Ozone	Secondary pollutant resulting from reaction of ROG and NO _x in the presence of sunlight; ROG emissions result from incomplete combustion and evaporation of chemical solvents and fuels; NO _x results from the combustion of fuels	Increased respiration and pulmonary resistance; cough, pain, shortness of breath, lung inflammation	Permeability of respiratory epithelia, possibility of permanent lung impairment
Carbon monoxide (CO)	Incomplete combustion of fuels; motor vehicle exhaust	Headache, dizziness, fatigue, nausea, vomiting, death	Permanent heart and brain damage
Nitrogen dioxide (NO ₂)	Combustion devices (e.g., boilers, gas turbines, and mobile and stationary reciprocating internal combustion engines)	Coughing, difficulty breathing, vomiting, headache, eye irritation, chemical pneumonitis or pulmonary edema, breathing abnormalities, cyanosis, chest pain, rapid heartbeat, death	Chronic bronchitis, decreased lung function
Sulfur dioxide (SO ₂)	Coal and oil combustion, steel mills, refineries, and pulp and paper mills	Irritation of upper respiratory tract, increased asthma symptoms	Insufficient evidence linking SO ₂ exposure to chronic health impacts
Respirable particulate matter (PM ₁₀), fine particulate matter (PM _{2.5})	Fugitive dust, soot, smoke, mobile and stationary sources, construction, fires and natural windblown dust, and formation in the atmosphere by condensation and/or transformation of SO ₂ and ROG	Breathing and respiratory symptoms, aggravation of existing respiratory and cardiovascular diseases, premature death	Alterations to the immune system, carcinogenesis
Lead	Metal processing	Reproductive/ developmental effects (fetuses and children)	Numerous effects, including neurological, endocrine, and cardiovascular effects

Notes: NO_x = oxides of nitrogen; ROG = reactive organic gases.

¹ "Acute" refers to effects of short-term exposures to criteria air pollutants, usually at fairly high concentrations.

² "Chronic" refers to effects of long-term exposures to criteria air pollutants, usually at lower, ambient concentrations.

Source: EPA 2023a.

Table 3.1-3 Sacramento County Attainment Status

Pollutant	National Ambient Air Quality Standard	California Ambient Air Quality Standard
Ozone	Attainment (1-hour) ¹	Nonattainment (1-hour) Classification-Serious ²
	Nonattainment (8-hour) ⁴ Classification=Serious	Nonattainment (8-hour)
Respirable particulate matter (PM ₁₀)	Attainment (24-hour)	Nonattainment (24-hour)
	Attainment (24-hour)	Nonattainment (Annual)
Fine particulate matter (PM _{2.5})	Nonattainment (24-hour)	(No State Standard for 24-Hour)
	Attainment (Annual)	Attainment (Annual)
Carbon monoxide (CO)	Attainment (1-hour)	Attainment (1-hour)
	Attainment (8-hour)	Attainment (8-hour)
Nitrogen dioxide (NO ₂)	Unclassified/Attainment (1-hour)	Attainment (1-hour)
	Unclassified/Attainment (Annual)	Attainment (Annual)

Pollutant	National Ambient Air Quality Standard	California Ambient Air Quality Standard
Sulfur dioxide (SO ₂) ⁵	(Attainment Pending) (1-Hour)	Attainment (1-hour)
	(Attainment Pending) (1-Hour)	Attainment (24-hour)
Lead (Particulate)	Attainment (3-month rolling average)	Attainment (30-day average)
Hydrogen Sulfide	No Federal Standard	Unclassified (1-hour)
Sulfates	No Federal Standard	Attainment (24-hour)
Visibly Reducing Particles	No Federal Standard	Unclassified (8-hour)
Vinyl Chloride	No Federal Standard	Unclassified (24-hour)

¹ Air quality meets federal 1-hour Ozone standard (77 FR 64036). EPA revoked this standard, but some associated requirements still apply. SMAQMD attained the standard in 2009. SMAQMD has requested EPA recognize attainment to fulfill the requirements.

² Per Health and Safety Code (HSC) § 40921.5(c), the classification is based on 1989 – 1991 data, and therefore does not change.

³ Sacramento Metro Area - 2008 Standard.

⁴ Sacramento Metro Area - 2015 Standard.

⁵ 2010 Standard.

Source: EPA 2023b and CARB 2022.

Ozone

Ozone is a photochemical oxidant (a substance whose oxygen combines chemically with another substance in the presence of sunlight) and the primary component of smog. Ozone is not directly emitted into the air but is formed through complex chemical reactions between precursor emissions of ROG and NO_x in the presence of sunlight. ROG are volatile organic compounds (VOCs) that are photochemically reactive. For the purposes of CEQA analyses, ROG and VOCs are terms used interchangeably and represent the same group of emissions. ROG emissions result primarily from incomplete combustion and the evaporation of chemical solvents and fuels. NO_x are a group of gaseous compounds of nitrogen and oxygen that result from the combustion of fuels. Emissions of the ozone precursors ROG and NO_x have decreased over the past several years because of more stringent motor vehicle standards and cleaner burning fuels. Emissions of ROG and NO_x decreased from 2000 to 2010 and are projected to continue decreasing from 2010 to 2035 (CARB 2013).

Acute health effects of ozone exposure include increased respiratory and pulmonary resistance, cough, pain, shortness of breath, and lung inflammation. Chronic health effects include permeability of respiratory epithelia and possibility of permanent lung impairment (EPA 2023a).

Nitrogen Dioxide

NO₂ is a brownish, highly reactive gas that is present in all urban environments. The major human-made sources of NO₂ are combustion devices, such as boilers, gas turbines, and mobile and stationary reciprocating internal combustion engines. Combustion devices emit primarily nitric oxide (NO), which reacts through oxidation in the atmosphere to form NO₂. The combined emissions of NO and NO₂ are referred to as NO_x and are reported as equivalent NO₂. Because NO₂ is formed and depleted by reactions associated with photochemical smog (ozone), the NO₂ concentration in a geographical area may not be representative of the local sources of NO_x emissions (EPA 2023a).

Acute health effects of exposure to NO_x includes coughing, difficulty breathing, vomiting, headache, eye irritation, chemical pneumonitis, or pulmonary edema, breathing abnormalities, cough, cyanosis, chest pain, rapid heartbeat, and death. Chronic health effects include chronic bronchitis and decreased lung function (EPA 2023a).

Particulate Matter

Respirable particulate matter with an aerodynamic diameter of 10 micrometers or less is referred to as PM₁₀. PM₁₀ consists of particulate matter emitted directly into the air, such as fugitive dust, soot, smoke

from mobile and stationary sources, construction operations, fires and natural windblown dust, and particulate matter formed in the atmosphere by reaction of gaseous precursors (CARB 2013). PM₁₀ emissions in the SVAB are dominated by emissions from area sources, primarily fugitive dust from vehicle travel on unpaved and paved roads, farming operations, construction and demolition, and particles from residential fuel combustion. Direct emissions of PM₁₀ are projected to remain relatively constant through 2035 (CARB 2013).

PM₁₀ pollution can result in damage to vegetation and is often responsible for much of the haze regarded as smog. In addition, controlled human exposure studies have shown that exposure to elevated levels of PM₁₀ causes adverse health effects, especially related to the inhibition of lung functions and an increase in respiratory and cardiovascular afflictions, as well as cancer risks. PM₁₀ causes a greater health risk than larger particles because fine particles are too small for the natural filtering process of the human body and can more easily penetrate the defenses of the human respiratory system. Individuals with preexisting respiratory or cardiovascular disease are especially susceptible to the adverse effects of PM₁₀ exposure, as are asthmatic children and the elderly. Children exposed to high concentrations of PM₁₀ for prolonged periods exhibit decreased immune function as well. Additionally, associations between long-term exposure to PM₁₀ and adverse cognitive effects, such as faster cognitive decline, including memory and attention span loss, are being further examined by health researchers.

Fine particulate matter includes a subgroup of smaller particles that have an aerodynamic diameter of 2.5 micrometers or less (referred to as PM_{2.5}). Direct emissions of PM_{2.5} have steadily declined in the SVAB between 2000 and 2010 but are projected to increase very slightly through 2035. Emissions of PM_{2.5} in the SVAB are dominated by the same sources as emissions of PM₁₀ (CARB 2013).

Because PM_{2.5} is smaller than PM₁₀, it can more deeply penetrate the human body through inhalation, allowing many chemicals harmful to human health to be carried to internal organs. Long-term exposure to these particulates can increase the chance of chronic respiratory disease and cause lung damage and irregular heartbeat. Short-term exposure can aggravate respiratory illnesses such as bronchitis and asthma and cause heart attacks and arrhythmias in people with heart disease. Additionally, an estimated 9,000 people die prematurely each year in California as a result of PM_{2.5} exposure (CARB 2013). A safe threshold for PM_{2.5} has not been established and research indicates that health effects exist at low concentrations.

EXISTING AIR QUALITY CONDITIONS

The Sacramento Metropolitan Area is a federal ozone non-attainment area and one of the top ten worst air quality areas nationally. In Sacramento County, pollutants of greatest concern are ozone precursors (ROG and NO₂), CO, PM₁₀ and PM_{2.5}, and other visibility-reducing material. Table 3.1-2 denotes the attainment and nonattainment status for the NAAQS and CAAQS for criteria air pollutants.

The Sacramento Federal Nonattainment Area (SFNA) for ozone is composed of five air districts in the southern portion of the SVAB. The SFNA air districts include all of Sacramento and Yolo counties, and portions of El Dorado, Placer, Sutter, and Solano counties. Except for ozone and particulate matter standards, this area is in attainment for all CAAQS and NAAQS. However, the SFNA is designated a “severe” nonattainment area for the 8-hour NAAQS for ozone. As a part of the SFNA, Sacramento County is in nonattainment for the 1-hour CAAQS and the 8-hour NAAQS for ozone.

With respect to particulate matter, Sacramento County is designated as nonattainment for the State PM₁₀ 24-hour standard and annual mean standard, the State PM_{2.5} annual standard, and the federal PM_{2.5} 24-hour standard.

Ambient air quality standards provide the definition for clean air. Specifically, the NAAQS and CAAQS establish the concentration above which a pollutant is known to cause adverse health effects to

sensitive groups within the population, such as children and the elderly. Because these standards have been established for specific pollutants using health-based criteria, the pollutants for which standards have been set are known as “criteria” pollutants. For some of the criteria air pollutants, the State standards are more stringent than the federal standards. The differences in the standards are due to variations in health studies and interpretations involved in the standard-setting process.

The amount of pollution released and the atmosphere’s ability to transport and dilute the pollutants affect a given pollutant’s concentration in the atmosphere. Factors affecting transport and dilution include terrain, wind, atmospheric stability, and, for photochemical pollutants, sunlight. Sacramento’s poor air quality can largely be attributed to emissions, geography, and meteorology.

The California Communities Environmental Health Screening Tool (CalEnviroScreen) is a web-based mapping tool developed by the California Office of Environmental Health Hazard Assessment (OEHHA) that helps identify California communities that are most affected by various sources of pollution and areas where people are especially vulnerable to pollution’s effects. CalEnviroScreen uses environmental, health, and socioeconomic information to produce scores for every census tract in the state. The scores are mapped so that different communities can be compared. An area with a high score is one that experiences a much higher pollution burden than areas with low scores. CalEnviroScreen ranks communities based on data that are available from state and federal government sources.

According to the California Communities Environmental Health Screening Tool (CalEnviroScreen) version 4.0, the Specific Plan Area is located within multiple census tracts. These census tracts have a range of scores denoting the pollution burden each census tract faces. These census tracts and their pollution scores are compared against all other census tracts in the state and are categorized under various overall percentiles for pollution exposure relative to the other census tracts in the state. At the highest end of the range, portions of the Specific Plan Area are in census tract areas that are in the >90-100 percentile for overall pollution exposure, meaning that these areas are in the top 10 percent of areas in California experiencing the highest levels of multiple sources and types of pollution (e.g., NO_x, diesel PM_{2.5}, lead). At the lowest end of the range, portions of the project area are in census tract areas which are in the >20-30 percentile (OEHHA 2021).

Toxic Air Contaminants

According to CARB’s *California Almanac of Emissions and Air Quality*, the majority of the estimated health risks from TACs can be attributed to relatively few compounds, the most important being diesel PM (CARB 2013). Diesel PM differs from other TACs in that it is not a single substance, but rather a complex mixture of hundreds of substances. Although diesel PM is emitted by diesel-fueled internal combustion engines, the composition of the emissions varies depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emissions control system is being used. Unlike the other TACs, no ambient monitoring data are available for diesel PM because no routine measurement method currently exists. However, CARB has made preliminary concentration estimates based on a PM exposure method. This method uses the CARB emissions inventory’s PM₁₀ database, ambient PM₁₀ monitoring data, and the results from several studies to estimate concentrations of diesel PM. In addition to diesel PM, the TACs for which data are available that pose the greatest existing ambient risk in California are benzene, 1,3-butadiene, acetaldehyde, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, and perchloroethylene.

Of these TACs, diesel PM poses the greatest health risk. Based on receptor modeling techniques, CARB estimated its health risk to be 360 excess cancer cases per million people in the SVAB in the year 2000. Since 1990, the health risk associated with diesel PM has been reduced by 52 percent. Overall, levels of most TACs, except para-dichlorobenzene and formaldehyde, have decreased since 1990 (CARB 2013).

Sensitive Receptors

As shown in Chapter 2, “Project Description,” in Figure 2-6, existing land uses most likely to contain sensitive receptors such as churches, residential areas, and healthcare facilities are scattered throughout the Specific Plan Area.

Odors

Odors are generally regarded as an annoyance rather than a health hazard. However, manifestations of a person’s reaction to foul 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. Some individuals can smell very minute quantities of specific substances; others may not have the same sensitivity but may have sensitivities to odors of other substances. In addition, 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., fast food restaurant).

An unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. This is because of the phenomenon known as odor fatigue, in which a person can become desensitized to almost any odor and recognition only occurs with an alteration in the intensity. According to SMAQMD, land uses typically associated with the generation of nuisance odors include wastewater conveyance and wastewater treatment plants, municipal solid waste landfills and trash transfer stations, composting facilities, animal agriculture and processing, rendering facilities and roadkill collection, chemical and petroleum industries, and cannabis cultivation (SMAQMD 2019). Although these sources of odors are found throughout Sacramento County, none of these sources of odors have been identified in the Specific Plan Area.

3.1.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

Regional and local criteria air pollutant emissions and associated impacts, as well as impacts from TACs, CO concentrations, and odors were assessed in accordance with SMAQMD-recommended methodologies. The project’s emissions were compared to SMAQMD’s construction and operational thresholds. For the purpose of this EIR, the City has evaluated the effects of implementing the Stockton Boulevard Plan through 2040, based on the growth projections used in the 2040 General Plan. The 2040 General Plan assumes development of 2,007 dwelling units and the addition of 5,819 employment opportunities within the Specific Plan Area.

Sierra Club v. County of Fresno

In December 2018, the California Supreme Court issued its decision in *Sierra Club v. County of Fresno* (226 Cal.App.4th 704) (hereafter referred to as the Friant Ranch Decision). The case reviewed the long-term, regional air quality analysis contained in the EIR for the proposed Friant Ranch project. The Friant Ranch project is located in unincorporated Fresno County within the San Joaquin Valley Air Basin, an air basin currently in non-attainment for multiple NAAQS and CAAQS, including ozone and PM. The Court ruled that the air quality analysis failed to adequately disclose the nature and magnitude of long-term air quality impacts from emissions of criteria pollutants and precursors “in sufficient detail to enable those who did not participate in its preparation to understand and consider meaningfully the issues the proposed project raises.” The Court noted that the air quality analysis did not provide a discussion of the foreseeable adverse effects of project-generated emissions on Fresno County’s likelihood of exceeding the NAAQS and CAAQS for criteria air pollutants nor did it explain a connection between the project’s emissions and deleterious health impacts. Moreover, as noted by the Court, the EIR did not explain why it was not “scientifically possible” to determine such a connection. The Court concluded that “because the EIR as written makes it impossible for the public to translate the bare numbers provided into adverse

health impacts or to understand why such translation is not possible at this time,” the EIR’s discussion of air quality impacts was inadequate. In response to the Friant Ranch Decision, the *Friant Ranch Interim Recommendation* acted as the district’s temporary guidance until a final methodology had been developed and approved (SMAQMD 2019b). In October 2020 SMAQMD adopted the *Guidance to Address the Friant Ranch Ruling for CEQA Projects in the Sacramento Air District*. This guidance document replaces the *Friant Ranch Interim Recommendation*. The *Guidance to Address the Friant Ranch Ruling for CEQA Projects in the Sacramento Air District* document provides insight on the health effects that may result from a project emitting at the maximum thresholds of significance, look-up tables for estimating health effects for strategic areas where growth exceeding thresholds of significance is anticipated, and modeling guidance for CEQA projects that have emissions in excess of the significance thresholds and are located outside the strategic areas modeled (SMAQMD 2020a).

THRESHOLDS OF SIGNIFICANCE

Per Appendix G of the State CEQA Guidelines and SMAQMD recommendations, air quality and its associated health impacts are considered significant if the project would result in any of the following:

- cause construction-generated criteria air pollutant or precursor emissions to exceed the SMAQMD-recommended thresholds of 85 lb/day for NO_x, 80 lb/day and 14.6 tpy for PM₁₀, and 82 lb/day and 15 tpy for PM_{2.5}. In addition, all SMAQMD-recommended BMPs shall be implemented to minimize emissions of PM₁₀ and PM_{2.5}; otherwise, the threshold for both PM₁₀ and PM_{2.5} is 0 lb/day;
- result in a net increase in long-term operational criteria air pollutant or precursor emissions that exceed the SMAQMD-recommended thresholds of 65 lb/day for ROG and NO_x, 80 lb/day and 14.6 tpy for PM₁₀, and 82 lb/day and 15 tpy for PM_{2.5}. In addition, all SMAQMD-recommended Operational BMPs for Particulate Matter Emissions from Land Use Development Projects shall be implemented to minimize emissions of PM₁₀ and PM_{2.5}; otherwise the threshold for both PM₁₀ and PM_{2.5} is 0 lb/day;
- result in short-term construction and long-term operational local mobile-source CO emissions that would violate or contribute substantially to concentrations that exceed the 1-hour CAAQS of 20 parts per million (ppm) or the 8-hour CAAQS of 9 ppm;
- expose any off-site sensitive receptor to a substantial incremental increase in TACs emissions that exceed 10 in 1 million for carcinogenic risk (i.e., the risk of contracting cancer) and/or a noncarcinogenic hazard index of 1.0 or greater; and/or
- result in other emissions, such as those leading to odors, adversely affecting a substantial number of people.

ISSUES NOT DISCUSSED FURTHER

Localized Emissions of Mobile-Source CO

Localized emissions of mobile-source CO are not included in this analysis. The SVAB has been in attainment for CO for several years, and this pollutant is less of a concern because operational activities are unlikely to generate substantial CO emissions. As discussed in SMAQMD’s CEQA Guide, CO emissions are “predominately generated in the form of mobile-source exhaust from vehicle trips. These vehicle trips occur throughout a paved network of roads, and therefore, associated exhaust emissions of [CO] are not generated in a single location where high concentrations could be formed” (SMAQMD 2020b: 4-7). A CO hotspot impact is not anticipated unless an intersection experiences more than 31,600 vehicles per hour. Considering the project would result in a maximum of 58,875

average daily trips on a single roadway, it is unlikely that the number of vehicles traveling through a single intersection within a one hour period would exceed 31,600 vehicles per hour.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.1-1: Conflict with or Obstruct Implementation of an Applicable Air Quality Plan

Applicable AQAPs considered in this analysis are the Sacramento Regional 70 ppb 8-Hour Ozone Attainment and Reasonable Further Progress Plan and the 2020 MTP/SCS. The project would be consistent with the goals of the 2020 MTP/SCS to reduce VMT by creating high-density development along transportation corridors. The 2040 General Plan encompasses similar growth projections to those utilized in the Sacramento Regional 70 ppb 8-Hour Ozone Attainment and Reasonable Further Progress Plan. Because the project was developed to be consistent with the land use designations and growth projections of the 2040 General Plan, the project would therefore be consistent with the Sacramento Regional 70 ppb 8-Hour Ozone Attainment and Reasonable Further Progress Plan. Therefore, the project would be considered consistent with both AQAPs. This impact would be **less than significant**.

The SVAB is currently designated as nonattainment for ozone and PM₁₀. SMAQMD has AQAPs, which present comprehensive strategies to reduce VOCs, NO_x, PM₁₀, and PM_{2.5} emissions from stationary, area, mobile, and indirect sources to achieve attainment status of the NAAQS and CAAQS. The emission inventories used to develop these AQAPs are based primarily on projected population and employment growth and associated VMT for the SVAB. Demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment by industry) were developed by SACOG for its MTP/SCS based on general plans for cities and counties in the SVAB. The air quality management plans rely on the land use and population projections provided in the MTP/SCS, which is generally consistent with the local plans; therefore, the air quality management plans are generally consistent with local government plans.

The growth projections used for the 2040 General Plan, which were also used for the Specific Plan, assume that growth in population, vehicle use, and other source categories would occur at rates that are consistent with the rates used to develop the SMAQMD's attainment plans. In other words, the amount of growth predicted for the 2040 General Plan (and the Specific Plan) is accommodated by SMAQMD's attainment plans (i.e., the 2020 MTP/SCS and the Sacramento Regional 70 ppb 8-Hour Ozone Attainment and Reasonable Further Progress Plan). Furthermore, similar to the 2040 General Plan, the Specific Plan would increase the City's sustainability efforts that reduce motor vehicle use and energy consumption through the implementation of various policies. This is accomplished with more compact development achieved by increasing development density and by providing a land use pattern and transportation infrastructure more supportive of alternative transportation methods including public transportation, walking, and bicycling. In their technical analysis of the 2020 MTP/SCS prepared in 2020, CARB staff accepted SACOG's determination that its 2020 SCS would meet the target of a 19 percent reduction by 2035, compared to 2005 levels, when fully implemented based on a review of all available evidence and in consideration of CARB's 2019 Evaluation Guidelines (CARB 2020). The goals of the 2020 MTP/SCS are based on the forecasted growth of the area which is characterized as an increase in per capita VMT.

Development under the project would increase density in the Specific Plan Area by adding housing and employment opportunities near existing development and transportation hubs. The project would align with the growth assumptions and goals of the 2020 MTP/SCS to reduce VMT by creating high density development near transportation corridors, which are used to develop the air quality goals of the Sacramento Regional 70 ppb 8-Hour Ozone Attainment and Reasonable Further Progress Plan. Because the project would be consistent with the goals of the 2020 MTP/SCS and the Sacramento Regional 70 ppb 8-Hour Ozone Attainment and Reasonable Further Progress Plan, the Specific Plan

would not conflict with or obstruct implementation of an applicable air quality plan. This impact would be **less than significant**.

Mitigation Measures

No mitigation measures are required.

Impact 3.1-2: Cause Construction-Generated Criteria Air Pollutant or Precursor Emissions to Exceed SMAQMD-Recommended Thresholds

Construction of the project would result in emissions that would exceed SMAQMD thresholds for PM₁₀ and PM_{2.5}. Because SMAQMD's construction BMPs are not included as part of the project, the thresholds for both PM₁₀ and PM_{2.5} are 0 lb/day and 0 tpy. With implementation of the feasible SMAQMD's BMPs identified in Mitigation Measure 3.1-2, the PM₁₀ and PM_{2.5} emissions resulting from construction would not exceed applicable thresholds. Therefore, this impact would be **less than significant with mitigation**.

Construction-related activities associated with growth in the Specific Plan Area would generate emissions of ROG, NO_x, PM₁₀, and PM_{2.5} associated with the use off-road equipment, material delivery, worker commute trips, and other miscellaneous activities (e.g., application of architectural coatings). Fugitive dust emissions of PM₁₀ and PM_{2.5} would be associated primarily with vehicle movement and vary as a function of soil silt content, soil moisture, wind speed, and acreage of disturbance. PM₁₀ and PM_{2.5} are also contained in exhaust from off-road equipment and on-road vehicles. Emissions of ozone precursors, ROG and NO_x, would be associated primarily with construction equipment and on-road mobile exhaust. The application of architectural coatings results in off-gas emissions of ROG.

Construction activities were assumed to begin in 2024 and end in 2039. For specific construction assumptions and modeling inputs, refer to Appendix B. Table 3.1-4 summarizes the modeled maximum daily (ROG, NO_x, PM) and annual (particulate matter) emissions from construction activities from buildout of the project. Notably, ROG emissions in the final 2 years of construction are represented as "worst-case" in that all architectural coating application was modeled as occurring during the final year of construction (i.e., all constructed buildings being painted at the same time). This is due to limited information regarding construction phasing and the assumption made in CalEEMod. In actuality, architectural coatings would be applied intermittently throughout the construction phase of the project rather than all architectural coating being applied at the end of the construction period.

Table 3.1-4 Project-Generated Construction Emissions by Year

Construction Year	ROG (lb/day) Emissions	NO _x (lb/day) Emissions	PM ₁₀ (lb/day) Emissions	PM ₁₀ (tpy) Emissions	PM _{2.5} (lb/day) Emissions	PM _{2.5} (tpy) Emissions
2024	4	36	21	2.1	12	1.1
2025	15	71	39	2.6	10	0.9
2026	14	66	39	5.0	10	1.3
2027	14	63	39	5.0	10	1.3
2028	13	58	39	5.0	10	1.3
2029	12	54	39	4.9	10	1.2
2030	11	52	39	4.9	10	1.2
2031	11	48	38	4.9	10	1.2
2032	11	45	38	4.9	10	1.2
2033	10	42	38	4.9	10	1.2

Construction Year	ROG (lb/day) Emissions	NO _x (lb/day) Emissions	PM ₁₀ (lb/day) Emissions	PM ₁₀ (tpy) Emissions	PM _{2.5} (lb/day) Emissions	PM _{2.5} (tpy) Emissions
2034	10	40	38	4.9	10	1.2
2035	10	39	38	4.9	10	1.2
2036	9	36	38	4.9	9	1.2
2037	9	35	38	2.6	9	0.6
2038	246	5	6	0.5	1	0.1
2039	246	2	6	0.2	1	0.0
Maximum	246¹	71	39	5.0	12	1.3
SMAQMD Thresholds of Significance without BMPs²	None	85	0	0	0	0
Threshold Exceeded?	N/A	No	Yes	Yes	Yes	Yes
SMAQMD Thresholds of Significance with BMPs³	None	85	80	14.6	82	15
Threshold Exceeded?	N/A	No	No	No	No	No

Notes: ROG = reactive organic gas; NO_x = oxides of nitrogen; PM₁₀ = respirable particulate matter; lb/day = pounds per day; SMAQMD = Sacramento Air Quality Management District; tpy = tons per year; BMPs = best management practices

¹ ROG emissions in the final two years of construction are represented as “worst-case” in that all architectural coating application was modeled as occurring during the final year of construction. In reality, architectural coatings would be applied intermittently throughout the construction phase as buildings are completed.

² Without implementation of fugitive dust reducing BMPs.

³ With implementation of fugitive dust reducing BMPs.

Source: Modeling conducted by Ascent Environmental in 2023.

According to the SMAQMD guidance, projects that do not implement SMAQMD’s recommended fugitive dust BMPs must meet a zero threshold for peak daily and annual emissions for PM₁₀ and PM_{2.5}. With implementation of SMAQMD’s BMPs, the SMAQMD’s peak daily and annual thresholds increase to 80 lb/day or 14.6 tpy for PM₁₀ and 82 lb/day or 15 tpy for PM_{2.5}.

Notably, some development under the Specific Plan would occur in the vacant and underutilized areas within the plan area identified in Figure 2-7 in Section 2 “Project Description.” The Specific Plan proposes to reuse and infill vacant buildings and storefronts and develop on existing paved parking lots. Because some development would occur on or in these existing uses, it is likely that the emissions from the grading and site preparation phases of construction would be lower than what was estimated in the model because some development sites have already been graded and prepared. Therefore, the construction modeling is considered conservative.

As shown above in Table 3.1-3, construction activity associated with implementation of the project is anticipated to generate emissions in exceedance of the established maximum daily and annual thresholds for PM₁₀, and PM_{2.5} without implementation of SMAQMD’s BMPs. As a result, the project could cause construction-generated criteria air pollutant or precursor emissions to exceed the SMAQMD-recommended thresholds. Therefore, impacts would be **potentially significant**.

Mitigation Measures

Mitigation Measure 3.1-2: Implement 2040 General Plan Policy

The City shall ensure that construction and grading activities minimize short-term impacts to air quality by employing appropriate measures and best practices. Refer to Basic Construction Emissions Control Practices (BMPs) recommended by the Sacramento Metropolitan Air Quality Management District (SMAQMD) (2040 General Plan Policy ERC-4.5).

As a condition of approval, construction contractors shall implement the following BMPs included in SMAQMD's Basic Construction Emission Control Practices:

- 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 or free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered;
- use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited;
- limit vehicle speeds on unpaved roads to 15 miles per hour (mph);
- complete construction of all roadways, driveways, sidewalks, parking lots as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used;
- minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [required by 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; and
- maintain all construction equipment is 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.

Significance after Mitigation

With implementation of SMAQMD's fugitive dust BMPs, the emissions thresholds for PM₁₀ and PM_{2.5} would be 80 lb/day or 14.6 tpy of PM₁₀ and 82 lb/day or 15 tpy of PM_{2.5}. The dust control measures outlined in Mitigation Measure 3.1-2 would reduce impacts related to fugitive dust emissions by reducing dust generated by vehicle movement through the watering of exposed surfaces and limiting vehicle speeds on unpaved roads, reducing the potential for dust to escape hauling trucks by placing covers over the truck beds when on major roadways, wet-vacuuming mud/dirt tracked onto public roadways, and completing high-movement areas (e.g. roadways, sidewalk, and parking lots) as soon as possible to reduce the amount of unpaved surfaces that could result in dust generation. As shown in Table 3.1-3, with implementation of the feasible SMAQMD's BMPs identified in Mitigation Measure 3.1-2, the PM₁₀ and PM_{2.5} emissions resulting from construction of new uses under the project would not exceed applicable thresholds. Therefore, this impact would be **less than significant with mitigation**.

Impact 3.1-3: Result in a Net Increase in Long-Term Operational Criteria Air Pollutant and Precursor Emissions That Exceed SMAQMD-Recommended Thresholds

Development in the Specific Plan Area would result in operational emissions of ROG and PM₁₀ that would exceed SMAQMD thresholds due to the use of consumer products and operational vehicle emissions. Implementation of Mitigation Measures 3.1-3a and 3.1-3b would reduce PM emissions associated with future development through the implementation of measures to reduce exhaust and fugitive dust, inclusion of low-emission vehicles, and electric development. However, at this level of analysis, it cannot be guaranteed that these measures would sufficiently reduce PM emissions. Thus, this impact would be **significant and unavoidable**.

The first year of full project operation (i.e., the first full year following the cessation of construction activities) was assumed to be 2040, as this is the horizon year of the 2040 General Plan. Operational emissions modeling only accounted for the incremental increase in emissions that would result from

development under the project compared to baseline conditions, pursuant to the requirements of CEQA. See Section “Cumulative” below for an analysis of cumulative impacts of the proposed project taken together with other past, present, and probable future projects.

Development of the project would result in the generation of long-term operational emissions of ROG, NO_x, PM₁₀, and PM_{2.5} from mobile, stationary, and area-wide sources. Mobile source emissions of criteria pollutants and precursors would result from vehicle trips generated by residents, employees, and other associated vehicle trips (e.g., delivery of supplies and maintenance vehicles). Stationary and area-wide sources would include the use of landscaping equipment and other small equipment, the periodic application of architectural coatings, and ROG from the use of consumer products.

Table 3.1-5 summarizes the maximum daily operation-related emissions of criteria air pollutants during the winter and summer seasons at full project buildout.

Table 3.1-5 Criteria Air Pollutant and Precursor Emissions Associated with Project Operations

Source	ROG (lb/day)	NO _x (lb/day)	PM ₁₀ (lb/day)	PM ₁₀ (tpy)	PM _{2.5} (lb/day)	PM _{2.5} (tpy)
Mobile	8	19	94	16.8	24	4.3
Area	179	3	0	<1	0	<1
Energy	2	43	3	0.6	3	0.6
Total	189	64	98	17.5	28	4.9
SMAQMD Thresholds of Significance without BMPs ¹	65	65	0	0	0	0
Threshold Exceeded?	Yes	No	Yes	Yes	Yes	Yes
SMAQMD Thresholds of Significance with BMPs ²	65	65	80	14.6	82	15
Threshold Exceeded?	Yes	No	Yes	Yes	No	No

Notes: ROG = reactive organic gas; NO_x = oxides of nitrogen; CO = carbon monoxide; PM₁₀ = respirable particulate matter; lb/day = pounds per day; SMAQMD = Sacramento Metropolitan Air Quality Management District.

¹ Without implementation of operational PM reducing BMPs.

² With implementation of operational PM reducing BMPs.

Source: Modeled by Ascent Environmental in 2023.

As shown in Table 3.1-5-, operational emissions would result in emissions of 189 lb/day of ROG that would exceed the SMAQMD threshold of 65 lb/day. Additionally, operation of the project would result in emissions of 98 lb/day and 17.45 tpy of PM₁₀ that would exceed both the daily and annual SMAQMD standards (80lb/day and 14.6 tpy, respectively). As a requirement for the non-zero SMAQMD PM thresholds, all development under the project must adhere to the mandatory requirements of the California Green Building Code (CalGreen). All other criteria pollutant emissions would be below applicable thresholds.

The project's operational ROG emissions can be largely attributed to the use of consumer products (e.g., aerosols, cleaning products, hairspray) (included in the “Area” source in Table 3.1-5). The use of consumer products and subsequent emissions are dictated by human behaviors which cannot reliably be altered through mitigation. Therefore, mitigation to reduce area ROG emissions is not proposed because there is no mitigation that would reliably dissuade the use of consumer products in order to reduce ROG emissions below a significant level.

Regarding operational PM₁₀, the project would result in additional VMT associated with new residential and commuting trips. These trips would generate PM₁₀ emissions from the combustion of both gasoline and diesel fuels, however the majority of PM₁₀ emissions would occur from diesel fuel combustion (see

Appendix B). As stated above and shown in Table 3.1-5, emissions from these additional trips would exceed SMAQMD thresholds for daily and annual PM emissions.

SMAQMD's project thresholds are intended to maintain or achieve attainment designations in the SVAB with respect to the CAAQS and NAAQS. Projects that exceed SMAQMD's thresholds contribute to nonattainment designations, it would exacerbate or interfere with the region's ability to attain the health-based standards (SMAQMD 2020b). Because buildout of the project would result in operational emissions above SMAQMD's recommended thresholds for ROG and PM₁₀, the project could contribute to a violation of air quality standard or contribute substantially to an existing or projected air quality violation. Because the ambient air quality standards are established to be protective of public health, adverse health impacts to receptors could occur due emissions above SMAQMD's thresholds. Therefore, this impact would be **significant**.

Mitigation Measures

Implement Mitigation Measure 3.5-1b.

Significance after Mitigation

Implementation of Mitigation Measure 3.5-1b would reduce PM emissions associated with future development in the Specific Plan Area through the implementation of various measures of the City of Sacramento Climate Action and Adaptation Plan that directly reduce exhaust and fugitive dust, endorse low-emission vehicles, and requires electric development. However, at this level of analysis, it cannot be guaranteed that these measures would be sufficient to reduce PM emissions below a significant level. This is because the extent of the application of these measures cannot be reliably estimated without specifics regarding diesel truck trips that would occur on the project level during the operation of individual project under the Specific Plan. Enforcement of these measures cannot be guaranteed at this level of analysis, but would occur at the project level as subsequent CEQA analyses are performed for individual projects under the Specific Plan. Additionally, as discussed above, there is no mitigation which can implemented to reliably reduce the use of consumer products in order to minimize ROG emissions below a significant level. Thus, this impact would be **significant and unavoidable** even after implementation of mitigation.

Impact 3.1-4: Expose Sensitive Receptors to Substantial Pollutant Concentrations

Construction and operation of the proposed project could result in development occupied by sensitive uses within 500 feet of freeways or major roadways. Mitigation Measure 3.1-4 would require implementation of 2040 General Plan policies to reduce TAC emissions. However, these measures would not be sufficient to reduce impacts to a less-than-significant level. Impacts would be **significant and unavoidable**.

With regard to exposure of diesel PM, the dose to which receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher level of health risk for an exposed receptor. Thus, the risks estimated for an exposed individual are higher if a fixed exposure occurs over a longer period.

Regarding existing off-site receptors, as stated in Section 3.1.2, existing sensitive receptors such as churches, residential areas, and healthcare facilities are scattered throughout the plan area. At this level of analysis the exact location of individual projects that would be developed under the proposed Specific Plan is not known; however, because development is proposed to occur throughout the plan area it is assumed that sensitive receptors could be located in close proximity to development that occurs as a result of Specific Plan implementation.

Construction

Construction-related activities would result in temporary, intermittent emissions of diesel PM from the exhaust of off-road, heavy-duty diesel equipment used for site preparation (e.g., clearing, grading); paving; on-road truck travel; and other miscellaneous activities. On-road diesel-powered haul trucks traveling to and from the construction areas to deliver materials and equipment are less of a concern because they would not remain in the Specific Plan Area for long periods of time.

Based on the construction-related emissions modeling conducted (see Appendix B), maximum daily emissions of exhaust PM₁₀ would be approximately 1.6 lb/day during hypothetical peak construction conditions associated with anticipated growth in the Specific Plan Area (see Appendix B for detailed model outputs). This is far below the SMAQMD threshold of 80 lb/day. This maximum daily emission level represents multiple, simultaneous construction projects. It is likely that construction activities would be located at various locations throughout the Specific Plan Area and occur intermittently over the plan horizon (i.e., through 2040). In addition, the use of off-road heavy-duty diesel equipment would occur incrementally over the 15-year plan horizon. As construction progresses, activity intensity and duration would vary throughout the Specific Plan Area. As such, no single existing or future receptor would be exposed to substantial construction-related emissions of diesel PM for extended periods of time.

Further, as construction progresses over time, the off-road construction equipment fleet used in the City of Sacramento, Sacramento County, and throughout the state would continue to become cleaner as a result of EPA's Tier 4 Final rule, that requires new or rebuilt offroad diesel engines (after 2014) to meet the most stringent NO_x and diesel PM exhaust requirements (i.e., up to 95 percent reduction compared to older models). Thus, considering that construction-related maximum daily emissions would not exceed adopted SMAQMD thresholds and in combination with the fact that diesel exhaust emissions would be even lower than estimated in this analysis in the future, exposure to nearby receptors (existing or planned future) from construction-related TACs would not be anticipated.

Considering the relatively low levels of diesel PM emissions that would be generated by construction, the relatively short duration of diesel PM-emitting construction activity at any one location of the project, and the highly dispersive properties of diesel PM, construction-related TAC emissions would not expose sensitive receptors to an unreasonable incremental increase in cancer risk.

Construction-related TAC emissions would not expose sensitive receptors to an unreasonable incremental increase in cancer risk. This impact would be **less than significant**.

Operation

The proposed project involves the development of residential, commercial, and medical land use types within the Specific Plan Area. It can be reasonably assumed that development under the project, especially the development of commercial land uses typically associated with truck delivery trips used for transporting goods, would result in additional diesel truck trips that would contribute to the existing exposure levels of diesel PM within the identified census tracts. Impacts would be **potentially significant**.

Mitigation Measures

Mitigation Measure 3.1-4: Implement 2040 General Plan Policies

- **Parking Lot Shading.** The City shall review and amend the Parking Lot Shading Design and Maintenance Guidelines and Parking Lot Shading Ordinance as needed to promote tree health, growth, and maintenance of trees to reduce urban heat island impacts (General Plan Policy ERC-3.11).
- **Project Design.** The City shall promote the incorporation of new technologies, materials, and design and construction techniques in private development projects that minimize air pollution, noise, excess heat, and other forms of pollution and its impacts. (General Plan Policy ERC-4.3)

- Sensitive Uses. The City shall consult, as appropriate, with the Sacramento Metropolitan Air Quality Management District (SMAQMD) in evaluating exposure of sensitive receptors to toxic air contaminants, and will impose conditions, as appropriate, on projects to protect public health and safety (General Plan Policy ERC-4.4).
- Air Filtration Systems: The City shall explore opportunities to accelerate the installation of air filtration systems in existing buildings in partnerships with the Sacramento Metropolitan Air Quality Management District (SMAQMD) and other partners in the Sacramento region. Schools, nursing homes, and other sensitive uses within disadvantaged communities (DACs) and areas most affected by air quality issues should be prioritized (General Plan Policy EJ-A.2) (2040 General Plan Policy ERC-4.4)

Significance after Mitigation

Policies implemented by the City as part of the 2040 General Plan and the Specific Plan would moderate emissions and exposure. General Plan Policy ERC-3.11 recommends amendments to the City's Parking Lot Shading Design and Maintenance Guidelines and Parking Lot Shading Ordinance. Tree canopies serve as a natural filtration system for air pollution, and is a strategy recommended by CARB in its *Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways Technical Advisory* (CARB 2017a). General Plan Policy ERC-4.2 directs the City to promote new technologies and design considerations to minimize exposure to air pollution. General Plan Policy ERC-4.4 encourages partnership with SMAQMD to reduce exposure to TACs. General Plan Policy EJ-A.2 directs the City to explore opportunities to accelerate the installation of air filtration systems in existing homes currently experiencing high pollution. Nevertheless, the potential development, particularly from the emissions of diesel PM from truck-related activity, would expose sensitive uses to TACs emissions. Impacts for construction and operation would be **significant and unavoidable**.

Impact 3.1-5: Create Objectionable Odors Affecting a Substantial Number of People

The project would introduce construction-related odor sources into the area (e.g., temporary diesel exhaust emissions during construction). However, these odor sources would be temporary, intermittent, and dissipate rapidly from the source. The project would not introduce new odor sources identified by SMAQMD and therefore would not result in an odor impact. As a result, potential exposure of sensitive receptors to objectionable odors would be **less than significant**.

The occurrence and severity of odor impacts depends on numerous factors, including: the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of the affected receptors. While offensive odors rarely cause any physical harm, they can still be very unpleasant, leading to considerable distress among the public and often generating citizen complaints to local governments and regulatory agencies. Impacts related to odors resulting from the project are discussed below.

Construction

The predominant source of power for construction equipment is diesel engines. Exhaust odors from diesel engines, as well as emissions associated with paving and the application of architectural coatings may be considered offensive to some individuals. The generation of these odor emissions would vary greatly on a day-to-day basis depending on the type of construction activities. Application of architectural coatings would also be a source of offensive odors from volatile organic compounds, also defined as ROG. However, because the application of architectural coatings would be required to comply with SMAQMD Rule 442 ("Architectural Coatings") that requires VOC limits on coatings used, potential construction odors would be minimized. Minor odors from the use of heavy-duty diesel equipment would be intermittent and temporary and would dissipate rapidly from the source with an increase in distance. Given the temporary nature of construction activities and the highly dispersive properties of diesel PM, construction of the project is not anticipated to result in an odor-related impact

during the construction activities associated with increased residential capacity allowed under the proposed rezone.

Long-Term Operation

As stated above, SMAQMD identifies land uses such as wastewater treatment plants, cultivation operations, and waste handling facilities as typically being associated with the generation of nuisance odors. The project would result in the development of residential, commercial and medical land use types which are not associated with the emission of operational odors. Therefore, the project would not result in long-term operational odor impacts.

Summary

Construction-related odors would occur intermittently, disperse quickly, and would cease upon the completion of the construction phase. Operational odors are not typically associated with residential land uses such as those proposed in the project. Therefore, the project would result in a **less-than-significant** impact related to the exposure of sensitive receptors to odors.

Mitigation Measures

No mitigation measures are required.

CUMULATIVE IMPACTS

Impact 3.1-6: Potential for the Implementation of the Specific Plan, in Combination with Other Development, to Contribute to a Significant Cumulative Air Quality or Odor Impact

Implementation of the proposed Specific Plan, in combination with other cumulative development in the area, would involve development and redevelopment activities within the Specific Plan Area. Through adherence to applicable regulatory requirements and implementation of project-specific mitigation, the contributions of individual projects under the Specific Plan within the cumulative context would be less than cumulatively considerable. However, the Specific Plan would have a cumulatively considerable contribution to impacts related to operational emissions even with implementation of Mitigation Measures 3.1-3a and 3.1-3b. Therefore, impacts would be **significant and unavoidable**.

The cumulative setting for regional air quality impacts would be the SVAB. Odor and TACs exposure are localized impacts and the cumulative context is considered to be 1,000 feet from the Specific Plan Area.

Conflict with and Applicable Air Quality Plan

As noted in the above analysis, SMAQMD provides guidance for evaluating air quality impacts. In accordance with SMAQMD guidance, the project was evaluated qualitatively for consistency with the adopted air quality plan in the region. The analysis above concluded that development under the project would align with the overall goal of the MTP/SCS which is to reduce VMT but increasing mixed use, high-density development to provide jobs and housing along established transportation corridors because the Specific Plan would add housing and employment opportunities near existing development and transportation hubs within the Specific Plan area. Because the MTP/SCS must demonstrate consistency with the 2017 Sacramento Regional 2008 NAAQS 8-Hour Ozone Attainment and Reasonable Further Progress Plan, the project is considered consistent with both AQMPs. Therefore, the Specific Plan would not have a cumulatively considerable contribution to impacts related to conflict with and applicable air quality plan and this impact would be **less than significant**.

Construction Emissions of Criteria Air Pollutants and Precursors

Sacramento County is in nonattainment for ozone and PM₁₀ with respect to the CAAQS, and for ozone and PM_{2.5} with respect to the NAAQS. Construction activities in the region would emit additional

particulate matter and ozone precursors that may conflict with attainment efforts in the county. Because the region is in nonattainment, the existing cumulative condition is adverse, and any additional emissions would exacerbate that condition. However, SMAQMD has established construction emission thresholds for individual construction projects, which determine whether that particular project's emissions would be cumulatively considerable (SMAQMD 2020c).

As detailed in Impact 3.1-2 above, with application of the SMAQMD's emission thresholds without the application of BMPs, construction emissions of PM₁₀ and PM_{2.5} would exceed the applicable mass emission thresholds established by SMAQMD. Mitigation Measure 3.1-2 requires that General Plan Policy ERC-4.5 be implemented. This policy states that the City shall ensure that construction and grading activities minimize short-term impacts to air quality by employing appropriate measures and best practices (i.e., SMAQMD BMPs). The incorporation of SMAQMD's BMPs that would reduce project-specific PM₁₀ and PM_{2.5} emissions.

Therefore, the Specific Plan would not have a cumulatively considerable contribution to impacts related to construction emissions and this impact would be **less than significant**.

Long-Term Operational Emissions of Criteria Air Pollutants and Precursors

SMAQMD has established operational emission criteria thresholds with and without BMPs for projects beyond which a particular project's emissions would be cumulatively considerable (SMAQMD 2020c). A project that operates below the threshold levels is generally considered not to result in a cumulatively significant air quality impact, and those that operate above the thresholds would result in a cumulative impact.

Implementation of the project would result in the generation of long-term operational emissions of ROG, NO_x, PM₁₀, and PM_{2.5} due to mobile, energy, stationary, and area-wide emissions associated with the project. Mobile-source emissions of criteria air pollutants and precursors would result from vehicle trips generated by residents and workers and other associated vehicle trips (e.g., delivery of supplies and maintenance vehicles). Stationary and area-wide sources would include the combustion of natural gas for appliances, electronics, and other miscellaneous plug-in uses, the use of landscaping equipment and other small equipment, the periodic application of architectural coatings, and ROG from the use of consumer products. As discussed in Impact 3.1-3, the project would result in operational activity that would exceed SMAQMD's emission threshold for ROG and PM₁₀. Regarding PM₁₀, despite the application of Mitigation Measure 3.5b, it cannot be guaranteed that PM₁₀ emissions would be reduced below SMAQMD thresholds. Regarding ROG, the use of consumer products and subsequent emissions are dictated by human behaviors which cannot reliably be altered through mitigation. Therefore, operational emissions would exceed SMAQMD thresholds despite mitigation. Projects that emit criteria air pollutants in exceedance of SMAQMD's thresholds would contribute to the regional degradation of air quality within the SVAB and would be considered cumulatively considerable.

Therefore, the Specific Plan would have a cumulatively considerable contribution to impacts related to operational emissions and this impact would be **significant**.

Exposure of Sensitive Receptors to TACs

TACs, which are examined under Impact "Exposure of Sensitive Receptors to TACs," are also pollutants of localized concern. High concentrations of TACs within urban areas may result from heavy vehicle traffic, industrial sources, or other sources, which when in close proximity to one another could result in unhealthy air quality conditions for nearby receptors, which would be considered a significant cumulative impact. However, due to the highly dispersive properties of TACs evaluated, emissions do not typically combine from construction or new stationary sources with other adjacent sources to result in cumulative impacts. In addition, Mitigation Measure 3.1-4 would require implementation of 2040 General Plan policies to reduce TAC emissions. Because of the localized nature of TACs and that project-generated TAC emissions would be substantial, project-generated increases in TAC emissions

could be cumulatively combine with other past, present, and future projects in the Plan Area resulting in a cumulatively considerable impact.

Therefore, the Specific Plan would not have a cumulatively considerable contribution to impacts related to TACs and this impact would be **significant**.

Exposure of Sensitive Receptors to Odors

The potential generation of objectionable odors affecting a substantial number of people is also an impact of localized concern. According to SMAQMD, land uses typically associated with the generation of nuisance odors include wastewater conveyance and wastewater treatment plants, municipal solid waste landfills and trash transfer stations, composting facilities, animal agriculture and processing, rendering facilities and roadkill collection, chemical and petroleum industries, and cannabis cultivation (SMAQMD 2019a). These land uses are not proposed under the project. Any new potential odor sources would be subject to future environmental review, and to SMAQMD Rule 402, Nuisance. The project's potential in contributing to cumulative odor impacts would not be cumulatively considerable. Therefore, the Specific Plan would not have a cumulatively considerable contribution to impacts related to odors and this impact would be **less than significant**.

Long-Term Operational Emissions of Criteria Air Pollutants and Precursors

As discussed in Impact 3.1-3, it cannot be guaranteed that Mitigation Measures 3.1-3a and 3.1-3b would be sufficient to reduce PM and ROG emissions below a significant level. Because SMAQMD-adopted significance thresholds are cumulative in nature, they represent the level at which emissions of a given project would impede the air basin from achieving ambient air quality standards, considering anticipated growth and associated emissions in that region. Therefore, because these measures cannot be guaranteed to reduce PM and ROG emissions below SMAQMD thresholds, the Specific Plan would have a cumulatively considerable contribution to impacts related to operational emissions and this impact would be **significant and unavoidable** with mitigation.

Mitigation Measures

No additional mitigation is feasible to reduce the Specific Plan's contribution to cumulative impacts other than Mitigation Measures 3.1-2, 3.1-3a, 3.1-3b, and 3.1-4.

Significance after Mitigation

As discussed above under Impact 3.1-2, implementation of Mitigation Measures 3.1-2 would ensure that PM₁₀ and PM_{2.5} emissions resulting from construction of new uses under the project would not exceed applicable thresholds. As discussed above under Impact 3.1-3, Implementation of Mitigation Measures 3.1-3a and 3.1-3b would reduce PM emissions associated with future development through the implementation of measures to reduce exhaust and fugitive dust, inclusion of low-emission vehicles, and electric development but not to a less-than-significant level. As discussed above under Impact 3.1-4, implementation of Mitigation Measure 3.1-4 would reduce impacts related to TAC emissions to a less-than-significant level. Therefore, the Specific Plan's contribution to construction-related criteria air pollutants and TAC emissions would be less than cumulatively considerable. However, the Specific Plan's contribution to long-term operational criteria air pollutants would be cumulatively considerable. The cumulative air quality impacts would be **significant and unavoidable**.

3.2 BIOLOGICAL RESOURCES

This section addresses common and sensitive biological resources that could be affected by implementation of the Stockton Boulevard Plan. This evaluation is based on data collected during a search of the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDDB), California Native Plant Society's (CNPS's) online Inventory of Rare and Endangered Plants, and the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) Trust Resource report species list.

One comment during the Notice of Preparation period was received regarding the desire for biological resources to be discussed within the EIR.

3.2.1 Regulatory Setting

FEDERAL

Federal Endangered Species Act

Pursuant to the federal Endangered Species Act (ESA) (16 U.S.C. Section 1531 et seq.), the U.S. Fish and Wildlife Service (USFWS) regulates the taking of species listed in the ESA as threatened or endangered. In general, persons subject to ESA (including private parties) are prohibited from "taking" endangered or threatened fish and wildlife species on private property, and from "taking" endangered or threatened plants in areas under federal jurisdiction or in violation of state law. Under Section 9 of the ESA, the definition of "take" is to "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct." USFWS has also interpreted the definition of "harm" to include significant habitat modification that could result in take.

Section 10 of the ESA applies if a non-federal agency is the lead agency for an action that results in take and no other federal agencies are involved in permitting the action. Section 7 of the ESA applies if a federal discretionary action is required (e.g., a federal agency must issue a permit), in which case the involved federal agency consults with USFWS.

Clean Water Act Section 404

Areas meeting the regulatory definition of waters of the United States are subject to the jurisdiction of the US Army Corps of Engineers (USACE). These waters may include all waters used, or potentially used, for interstate commerce, including all waters subject to the ebb and flow of the tide, all interstate waters, all impoundments of waters otherwise defined as waters of the United States, relatively permanent, standing or continuously flowing tributaries of waters otherwise defined as waters of the United States, the territorial seas, and wetlands adjacent to and with a continuous surface connection to waters of the United States (33 Code of Federal Regulations [CFR], Part 328, Section 328.3). The USACE, under provisions of Section 404 of the Clean Water Act (1972) (CWA) and Section 10 of the Rivers and Harbors Act (1899), has jurisdiction over waters of the United States. Waters thus regulated are termed "jurisdictional waters." Impacts to jurisdictional waters, including wetlands (a special category of water of the US), require a permit from the USACE and typically require mitigation. Impacts to wetlands often require compensation in-kind to ensure no net loss of extent and function of wetlands.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA), first enacted in 1918, provides for protection of international migratory birds and authorizes the Secretary of the Interior to regulate the taking of migratory birds. The MBTA provides that it will be unlawful, except as permitted by regulations, to pursue, take, or kill any migratory bird, or any part, nest, or egg of any such bird. Under the MBTA, “take” is defined as “to pursue, hunt, shoot, wound, kill, trap, capture, or collect, or any attempt to carry out these activities.” A take does not include habitat destruction or alteration, as long as there is not a direct taking of birds, nests, eggs, or parts thereof. The current list of species protected by the MBTA can be found in Title 50 of the Code of Federal Regulations (CFR), Section 10.13 (50 CFR 10.13). The list includes nearly all birds native to the US.

STATE

California Endangered Species Act

Pursuant to the California Endangered Species Act (CESA), a permit from CDFW is required for projects that could result in the “take” of a plant or animal species that is listed by the state as threatened or endangered. Under CESA, “take” is defined as an activity that would directly or indirectly kill an individual of a species, but does not include “harm” or “harass,” as does the federal definition. As a result, the threshold for take is higher under CESA than under the federal ESA. Authorization for take of state-listed species can be obtained through a California Fish and Game Code Section 2081 incidental take permit.

California Fish and Game Code Sections 3503 and 3503.5—Protection of Bird Nests and Raptors

Section 3503 of the Fish and Game Code states that it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird. Section 3503.5 of the California Fish and Game Code states that it is unlawful to take, possess, or destroy any raptors (i.e., species in the orders *Falconiformes* and *Strigiformes*), including their nests or eggs. Typical violations include destruction of active nests as a result of tree removal or disturbance caused by project construction or other activities that cause the adults to abandon the nest, resulting in loss of eggs and/or young.

California Fish and Game Code Section 1602

Activities that result in the diversion or obstruction of the natural flow of a stream; substantially change its bed, channel, or bank; or utilize any materials (including vegetation) from the streambed, require that the project applicant enter into a Streambed Alteration Agreement with CDFW pursuant to Section 1602 of the California Fish and Game Code. The definition of streams includes “intermittent and ephemeral streams, rivers, creeks, dry washes, sloughs, blue-line streams, and watercourses with subsurface flows.” Canals, aqueducts, irrigation ditches, and other means of water conveyance can also be considered streams if they support aquatic life, riparian vegetation, or stream-dependent terrestrial wildlife.

Fully Protected Species under the California Fish and Game Code

Protection of fully protected species is described in Sections 3511, 4700, 5050, and 5515 of the California Fish and Game Code. These statutes prohibit take or possession of fully protected species and do not provide for authorization of incidental take.

Porter-Cologne Water Quality Control Act

Areas meeting the regulatory definition of waters of the state are subject to the jurisdiction of the CVRWQCB. Waters of the state means any surface water or groundwater, including saline waters, within the boundaries of the state (California Water Code, Chapter 2, 13050(e)). Any person discharging waste, or proposing to discharge waste, within any region that could affect the quality of the waters of the state, other than into a community sewer system, must file a report of waste discharge with the appropriate regional board (California Water Code, Article 4, 13260(a)(1)).

LOCAL

City of Sacramento General Plan

The City of Sacramento 2040 General Plan is the City's policy guide for future development. The 2040 General Plan establishes land uses for the Specific Plan Area along with policies that guide development, design, and urban form. Implementation of the Specific Plan would occur within and beyond the 2040 General Plan horizon.

City of Sacramento Tree Ordinance (Sacramento City Code 12.56, as amended)

A permit is required to perform regulated work on "City Trees" or "Private Protected Trees" (which includes trees formerly referred to as "Heritage Trees"). City trees are characterized as trees partially or completely located in a City park, on City owned property, or on a public right-of-way, including any street, road, sidewalk, park strip, mow strip, or alley. Private protected trees are defined as trees designated to have special historical value, special environmental value, or significant community benefit, that are located on private property. Private protected trees are:

- All native trees at 12-inch diameter standard height (DSH). Native trees include Coast, Interior, Valley, and Blue Oaks; California Sycamore, and Buckeye.
- All trees at 32-inch DSH with an existing single family or duplex dwelling.
- All trees at 24-inch DSH on undeveloped land or any other type of property such as commercial, industrial, and apartments.

Tree permits required for a project that includes an application for a discretionary permit under Sacramento City Code Title 17, the City's Planning and Development Code which implements the City's General Plan through the adoption and administration of zoning laws, ordinances, rules, and regulations, are subject to the same notice, hearing, and appeal provisions applicable to the Title 17 discretionary permit. A tree replacement plan required for a project must provide for the replacement of trees at a ratio of 1-inch DSH of tree replaced for each inch DSH of tree removed (1:1 ratio). Tree replacement options include on-site and off-site replacement; payment of an in-lieu fee; and credit for preservation of existing trees on the same property that are smaller than a private protected tree removed (City of Sacramento 2023).

3.2.2 Environmental Setting

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

The Specific Plan Area is developed with residential, commercial, and other urban development. The Specific Plan Area also includes ornamental landscaping, which consists of areas supporting introduced or nonnative trees, shrubs, flowers, and turf grass.

HABITAT

Urban habitat encompasses the majority of the Specific Plan Area and is subject to regular disturbance and activity, as shown in Figure 3.2-1. Urban areas are paved or otherwise developed and generally lack natural vegetation. The Specific Plan Area contains urban vegetation including ornamental shrubs, landscaping plants, lawns, and some larger native and nonnative shade trees. The existing office and industrial land uses in the most northern portion of the Specific Plan Area are mostly devoid of vegetation but contain some smaller areas of ornamental vegetation and nonnative trees. Due to the Specific Plan Area being comprised of urban development and infrastructure associated with commercial and residential uses, native habitats have been altered, limiting native plant communities.

The Specific Plan Area contains a small portion of annual grassland habitat within the southern portion of the Specific Plan Area, where Morrison Creek traverses through the Specific Plan Area. However, throughout the Specific Plan Area and its surroundings, Morrison Creek is channelized and lined with concrete. While planted grasses are located on the upper banks of the creek, the concrete lining does not allow for the establishment of emergent marsh vegetation and the banks are maintained to prohibit establishment of shrubs or trees. Additionally, there are several vacant lots scattered throughout the Specific Plan Area that contain annual grassland habitat features. However, these vacant lots are not classified as annual grassland habitats per the CAL FIRE California Wildlife Habitat Relationship System Types (CAL FIRE 2019). All vacant lots within the Specific Plan Area seem to be pre-disturbed areas that are surrounded by chain link fences.

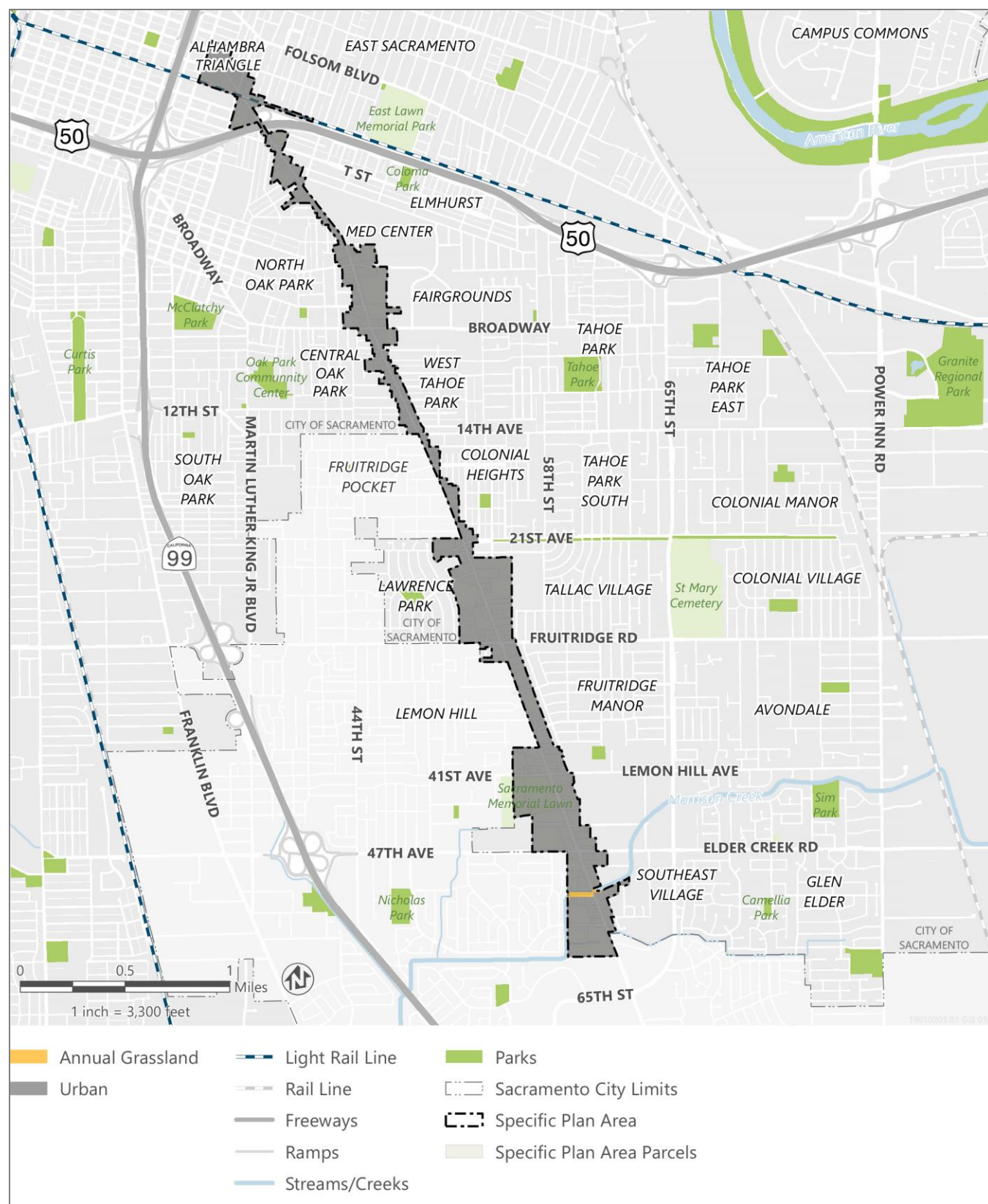


Figure 3.2-1 Habitats within Plan Area

SENSITIVE BIOLOGICAL RESOURCES

Sensitive biological resources include those species, natural communities, and habitats that receive special protection through ESA, CESA, CWA, California Fish and Game Code, Porter-Cologne Water Quality Control Act (Porter-Cologne Act), or local plans, policies, and regulations; or that are otherwise considered sensitive by federal, state, or local resource conservation agencies. Sensitive biological resources evaluated as part of this analysis include sensitive natural communities and special-status plant and animal species.

Special-Status Species

Special-status species are defined as species that are legally protected or that are otherwise considered sensitive by federal, state, or local resource agencies. Special-status species are species, subspecies, or varieties that fall into one or more of the following categories, regardless of their legal or protection status:

- species listed or proposed for listing as threatened or endangered under the ESA (50 CFR Section 17.12) for listed plants, (50 CFR Section 17.11) for listed animals, and various notices in the Federal Register for proposed species;
- species that are candidates for possible future listing as threatened or endangered under the ESA (75 CFR Section 69222);
- species protected under the Marine Mammal Protection Act;
- species that are listed, proposed for listing, or candidates for listing by the State of California as threatened or endangered under CESA of 1984 (14 CCR Section 670.5);
- species that meet the definition of rare or endangered under the State CEQA Guidelines Section 15380;
- animals fully protected in California (Fish and Game Code Section 3511 for birds, Section 4700 for mammals, and Section 5050 for reptiles and amphibians);
- species identified by CDFW as species of special concern;
- species afforded protection under local or regional planning documents;
- plant taxa considered by CDFW to be “rare, threatened, or endangered in California” and assigned a California Rare Plant Rank (CRPR) of 1A, presumed extinct in California and not known to occur elsewhere; 1B, considered rare or endangered in California and elsewhere; 2A, presumed extinct in California, but more common elsewhere and 2B, considered rare or endangered in California but more common elsewhere. In general, CRPR 3 and 4 species do not meet the definition of endangered, rare, or threatened pursuant to State CEQA Guidelines Section 15380. However, these species may be considered locally significant and may be evaluated by the lead agency on a case-by-case basis; and
- species that are considered locally significant, that is, a species that is not rare from a statewide perspective but is rare or unique in a local context such as within a county or region (State CEQA Guidelines Section 15125 [c]) or is so designated in local or regional plans, policies, or ordinances (State CEQA Guidelines, Appendix G).

The term “California species of special concern” is applied by CDFW to animals not listed under ESA or CESA, but that are considered to be declining at a rate that could result in listing, or that historically occurred in low numbers and known threats to their persistence currently exist. CDFW’s fully protected status was California’s first attempt to identify and protect animals that were rare or facing extinction.

Most species listed as fully protected were eventually listed as threatened or endangered under CESA; however, some species remain listed as fully protected but do not have simultaneous listing under CESA. Fully protected species may not be taken or possessed at any time and no take permits can be issued for these species except for scientific research purposes or for relocation to protect livestock.

Table 3.2-1 provides a list of special-status species potentially occurring in the project vicinity. CDFW's CNDDDB (CNDDDB 2023), a statewide inventory of the locations and conditions of the State's rarest plant and animal taxa and vegetation types, was reviewed for specific information on documented observations of special-status species previously recorded in the project vicinity. A 1-mile search radius around the project site was used to identify potential special-status species because it encompasses a sufficient distance to accommodate for local habitat diversity. The CNDDDB is based on actual recorded occurrences and does not constitute an exhaustive inventory of every resource.

The species list in Table 3.2-1 includes special-status wildlife species with both scientific and common names, legal status, description of habitat preference, and the potential for the species to occur on the project site. No special-status plant species are included because there is no suitable habitat for special-status plant species on-site, no sensitive communities are present on-site, and no special-status plant species were identified in the California Native Plant Species record search (CNPS 2023). Most of the special-status species identified in Table 3.2-1 do not occur in the Specific Plan Area or have a low potential for occurrence because the habitat elements they require either were never present or are no longer found on the highly-urbanized site in Sacramento. Special-status wildlife species that could occur on or adjacent to the Specific Plan Area are evaluated in this Draft EIR and are discussed in further detail below.

Special-Status Plants

While there is a portion of the Specific Plan Area along Morrison Creek that is classified as annual grassland, vegetation in this area is regularly maintained to reduce fire risks and prohibit overgrowth that could interfere with floodwater conveyance. The substrate within Morrison Creek is concrete and the banks are armored with grouted rock at channel bends. Only a narrow strip of soil is present on the upper banks above the concrete-lined, trapezoidal channel. There are a few vacant lots within the Specific Plan Area, but these were previously developed and contain remnant building foundations, asphalt, gravel, and other fill materials. Vegetation on these vacant parcels consists of weedy, nonnative grasses and forbs and ornamental trees. The majority of the Specific Plan Area is classified as an urban habitat with paved and developed areas. While database queries identified special-status plant species records, they have been eliminated from further consideration based on the lack of natural vegetation communities in the project area that provide habitat suitable for the species to occur (CNPS 2023).

Special-Status Wildlife

Table 3.2-1 provides a list of special-status species that have the potential to be found within the Specific Plan Area and describes their regulatory status, habitat, and potential for occurrence in the Specific Plan Area. A lack of reported sightings is not an indication that the species is not present; there may be many reasons that a species could be present, but unreported. For instance, the species may have been observed but not reported, may be present during times when observers are absent, the species may be difficult to detect even when present, or comprehensive or protocol-level surveys for the species may not have been completed in the area. For these reasons, all species identified through database and literature review as potentially occurring in the Specific Plan Area vicinity and for which suitable habitat is present in the Specific Plan Area were considered as having potential to occur in the Specific Plan Area. Species for which suitable habitat is absent from the Specific Plan Area or whose

known range does not include the Specific Plan Area were determined not to be affected by growth anticipated with implementation of the Specific Plan, as described in Table 3.2-1.

In general, the Specific Plan Area provides low value habitat for most wildlife species because of an overall lack of native vegetation and natural communities, and a high level of urbanization.

Nonetheless, one special-status bird species, purple martin (*Progne subis*), has the potential to nest within the Specific Plan Area.

Table 3.2-1 Special-Status Wildlife Species Known to Occur in the Project Vicinity and Their Potential for Occurrence in the Plan Area

Species	Listing Status		Habitat	Potential to Occur
	Federal	State		
Birds*				
Swainsons hawk <i>Buteo swainsoni</i>		ST	Great Basin grassland, riparian forest, riparian woodland, valley and foothill grassland. Breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, and agricultural or ranch lands with groves or lines of trees. Requires adjacent suitable foraging areas such as grasslands, or alfalfa or grain fields supporting rodent populations.	Not expected to occur. Although there are some large trees suitable for nesting by this species, there is insufficient foraging habitat in proximity to the Specific Plan Area to support breeding pairs of Swainson's hawks.
white-tailed kite <i>Elanus leucurus</i>		FP	Cismontane woodland, marsh and swamp, riparian woodland, valley and foothill grassland, and wetlands. Rolling foothills and valley margins with scattered oaks and river bottomlands or marshes next to deciduous woodland. Open grasslands, meadows, or marshes for foraging close to isolated, dense-topped trees for nesting and perching.	Not expected to occur. Although there are some large trees suitable for nesting by this species, there is insufficient foraging habitat in proximity to the Specific Plan Area to support breeding pairs of white-tailed kites.
western yellow-billed cuckoo <i>Coccyzus americanus occidentalis</i>	FT	SE	Riparian forest. Riparian forest nester, along the broad, lower flood-bottoms of larger river systems. Nests in riparian jungles of willow, often mixed with cottonwoods, with lower story of blackberry, nettles, or wild grape.	Not expected to occur. There is no riparian habitat suitable for this species and it has not been observed in the Specific Plan Area since 1877. This species is believed to be extirpated from Sacramento County due to loss of habitat from development.
purple martin <i>Progne subis</i>		SSC	Broadleaved upland forest, lower montane coniferous forest. Inhabits woodlands, low elevation coniferous forest of Douglas-fir, ponderosa pine, and Monterey pine. Nests in old woodpecker cavities mostly, also in human-made structures such as freeway overpasses/hollow-box bridges. Nest often located in tall, isolated tree/snag.	May occur. This species has been largely extirpated from the Central Valley with the exception of colonies nesting in hollow-box bridges in the City of Sacramento. The bridge over Morrison Creek, Highway 50, and other structures may provide nesting substrate suitable for this species in the Specific Plan Area.
bank swallow <i>Riparia riparia</i>		ST	Riparian scrub, riparian woodland. Colonial nester; nests primarily in riparian and other lowland habitats west of the desert. Requires vertical banks/cliffs with fine-textured/sandy soils near streams, rivers, lakes, ocean to dig nesting hole.	Not expected to occur. No suitable habitat within the Specific Plan Area.

Species	Listing Status		Habitat	Potential to Occur
	Federal	State		
song sparrow (Modesto population) <i>Melospiza melodia</i> <i>pop. 1</i>		SSC	Marsh and swamp, wetlands. Emergent freshwater marshes, riparian willow thickets, riparian forests of valley oak (<i>Quercus lobata</i>), and vegetated irrigation canals and levees.	Not expected to occur. There is no marsh or riparian habitat in the Specific Plan Area suitable for this species. This species has not been observed in the Specific Plan Area since 1990 and is believed to be extirpated due to development eliminating the natural wetland habitat in the area.
burrowing owl <i>Athene cunicularia</i>		SSC	Coastal prairie, coastal scrub, Great Basin grassland, Great Basin scrub, Mojavean desert scrub, Sonoran desert scrub, and valley and foothill grassland. Open, dry annual or perennial grasslands, deserts and scrublands characterized by low-growing vegetation. Subterranean nester, dependent upon burrowing mammals, most notably, the California ground squirrel.	Not expected to occur. No suitable habitat within the Specific Plan Area.
golden eagle <i>Aquila chrysaetos</i>		FP	Forages in open terrain such as grasslands, deserts, savannahs, and early successional stages of forest and shrub habitats. Nests in rugged, open habitats with canyons and escarpments, typically on cliffs and rock outcroppings; however, it will also nest in large trees in open areas, including oaks, sycamores, redwoods, pines, and eucalyptus, overlooking open hunting habitat.	Not expected to occur. No suitable habitat within the Specific Plan Area.
tricolored blackbird <i>Agelaius tricolor</i>		ST, SSC	Freshwater marsh, marsh and swamp, swamp, wetland. Highly colonial species, most numerous in Central Valley and vicinity. Requires open water, protected nesting substrate, and foraging area with insect prey within a few kilometers of the colony.	Not expected to occur. No suitable habitat within the Specific Plan Area.
California black rail <i>Laterallus jamaicensis coturniculus</i>		ST, FP	Brackish marsh, freshwater marsh, marsh and swamp, salt marsh, wetland. Inhabits freshwater marshes, wet meadows and shallow margins of saltwater marshes bordering larger bays. Needs water depths of about 1 inch that do not fluctuate during the year and dense vegetation for nesting habitat	Not expected to occur. No suitable habitat within the Specific Plan Area.
least Bell's vireo <i>Vireo bellii pusillus</i>	FE	SE	Riparian forest, riparian scrub, riparian woodland. Summer resident of Southern California in low riparian in vicinity of water or in dry river bottoms; below 2,000 feet. Nests placed along margins of bushes or on twigs projecting into pathways, usually willow, <i>Baccharis</i> , mesquite.	Not expected to occur. No suitable habitat within the Specific Plan Area.
yellow-headed blackbird <i>Xanthocephalus xanthocephalus</i>		SSC	Nests in freshwater emergent wetlands with dense vegetation and deep water. Often along borders of lakes or ponds. Nests only where large insects such as Odonata are abundant, nesting timed with maximum emergence of aquatic insects.	Not expected to occur. No suitable habitat within the Specific Plan Area.

Species	Listing Status		Habitat	Potential to Occur
	Federal	State		
Crustaceans				
vernal pool fairy shrimp <i>Branchinecta lynchi</i>	FT		Inhabit small, clear-water sandstone-depression pools and grassed swale, earth slump, or basalt-flow depression pools.	Not expected to occur. No suitable habitat within the Specific Plan Area.
vernal pool tadpole shrimp <i>Lepidurus packardii</i>	FE		Inhabits vernal pools and swales in the Sacramento Valley containing clear to highly turbid water. Pools commonly found in grass bottomed swales of unplowed grasslands. Some pools are mud-bottomed and highly turbid.	Not expected to occur. No suitable habitat within the Specific Plan Area.
Fish				
Sacramento splittail <i>Pogonichthys macrolepidotus</i>		SSC	Aquatic, estuary, freshwater marsh, Sacramento/San Joaquin flowing waters. Endemic to the lakes and rivers of the Central Valley, but now confined to the Delta, Suisun Bay and associated marshes. Slow moving river sections, dead end sloughs. Requires flooded vegetation for spawning and foraging for young.	Not expected to occur. There is no flooded vegetation or marsh habitat suitable for this species within the Specific Plan Area.
Delta smelt <i>Hypomesus transpacificus</i>	FT	SE	Aquatic, estuary. Sacramento-San Joaquin Delta. Seasonally in Suisun Bay, Carquinez Strait, and San Pablo Bay. Seldom found at salinities > 10 ppt. Most often at salinities < 2ppt.	Not expected to occur. No estuary habitat suitable for this species is present within the Specific Plan Area.
steelhead - Central Valley DPS <i>Oncorhynchus mykiss irideus pop. 11</i>	FT		Aquatic. Sacramento/San Joaquin flowing waters. Populations in the Sacramento and San Joaquin rivers and their tributaries.	Not expected to occur. Within the Specific Plan Area, Morrison Creek is the only aquatic habitat in the plan area, and it does not support aquatic habitat or natural substrates suitable for this species.
chinook salmon - Central Valley spring-run ESU <i>Oncorhynchus tshawytscha pop. 11</i>	FT	ST	Sacramento River below Keswick Dam. Spawns in the Sacramento River but not in tributary streams. Requires clean, cold water over gravel beds with water temperatures between 6°C and 14°C for spawning.	Not expected to occur. Morrison Creek is the only aquatic feature in the Specific Plan Area and does not have the appropriate habitat to support this species spawning.
chinook salmon - Sacramento River winter-run ESU <i>Oncorhynchus tshawytscha pop. 7</i>	FE	SE	Aquatic. Sacramento/San Joaquin flowing waters. Sacramento River below Keswick Dam. Spawns in the Sacramento River, but not in tributary streams. Requires clean, cold water over gravel beds with water temperatures between 6 and 14 C for spawning.	Not expected to occur. Morrison Creek is the only aquatic feature in the Specific Plan Area and does not have the appropriate habitat to support this species spawning.
green sturgeon – southern DPS <i>Acipenser medirostris pop. 1</i>	FT		Aquatic, Klamath/North coast flowing waters, Sacramento/San Joaquin flowing waters. These are the most marine species of sturgeon. Abundance increases northward of Point Conception. Spawns in the Sacramento, Klamath, and Trinity Rivers. Spawns at temperatures between 8-14 degrees C. Preferred spawning substrate is large cobble, but can range from clean sand to bedrock.	Not expected to occur. Morrison Creek is the only aquatic feature in the Specific Plan Area and it does not have appropriate channel substrate to support this species.

Species	Listing Status		Habitat	Potential to Occur
	Federal	State		
Sacramento perch <i>Archoplites interruptus</i>		SSC	Aquatic, Sacramento/San Joaquin flowing waters, Sacramento/San Joaquin standing waters. Historically found in the sloughs, slow-moving rivers, and lakes of the Central Valley. Prefers warm water. Aquatic vegetation is essential for young. Tolerates wide range of physio-chemical water conditions.	Not expected to occur. Within the Specific Plan Area, Morrison Creek is the only aquatic habitat in the plan area, and it does not support aquatic habitat or natural substrates suitable for this species.
longfin smelt <i>Spirinchus thaleichthys</i>	FC	ST	Aquatic, estuary. Euryhaline, nektonic and anadromous. Found in open waters of estuaries, mostly in middle or bottom of water column. Prefer salinities of 15-30 ppt, but can be found in completely freshwater to almost pure seawater.	Not expected to occur. No estuary habitat suitable for this species is present within the Specific Plan Area.
Insects				
valley elderberry longhorn beetle <i>Desmocerus californicus dimorphus</i>	FT		Occurs only in the Central Valley of California, in association with blue elderberry (<i>Sambucus nigra</i> ssp. <i>caerulea</i>). Prefers to lay eggs in elderberry shrubs 2–8 inches in diameter; some preference shown for "stressed" elderberries.	Not expected to occur. There are no known elderberry shrubs in the Specific Plan Area.
Mammals				
American badger <i>Taxidea taxus</i>		SSC	Most abundant in drier open stages of most shrub, forest, and herbaceous habitats, with friable soils. Needs sufficient food, friable soils and large patches of open, uncultivated ground. Preys on burrowing rodents. Digs burrows.	Not expected to occur. No suitable habitat within the Specific Plan Area.
Reptiles				
western pond turtle <i>Emys marmorata</i>		SSC	A thoroughly aquatic turtle of ponds, marshes, rivers, streams and irrigation ditches, usually with aquatic vegetation, below 6,000 feet elevation. Need basking sites and suitable (sandy banks or grassy open fields) upland habitat up to 0.5 km from water for egg-laying.	Not expected to occur. No suitable aquatic vegetation, basking sites, or upland habitat for this species is present in the Specific Plan Area.
western spadefoot <i>Spea hammondi</i>		SSC	Vernal pools and other seasonal ponds with a minimum 3-week inundation period in valley and foothill grasslands. Takes refuge in burrows.	Not expected to occur. No seasonal aquatic habitat suitable for this species is present in the Specific Plan Area.
giant gartersnake <i>Thamnophis giagias</i>	FT	ST	Marsh and swamp, riparian scrub, wetland. Prefers freshwater marsh and low gradient streams. Has adapted to drainage canals and irrigation ditches. This is the most aquatic of the garter snakes in California.	Not expected to occur. No marsh, swamp, riparian scrub, or wetland habitat suitable for this species is found within the Specific Plan Area.

Source: CNDDB 2023.

*Because the distribution and abundance of individual bird species varies seasonally, the season, or life phase, during which the species is of conservation concern in California is provided in parentheses beneath the bird species scientific name. There is potential for any of these bird species to fly over or pass through the project site, however, these species would not necessarily be nesting on or otherwise residing on the project site during the season or life phase when the species is of conservation concern in California.

Federal:

FT Threatened (legally protected)

FC Candidate for listing by the Federal Government

State:

FP Fully protected (legally protected)

SSC Species of special concern (no formal protection other than CEQA consideration)

SE Endangered (legally protected)

ST Threatened (legally protected)

WL = Species on the CDFW Watch List

1. Potential for Occurrence Definitions

Not expected to occur: Species is unlikely to be present due to poor habitat quality, lack of suitable habitat features, or restricted current distribution of the species.

May occur: Suitable habitat is available; however, there are little to no other indicators that the species might be present.

Likely to occur: Suitable habitat is available and there have been nearby recorded occurrences of the species.

CRITICAL HABITAT

Critical habitat is a specific, formally designated geographic area(s) that contains physical or biological features essential for the conservation of a threatened or endangered species and that may require special management and protection during federal actions. The critical habitat designation imposes no requirements on private or state actions on private or state lands where no federal funding, permits or approvals are required. Critical habitat may include an area that is not currently occupied by the species but that may be needed for its recovery. There are no critical habitats located within or near the Specific Plan Area (USFWS 2023).

SENSITIVE NATURAL COMMUNITIES AND HABITATS

Sensitive natural communities are those native plant communities defined by CDFW as having limited distribution statewide or within a county or region and that are often vulnerable to environmental effects of projects (CDFW 2018). These communities may or may not contain special-status species or their habitat. Sensitive natural communities are ranked by CDFW from S1 to S3, where S1 is critically imperiled, S2 is imperiled, and S3 is vulnerable. CDFW's natural-community rarity rankings follow the 2009 NatureServe Conservation Status Assessments: Methodology for Assigning Ranks (Faber-Langendoen et al. 2012), in which all alliances are listed with a global (G) and state (S) rank, where G1 is critically imperiled, G2 is imperiled, G3 is vulnerable, G4 is apparently secure, and G5 is secure. Sensitive natural communities can be thought of as a subset of sensitive habitats.

Sensitive habitats include those that are subject to USACE jurisdiction under Section 404 of CWA, Section 1602 of the California Fish and Game Code, and the state's Porter-Cologne Water Quality Control Act, which protects waters of the state. Sensitive natural habitat may be of special concern to these agencies and conservation organizations for a variety of reasons, including their locally or regionally declining status, or because they provide important habitat to common and special-status species. Sensitive habitats can also provide other important ecological functions, such as enhancing flood and erosion control and maintaining water quality.

As discussed above, a large majority of the Specific Plan Area is designated as urban habitat, with no wetland or riparian habitats, or sensitive natural communities present within the Specific Plan Area. Morrison Creek traverses the southern portion of the Specific Plan Area; however, the creek is concrete lined and does not support native plant communities.

WILDLIFE MOVEMENT CORRIDORS

The California Essential Habitat Connectivity Project is an effort to identify large remaining blocks of intact habitat or natural landscape blocks in California, and to model linkages between them; primarily for wildlife movement (Spencer et al. 2010). The Specific Plan Area is not located within any defined Natural Landscape Blocks or Essential Connectivity Areas.

3.2.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

This impact evaluation is based on documents published by or endorsed by regulatory agencies, information from database searches, and information from several previously completed documents that address biological resources in the Specific Plan Area.

THRESHOLDS OF SIGNIFICANCE

An impact on biological resources is considered significant if implementation of Specific Plan would do any of the following:

- have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or USFWS;
- have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by CDFW or USFWS;
- have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
- 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;
- conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; and/or
- conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

ISSUES NOT DISCUSSED FURTHER

The Specific Plan Area is a highly urbanized environment and does not contain natural habitats. Therefore, these areas provide marginal habitat for special-status species and support limited biological resources. While Morrison Creek is located in the southern portion of the Specific Plan Area, this portion of the creek is, channelized, concrete lined, and supports only a narrow strip of weedy grassland vegetation with no emergent marsh or riparian vegetation present. Implementation of the Specific Plan is not expected to adversely affect special-status plant species, wetlands, riparian habitats, waters of the United States, or other sensitive natural communities because these resources are not expected to occur due to prior development of the Plan Area resulting in loss of natural habitats. Impacts to these resources, or any other sensitive biological resource, are not expected and are not discussed further.

The Specific Plan Area is not within any defined Natural Landscape Blocks or Essential Connectivity Areas and project development would not interfere substantially with the movement of any native resident or migratory wildlife species because the project site does not currently provide an important connection between any areas of natural habitat that would otherwise be isolated. Although wildlife may use the Specific Plan Area for nesting and roosting or may pass through the Plan Area occasionally, there is no evidence that the Plan Area functions as a significant wildlife movement corridor or wildlife nursery site, because the Plan Area and the area surrounding it lack natural habitat. Therefore, this issue is not discussed further.

The Specific Plan Area is not located within the jurisdiction of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state conservation plan. Therefore, the Specific Plan would not conflict with the provisions of an adopted conservation plan and this issue is not evaluated further.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.2-1: Have a Substantial Adverse Effect, Either Directly or Through Habitat Modifications, on Any Species Identified as a Candidate, Sensitive, or Special Status Species in Local or Regional Plans, Policies, or Regulations, or by CDFW or USFWS

Implementation of the Stockton Boulevard Specific Plan could result in loss and disturbance of suitable nesting habitat for purple martin. Construction activity associated with future development could disturb active nests on or near the construction area, potentially resulting in nest abandonment by the adults and mortality of chicks and eggs. Mitigation would reduce the potential for impacts on purple martin through survey and avoidance requirements. This impact would be **less than significant with mitigation**.

One special-status wildlife species, purple martin, was determined to have potential to occur within the Specific Plan Area, with its last known occurrence in the Plan Area being located nesting in weep holes under Highway 50 from 34th Street to Stockton Boulevard overpasses in 2003. The Specific Plan Area may contain substrates suitable for purple martin to nest, including the bridge over Morrison Creek and other human-made structures. Colonies of nesting purple martin are known to occupy hollow-box bridges in freeway overpasses in the City of Sacramento. Therefore, this species could nest in the urbanized setting of the Specific Plan Area. If purple martins are nesting in the Specific Plan Area, future development activities could directly destroy active nests, killing chicks or eggs. Additionally project related noise and visual disturbance could cause adults to abandon active nests, also resulting in loss of chicks or eggs. Loss of chicks or eggs of purple martin would be a **potentially significant** impact.

Mitigation Measures

Mitigation Measure 3.2-1a: Avoid Direct Loss and Disturbance of Nesting Purple Martin

The City shall incorporate the following policy into the Specific Plan:

- **Policy X: Purple Martin Avoidance**

If vegetation removal, structure demolition, or ground disturbance is proposed between April and August, a qualified biologist shall conduct preconstruction surveys for nesting purple martin within 500 feet of the activities no more than 30 days before construction commences. A qualified biologist shall establish a non-disturbance buffer at a distance sufficient to minimize nest disturbance based on the nest location, topography, cover, the species' sensitivity to disturbance, and the intensity/type of potential disturbance. The exclusionary buffer shall

remain in place until the chicks have fledged or as otherwise determined appropriate by a qualified biologist. If a purple martin nest tree, or structure, (any tree or structure that has an active nest in the year the impact is to occur) must be removed, the tree/structure shall be removed between September and March, when not occupied.

Mitigation Measure 3.2-1b: Implement 2040 General Plan Policy

- **Biological Resources.** The City shall ensure that adverse impacts on sensitive biological resources, including special-status species, sensitive natural communities, sensitive habitat, and wetlands are avoided, minimized, or mitigated to the greatest extent feasible as development takes place. (2040 General Plan Policy ERC-2.2)

Significance after Mitigation

Implementation of Mitigation Measures 3.2-1a and 3.2-1b would reduce the potential for impacts on purple martin. Mitigation Measure 3.2-1a would require that active nests in or near the Specific Plan Area be identified and avoided so that future development construction would not result in nest abandonment and loss of eggs or young, or displacement or loss of reproductive success of local nesting pairs. This impact would be **less than significant with mitigation**.

Impact 3.2-2: Conflict with Any Local Policies or Ordinances Protecting Biological Resources, Such as a Tree Preservation Policy or Ordinance

Implementation of the Specific Plan could result in adverse effects to “city” or “private protected” trees as defined in the City of Sacramento Tree Preservation ordinance. Through standard discretionary review practices, the City would ensure that future projects would not conflict with any local policies or ordinances protecting biological resources, including the Tree Ordinance. This impact would be **less than significant**.

Implementation of the Specific Plan could result in removal or damage to “city” or “private protected” trees as defined by the City of Sacramento Tree Preservation Ordinance through future development (City of Sacramento 2023). A city tree is defined as any tree the trunk of which is partially or completely located in a city park, on real property the city owns in fee, or on a public right-of-way, including any street, road, sidewalk, park strip, mow strip, or alley. A private protected tree is defined as a tree that is designated by city council resolution to have special historical value, special environmental value, or significant community benefit, and is located on private property; any native valley oak, blue oak, interior live oak, coast live oak, California buckeye, or California sycamore, that has a DSH of 12 inches or more, and is located on private property; a tree that has a DSH of 24 inches or more located on private property that is an undeveloped lot or does not include any single or duplex dwellings; or a tree that has a DSH of 32 inches or more located on private property that includes any single unit or duplex dwellings.

As stated above in “Environmental Setting,” the Specific Plan Area consists of urban habitat due to the Plan Area being previously disturbed and developed. However, construction activities associated with future development could result in regulated work on parcels containing protected trees. Regulated work is defined as planting a city tree, or any act that could adversely impact the health of a city tree or private protected tree. While the proposed Specific Plan itself does not propose new development, new development would occur as a result of plan implementation. Additionally, implementation of the Specific Plan would result in transportation network improvements for public transit, bicycling, and walking along the Stockton Boulevard corridor to make the corridor more pedestrian-friendly. Improvements to the transportation network may result in the removal of or regulated work on protected trees.

As described above, a tree replacement plan would be required for removal or regulated work on any tree subject to the City of Sacramento Tree Ordinance. Project applicants would be required to provide for the replacement of trees at a 1:1 ratio. Tree replacement options include on-site and off-site replacement; payment of an in-lieu fee; and credit for preservation of existing trees on the same property that are smaller than a private protected tree removed. Through standard discretionary review practices, the City would ensure that future projects would not conflict with any local policies or ordinances protecting biological resources, including the Tree Ordinance. This impact would be **less than significant**.

Mitigation Measures

No mitigation measures are required.

CUMULATIVE IMPACTS

Impact 3.2-3: Potential for the Implementation of the Specific Plan, in Combination with other Development, to Contribute to a Significant Cumulative Impact to Biological Resources

Implementation of the Stockton Boulevard Specific Plan, in combination with other cumulative developments in the area, could result in cumulative impacts to sensitive biological resources. However, through the implementation of plan-specific mitigation measures, the contribution of the Stockton Boulevard would be less than cumulatively considerable. Impacts would be **less than significant with mitigation**.

The geographic scope considered for the purposes of assessing cumulative impacts of direct and indirect effects on biological resources is the Sacramento metropolitan area and the larger Sacramento Valley to include consideration of certain species life history and extent of current habitat. Biological resources in the Sacramento region have been subject to extensive modification and loss of habitat because of urban and flood control development in the city and surrounding areas. An overall trend of urban and suburban development is planned throughout the region within the vicinity of the Specific Plan Area. The immediate vicinity of the Specific Plan Area is urbanized and developed, providing limited habitat and biological resources functions. Due to the developed nature of the area, most future projects would be redevelopment or infill. The incremental effects of these types of developments on biological resources would be limited due to the lack of resource values in the area and the limited size of these types of projects.

All potential cumulative projects must comply with federal, state, and local regulations, including ESA, CESA, CWA, and CEQA regarding listed or other protected species and habitats. However, development in the Specific Plan Area would result in a potentially significant impact to purple martin. Therefore, the project would have the potential to result in a cumulatively considerable incremental contribution to a cumulatively significant biological resource impact; the cumulative impact would be **potentially significant**.

Mitigation Measures

No additional mitigation is required to reduce the Plan's contribution to cumulative impacts beyond implementation of Mitigation Measures 3.2-1a and 3.2-1b.

Significance after Mitigation

As discussed above under Impact 3.2-1, implementation of the project-specific mitigation (Mitigation Measures 3.2-1a and 3.2-1b) would ensure that the Specific Plan's contribution to cumulative impacts to a less-than-significant level. Therefore, implementation of the Specific Plan would not result in considerable contribution to cumulative impacts associated with biological resources and the cumulative impacts would be **less than significant with mitigation**.

3.3 CULTURAL RESOURCES

This section evaluates the potential impacts associated with implementation of the Specific Plan on known and unknown cultural resources. Cultural resources include districts, sites, buildings, structures, or objects generally older than 50 years and considered to be important to a culture, subculture, or community for scientific, traditional, religious, or other reasons. They include prehistoric resources and historic-period resources. Archaeological resources are locations where human activity has measurably altered the earth or left deposits of prehistoric or historic-period physical remains (e.g., stone tools, bottles, former roads, house foundations). Historical (or built-environment) resources include standing buildings (e.g., houses, barns, outbuildings, cabins) and intact structures (e.g., dams, bridges, roads, districts), or landscapes. A cultural landscape is defined as a geographic area (including both cultural and natural resources and the wildlife therein), associated with a historic event, activity, or person or exhibiting other cultural or aesthetic values.

One comment letter regarding cultural resources was received in response to the Notice of Preparation (see Appendix A). The Native American Heritage Commission (NAHC) requested Assembly Bill (AB) 52 and Senate Bill (SB) 18 compliance information. SB 18 does not apply to the Specific Plan because there is not a General Plan amendment associated with the proposed Specific Plan. AB 52 compliance is required and is discussed in Section 3.10, "Tribal Cultural Resources."

3.3.1 Regulatory Setting

FEDERAL

National Register of Historic Places

The National Register of Historic Places (NRHP) is the nation's master inventory of known historic properties. It is administered by the National Park Service and includes listings of buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, or cultural significance at the national, state, or local level.

The formal criteria (36 CFR 60.4) for determining NRHP eligibility are as follows:

1. The property is at least 50 years old (however, properties under 50 years of age that are of exceptional importance or are contributors to a district can also be included in the NRHP);
2. It retains integrity of location, design, setting, materials, workmanship, feeling, and associations; and
3. It possesses at least one of the following characteristics:

Criterion A Is associated with events that have made a significant contribution to the broad patterns of history (events).

Criterion B Is associated with the lives of persons significant in the past (persons).

Criterion C Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant, distinguishable entity whose components may lack individual distinction (architecture).

Criterion D Has yielded, or may be likely to yield, information important in prehistory or history (information potential).

For a property to retain and convey historic integrity it must possess most of the seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. Location is the place where the historic property was constructed or the place where a historic event occurred. Integrity of location refers to whether the property has been moved since its construction. Design is the combination of elements that create the form, plan, space, structure, and style of a property. Setting is the physical environment of a historic property that illustrates the character of the place. Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. This is an intangible quality evoked by physical features that reflect a sense of a past time and place. Association is the direct link between an important historic event or person and a historic property. Continuation of historic use and occupation help maintain integrity of association.

Listing in the NRHP does not entail specific protection or assistance for a property but it does guarantee consideration in planning for federal or federally assisted projects, eligibility for federal tax benefits, and qualification for federal historic preservation assistance. Additionally, project effects on properties listed in the NRHP must be evaluated under CEQA.

The National Register Bulletin series was developed to assist evaluators in the application of NRHP criteria. For example, National Register Bulletin #36 provides guidance in the evaluation of archaeological site significance. If a property cannot be placed within a particular theme or time period, and thereby lacks "focus," it will be unlikely to possess characteristics which would make it eligible for listing in the NRHP. Evaluation standards for linear features (such as roads, trails, fence lines, railroads, ditches, and flumes) are considered in terms of four related criteria that account for specific elements that define engineering and construction methods of linear features: (1) size and length, (2) presence of distinctive engineering features and associated properties, (3) structural integrity, and (4) setting. The highest probability for NRHP eligibility exists in the intact, longer segments, where multiple criteria coincide.

STATE

California Register of Historical Resources

All properties in California that are listed in or formally determined eligible for listing in the NRHP are also listed in the California Register of Historical Resources (CRHR). The CRHR is a listing of State of California resources that are significant in the context of California's history. It is a Statewide program with a scope and with criteria for inclusion similar to those used for the NRHP. In addition, properties designated under municipal or county ordinances are also eligible for listing in the CRHR.

A historical resource must be significant at the local, state, or national level under one or more of the criteria defined in the California Code of Regulations Title 15, Chapter 11.5, Section 4850 to be included in the CRHR. The CRHR criteria are tied to CEQA because any resource that meets the criteria below is considered a significant historical resource under CEQA. As noted above, all resources listed in or formally determined eligible for listing in the NRHP are automatically listed in the CRHR.

The CRHR uses four evaluation criteria:

Criterion 1. Is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.

Criterion 2. Is associated with the lives of persons important to local, California, or national history.

Criterion 3. Embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of a master; or possesses high artistic values.

Criterion 4. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

Similar to the NRHP, a historical resource must meet one of the above criteria and retain integrity to be listed in the CRHR. The CRHR uses the same seven aspects of integrity used by the NRHP.

California Environmental Quality Act

CEQA requires public agencies to consider the effects of their actions on “historical resources,” and “unique archaeological resources.” Pursuant to Public Resources Code (PRC) Section 21084.1, a “project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.” Section 21083.2 requires agencies to determine whether projects would have effects on unique archaeological resources.

Historical Resources

“Historical resource” is a term with a defined statutory meaning (PRC Section 21084.1; State CEQA Guidelines Sections 15064.5[a] and [b]). Under State CEQA Guidelines Section 15064.5(a), historical resources include the following:

- 1) A resource listed in or determined to be eligible by the State Historical Resources Commission for listing in, the CRHR (PRC Section 5024.1).
- 2) A resource included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g), will be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
- 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 may be considered to be a historical resource, provided the lead agency’s determination is supported by substantial evidence in light of the whole record. Generally, a resource will be considered by the lead agency to be historically significant if the resource meets the criteria for listing in the CRHR (PRC Section 5024.1).
- 4) The fact that a resource is not listed in or determined to be eligible for listing in the CRHR, not included in a local register of historical resources (pursuant to PRC Section 5020.1[k]), or identified in a historical resources survey (meeting the criteria in PRC Section 5024.1[g]) does not preclude a lead agency from determining that the resource may be a historical resource as defined in PRC Sections 5020.1(j) or 5024.1.

Unique Archaeological Resources

CEQA also requires lead agencies to consider whether projects will affect unique archaeological resources. PRC Section 21083.2(g) states that “unique archaeological resource” means 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 one or more of the following criteria:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type.
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Public Resources Code Section 21083.2

Treatment options under PRC Section 21083.2(b) to mitigate impacts to archaeological resources include activities that preserve such resources in place in an undisturbed state. PRC Section 21083.2 states:

- (a) As part of the determination made pursuant to Section 21080.1, the lead agency shall determine whether the project may have a significant effect on archaeological resources. If the lead agency determines that the project may have a significant effect on unique archaeological resources, the environmental impact report shall address the issue of those resources. An environmental impact report, if otherwise necessary, shall not address the issue of nonunique archaeological resources. A negative declaration shall be issued with respect to a project if, but for the issue of nonunique archaeological resources, the negative declaration would be otherwise issued.
- (b) If it can be demonstrated that a project will cause damage to a unique archaeological resource, the lead agency may require reasonable efforts to be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. Examples of that treatment, in no order of preference, may include, but are not limited to, any of the following:
 - (1) Planning construction to avoid archaeological sites.
 - (2) Deeding archaeological sites into permanent conservation easements.
 - (3) Capping or covering archaeological sites with a layer of soil before building on the sites.
 - (4) Planning parks, greenspace, or other open space to incorporate archaeological sites.
- (c) To the extent that unique archaeological resources are not preserved in place or not left in an undisturbed state, mitigation measures shall be required as provided in this subdivision.
- (d) Excavation as mitigation shall be restricted to those parts of the unique archaeological resource that would be damaged or destroyed by the project.
- (e) In no event shall the amount paid by a project applicant for mitigation measures required pursuant to subdivision (c) exceed the following amounts:

- (1) An amount equal to one-half of 1 percent of the projected cost of the project for mitigation measures undertaken within the site boundaries of a commercial or industrial project.
 - (2) An amount equal to three-fourths of 1 percent of the projected cost of the project for mitigation measures undertaken within the site boundaries of a housing project consisting of a single unit.
 - (3) If a housing project consists of more than a single unit, an amount equal to three-fourths of 1 percent of the projected cost of the project for mitigation measures undertaken within the site boundaries of the project for the first unit plus the sum of the following:
 - (A) Two hundred dollars (\$200) per unit for any of the next 99 units.
 - (B) One hundred fifty dollars (\$150) per unit for any of the next 400 units.
 - (C) One hundred dollars (\$100) per unit in excess of 500 units.
- (f) Unless special or unusual circumstances warrant an exception, the field excavation phase of an approved mitigation plan shall be completed within 90 days after final approval necessary to implement the physical development of the project or, if a phased project, in connection with the phased portion to which the specific mitigation measures are applicable. However, the project applicant may extend that period if he or she so elects. Nothing in this section shall nullify protections for Indian cemeteries under any other provision of law.

California Native American Historical, Cultural, and Sacred Sites Act

The California Native American Historical, Cultural, and Sacred Sites Act (PRC Section 5097.9) applies to both State and private lands. The act requires, upon discovery of human remains, that construction or excavation activity cease and that the county coroner be notified. If the remains are those of a Native American, the coroner must notify the Native American Heritage Commission (NAHC), which notifies and has the authority to designate the most likely descendant (MLD) of the deceased. The act stipulates the procedures the descendants may follow for treating or disposing of the remains and associated grave goods.

Health and Safety Code, Sections 7050.5

Section 7050.5 of the Health and Safety Code requires that construction or excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If they are determined to be those of a Native American, the coroner must contact NAHC.

Public Resources Code, Section 5097

PRC Section 5097 specifies the procedures to be followed if human remains are unexpectedly discovered on nonfederal land. The disposition of Native American burials falls within the jurisdiction of NAHC. Section 5097.5 of the code states:

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, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor.

LOCAL

City of Sacramento General Plan

The City of 2040 Sacramento General Plan is the City's policy guide for future development.

3.3.2 Environmental Setting

REGIONAL PREHISTORY (DYETT & BHATIA 2020)

The first settlements in the Sacramento Valley likely occurred during the late Pleistocene and early Holocene (14,000 to 8,000 B.P.) period. Sacramento's location within a great valley and at the confluence of two rivers, the Sacramento River and the American River, shaped its early and modern settlements. However, the archaeological record of such use is sparse. It is likely that Paleo-Indian populations occupied the area with villages located near watercourses. The Sacramento Delta was one of the first regions in California to attract intensive archeological fieldwork. Between 1893 and 1901, a vocational archeologist, J.A. Barr, excavated many prehistoric mounds in the Stockton area. He collected nearly 2,000 artifacts during the course of his investigations. H.C. Meredith was another vocational archeologist of the period who pursued collecting in the same Stockton locality. Meredith (1899, 1900) published a compilation of his own and Barr's findings, and these appear to constitute the earliest accounts of archeology within the Delta. Holmes (1902), from the Smithsonian Institution, further elaborated on the delta or "Stockton District" archeology, presenting illustrations of artifacts collected by Meredith and Barr.

HISTORIC SETTING

Regional History

The traditional ways of life of the Nisenan were disrupted by the arrival of Euro-American explorers. In 1808, Spanish explorer Gabriel Moraga became the first European to see Sacramento. Moraga named the area Sacramento after the Spanish word for sacrament but deemed the area uninhabitable for a mission despite the existence of two major rivers. Spanish missionaries and early American explorers further investigated the area, but it remained unsettled for thirty more years. Diseases introduced by the newcomers in the 1830s decimated the native populations, wiping out entire villages.

In 1839, Swiss immigrant John Sutter established a settlement called New Helvetia (Helvetia being the Latin word for Switzerland) near the convergence of the Sacramento and American Rivers. Mexican governor Juan Bautista Alvarado had given Sutter seventy-six square miles of land to establish a foothold on the frontier and discourage American encroachment. In order to be eligible for the land grant, Sutter became a citizen of Mexico in 1840 and was appointed as judge and representative of "Government at the Frontiers of the Rio Sacramento." The remote location led Sutter to build a fort at New Helvetia for protection.

In an attempt to expand his valley empire, Sutter erected a sawmill at Coloma, which led to the accidental discovery of gold in the area in 1848. The subsequent Gold Rush brought a massive influx of miners and other immigrants to California. This event quickly overturned Sacramento's ranch economy and contributed to the settlement's rapid growth into a city.

On February 27, 1850, the California Legislature offered a charter to Sacramento City, officially establishing the new municipality.

Project Site History

Stockton Boulevard traces its roots back to the California Gold Rush. In addition to spurring the development of Sacramento, the discovery of gold at Sutter's Mill in Coloma in 1848 spurred the development of numerous cities, towns, and smaller communities across the state, including Stockton, roughly 50 miles to the south. Stockton Boulevard, or the Upper Stockton Road as it was called in the 19th and early 20th centuries, served as one of two primary roads that connected Sacramento and Stockton. The Lower Stockton Road (now Franklin Boulevard) connected the two cities along a second route to the west.

Sacramento's population expanded rapidly following the onset of the Gold Rush, first with the initial influx of prospective miners hoping to strike it rich in the nearby goldfields, and later as many of these individuals chose to permanently settle in the area.

Taking advantage of the Sacramento region's fertile soil, much of the area immediately to the southeast of Sacramento's original city boundaries was developed into farmland during the latter half of the 19th century. Orchards full of fruit trees and alfalfa farms dominated the landscape surrounding the Upper Stockton Road by the 1890s.

Development along the Upper Stockton Road corridor continued to be dominated by agricultural uses through the early 20th century. The area's transformation into a patchwork of built-up residential subdivisions began with the introduction of the first streetcar lines into the area at the end of the 19th century.

Developers continued to use the agricultural potential of the area south of Sacramento's city limits to advertise new subdivisions, particularly in the area south of Fruitridge Boulevard, into the 1920s.

The extension of streetcars and rail lines to the southeast of the City of Sacramento as well as the annexation spurred further residential development as well as the commercial and industrial development and diversification along Stockton Boulevard. However, train services ceased operations in the 1930s and streetcar services were stopped in the 1940s, likely based on declines in ridership. By the early 1960s, the construction of State Route 99 replaced Stockton Boulevard's function as the primary regional transportation artery. Today, Stockton Boulevard continues to serve as an important five-lane corridor, connecting downtown to south Sacramento and multiple diverse neighborhoods to the east and west of the corridor and accommodating one of Sacramento Regional Transit's busiest bus routes.

The Page & Turnbull report provides a much more detailed context for the Specific Plan Area (See Appendix G of the Stockton Boulevard Plan).

RECORDS SEARCHES, AND SURVEYS

On September 7, 2023, a records search of the Specific Plan Area and a 0.25-mile buffer was conducted at the North Central Information Center, at California State University, Sacramento. The following information was reviewed as part of the records search:

- NRHP and CRHR,
- California Office of Historic Preservation Historic Property Directory,
- California Inventory of Historic Resources,
- California State Historic Landmarks,

- California Points of Historical Interest, and
- Historic properties reference map.

There are 24 previously recorded cultural resources identified within the Specific Plan Area; this includes one site, 22 buildings/structures, and one structure/object/site. Both archaeological sites, which are described in detail below, are historic-period and are related to transportation.

A reconnaissance-level survey of the Specific Plan Area was conducted by Page & Turnbull in January 2022 to photograph and note the ages and general characteristics of buildings in the Specific Plan Area. While no resources were evaluated as part of Page & Turnbull's effort, they identified eight individual historic resources that are listed on local, state, and or national registers and an additional four properties that have been determined eligible within the Specific Plan Area.

NRHP and CRHR criteria were used to evaluate the significance of the historic features and archaeological sites. The NRHP criteria for eligibility are codified in 36 CFR Part 60 and explained in guidelines published by the Keeper of the NRHP. The NRHP and CRHR are discussed in more detail above in Section 3.3.1, "Regulatory Setting." Eligibility for listing on the NRHP and the CRHR rests on twin factors of significance and integrity. A resource must have both significance and integrity to be considered eligible. Loss of integrity, if sufficiently great, will become more important than the historical significance a resource may possess and render it ineligible. Likewise, a resource can have complete integrity, but if it lacks significance, it must also be considered ineligible.

In 2023, Page & Turnbull also analyzed the Specific Plan Area for potential historic resources based on data from the City of Sacramento as well as a reconnaissance survey; no formal evaluations were completed at that time. City data consisted of the Built Environment Resource Directory for Sacramento County and dates of construction for properties within the Specific Plan Area. While no evaluations were completed, the Page & Turnbull report confirms the existence of historic age buildings and structures in the Specific Plan Area. As such, additional work would need to be conducted to determine the eligibility of any historic age building or structure in the Specific Plan Area that had not been previously evaluated.

Archaeological Sites

P-34-000455 / CA-SAC-000428H

P-34-000455 is the remains of the Southern Pacific Railroad (a.k.a. Sacramento Valley Railroad) route, a segment crosses through the Specific Plan Area. It consists of tracks, sidings, and granite cobbles. This resource record includes multiple California Department of Parks and Recreation (DPR) forms that document different segments of the railroad. P-34-000455 has been recommended eligible for the National Register under Criteria A and B.

P-34-005346

P-34-005346 is a track segment of the PG&E Streetcar Line. Originally a horse-drawn carriage system that ran throughout Sacramento, it was electrified in 1890. It was recommended eligible for the California Register under Criterion 1 for its important role in the expansion of the city in the early 20th century.

Historic Resources

The following resources have been identified as listed and/or eligible resources.

Table 3.3-1 Resources Identified as Listed and/or Eligible Resources

Resource	Location	Designation
Libby, McNeil, and Libby Fruit and Vegetable Cannery	1724 Stockton Boulevard	Listed - NRHP, CRHR, and Sacramento Register of Historic and Cultural Resources
Colonial Theatre	3522 Stockton Boulevard	Listed - CRHR Eligible – NRHP
CalTrans Equipment Headquarters Auto Repair Shop	3400 R Street	Listed – State Master List
CalTrans Equipment Headquarters Paint Shop	3400 R Street	Listed – State Master List
CalTrans Equipment Headquarters Yard	3400 R Street	Listed – State Master List
CalTrans Equipment Headquarters Administrative Building	3400 R Street	Listed – State Master List
CalTrans Equipment Headquarters Shop A	3400 R Street	Listed – State Master List
CalTrans Equipment Headquarters Truck Repair Shop	3400 R Street	Listed – State Master List
Coca Cola Bottling Plant	2200 Stockton Boulevard	Eligible - NRHP
Rotas Grocery/Cake Art Bakery (does not appear to be extant)	2330 Stockton Boulevard	Eligible - Sacramento Register of Historic and Cultural Resources
Sacramento Fire Department Engine Company #9	3101 Stockton Boulevard	Eligible - Sacramento Register of Historic and Cultural Resources
Loddick Castle	4311 Stockton Boulevard	Eligible - Sacramento Register of Historic and Cultural Resources

Source: Page & Turnbull 2023.

3.3.3 Impacts and Mitigation Measures

METHODOLOGY

The impact analysis for archaeological and historical resources is based on the findings and recommendations of the *Historic Resources Analysis Report – Final: Stockton Boulevard Strategic Neighborhood Action Plan (SNAP) and Specific Plan* (Page & Turnbull 2023). The analysis is also informed by the provisions and requirements of federal, state, and local laws and regulations that apply to cultural resources.

PRC Section 21083.2(g) defines a “unique archaeological resource” as 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 one or more of the following CRHR-related criteria: (1) that it contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information; (2) that it has a special and particular quality, such as being the oldest of its type or the best available example of its type; or (3) that it is directly associated with a scientifically recognized important prehistoric or historic event or person. An impact on a resource that is not unique is not a significant environmental impact under CEQA (State CEQA Guidelines Section 15064.5[c][4]). If an archaeological resource qualifies as a resource under CRHR criteria, then the resource is treated as a unique archaeological resource for the purposes of CEQA.

For the purposes of the impact discussion, “historical resource” is used to describe built-environment historic-period resources. Archaeological resources (both prehistoric and historic-period), which may

qualify as “historical resources” pursuant to CEQA, are analyzed separately from built-environment historical resources.

THRESHOLDS OF SIGNIFICANCE

Based on Appendix G of the State CEQA Guidelines, implementation of the Specific Plan would result in a significant impact on cultural resources if it would:

- cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5 of the State CEQA Guidelines;
- cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of the State CEQA Guidelines; or
- disturb any human remains, including those interred outside of formal cemeteries.

ISSUES NOT DISCUSSED FURTHER

All potential cultural resources issues identified in the significance criteria are evaluated below.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.3-1: Cause a Substantial Adverse Change in the Significance of a Historical Resource

Implementation of the Stockton Boulevard Specific Plan could lead to the alteration of known or previously unknown historic buildings and structures that could result in a substantial adverse change in the significance of one or more historical resources. Mitigation is recommended that would ensure the survey and evaluation of any historic-age building or structure prior to any physical alterations. However, there is no feasible mitigation available to ensure demolition, damage or destruction of historically significant resources would not occur. This impact is **significant and unavoidable**.

As described above, both listed and eligible historic resources for the NRHP, CRHR, and/or the Sacramento Register were identified in the Specific Plan Area. These 12 buildings and structures consist of six Caltrans buildings, two industrial buildings, one residential, two commercial, and one fire house. Additionally, there are historic age buildings and structures in the Specific Plan Area that have not been evaluated as potential historic resources. The alteration or demolition of these historic age buildings and structures that have not been surveyed and evaluated is potentially significant.

The Specific Plan includes the following Implementing Actions that are intended to support the historic preservation related policies of the Specific Plan:

Implementing Action CACC-1: Historic Landmark and District Nomination. Pursue the designation of eligible historic landmarks and districts for listing on the Sacramento Register to encourage their preservation and adaptive reuse in a manner consistent with the U.S. Secretary of the Interior Standards. Potentially eligible resources include but are not limited to the Colonial Theater, the Coca Cola Bottling Plant, San Francisco Boulevard, and the Sacramento Fire Department Engine Company #9. (Specific Plan CACC-3)

Implementing Action CACC-2: Unique Community Assets. Maintain and enhance unique and historic buildings and spaces that make Stockton Boulevard memorable, such as San Francisco Boulevard (east of Stockton Boulevard), Colonial Theater, Old Water Tower in

Elmhurst, and Little Saigon. Conduct historical evaluations of identified buildings and spaces to uncover the social and development history of the Specific Plan Area and explore placemaking opportunities rooted in that history. In addition, conduct an historic resource survey of the corridor to identify those elements that reflect Stockton Boulevard's former status as a part of the region's vintage highway system. For example, highway-oriented commercial development such as old tourist motor courts/motels, auto service facilities, highway-oriented signage, early 20th-century fast food-diner style restaurants, and road design features that survive from that era. A model for such studies and preservation efforts might be the National Park Service's (NPS) Route 66 Corridor Preservation Program. To the extent possible, pursue listings on the Sacramento Register of Historic & Cultural Resources. (Specific Plan CACC-3)

Implementing Action CACC-1 would encourage the designation of eligible historic resources and their preservation. Implementing Action CACC-2 would encourage the maintenance of historic buildings including a historic resource survey of the corridor. While the Specific Plan does not include specific physical projects, the policies that support and encourage projects in the Specific Plan Area could lead to the alteration of known or previously unknown historic buildings and structures. The impact would be **potentially significant**. Mitigation is recommended below to ensure that surveys and evaluations are completed for the historic-age buildings and structures present in the Specific Plan Area prior to any physical alterations.

Mitigation Measures

Mitigation Measure 3.3-1a: Code Enforcement

The City shall implement 2040 General Plan Policy HCR-2.5:

- **Code Compliance.** The City's Code Enforcement, Building, and Preservation Planning Division staff shall work collaboratively to identify historic properties under code enforcement actions and facilitate repair work that brings historic properties into compliance, consistent with preservation best practices, including utilizing the State Historical Building Code to support preservation goals. (2040 General Plan Policy HCR-2.5)

Mitigation Measure 3.3-1b: Early Consultation

The City shall implement 2040 General Plan Policy HCR-1.6:

- **Early Project Consultation.** The City will continue to strive to minimize impacts to historic and cultural resources by consulting with property owners, land developers, tribal representatives, and the building industry early in the development review process as needed. (2040 General Plan Policy HCR-1.6)

Mitigation Measure 3.3-1c: Context Compatibility

The City shall implement 2040 General Plan Policies LUP-8.10 and LUP-8.11:

- **Responsiveness to Context.** The City shall require building and site design that respects and responds to the local context, including use of local materials and plant species where feasible, responsiveness to Sacramento's climate, and consideration of cultural and historic context of Sacramento's neighborhoods, corridors, and centers. (2040 General Plan Policy LUP-8.10)
- **Neighborhood and Transitions.** The City shall ensure that development standards facilitate transitions between areas that border one another so that neighborhoods and districts maintain their own unique qualities. (2040 General Plan Policy LUP-8.11)

The City shall include the following implementing action in the Specific Plan:

- **Action X:** Avoidance or Minimization of Effects on Identified Historic Resources. If assessment of project impacts finds that a proposed project would have a significant impact on historic resources, the project applicant shall, in consultation with City of Sacramento Planning Division staff, determine whether the project can be feasibly redesigned or revised to avoid such impacts. If avoidance of historic resource(s) is not feasible, the project applicant shall seek to reduce the effect on historic resource(s) as much as possible through project design.

Mitigation Measure 3.3-1d: Identification of Historic Resources

The City shall implement 2040 General Plan Policy HCR-1.18:

- Evaluation of Potentially Eligible Built Environment Resources. The City shall continue to evaluate all buildings and structures 50 years old and older for potential historic significance prior to approving a project that would demolish or significantly alter the resource. (2040 General Plan Policy HCR-1.18)

The City shall incorporate the following implementing action into the Specific Plan:

- **Action X:** Evaluate the Historic Significance of Age-Eligible Properties. If alteration or new construction is proposed on a parcel within the Plan Area which includes a building, structure, or landscape more than 45 years old (the typical age threshold applied by the California Office of Historic Preservation), the project applicant, at the request of the City's Preservation Director, shall retain a professional who meets the Secretary of the Interior's Professional Qualifications Standards for architectural history or history (as appropriate) to conduct an evaluation of the historic significance and eligibility of buildings, structures, and landscape features on the parcel for listing on the Sacramento Register of Historic and Cultural Resources (Sacramento Register) and California Register of Historical Resources (California Register).

Mitigation Measure 3.3-1e: Assessing Impacts

The City shall include the following implementing action in the Specific Plan:

- **Action X:** Assess Project Impacts on Eligible Properties. Projects proposing to alter buildings, structures, or landscape features found through evaluation to be eligible for listing on the California Register or National Register of Historic Places shall, at the direction of the City's Preservation Director, be evaluated for adherence to the Secretary of the Interior's Standards for the Treatment of Historic Properties. Potential direct and/or indirect effects on the identified historic resources shall be assessed according to CEQA Guidelines Section 15064.5(b).

Mitigation Measure 3.3-1f: Design Consistency

The City shall implement 2040 General Plan Policy HCR-1.3:

- Compatibility with Historic Context. The City will continue to review new development, alterations, and rehabilitation/remodels for compatibility with the surrounding historic context and consistency with design guidelines/standards, including the Historic District Plans. The City shall pay special attention to the scale, massing, and relationship of proposed new development to complement surrounding historic environments. (2040 General Plan Policy HCR-1.3)

Mitigation Measure 3.3-1f: Demolition Mitigation

The City shall implement 2040 General Plan Policy HCR-1.10:

- Demolition. Consistent with Secretary of the Interior Standards, the City shall consider demolition of historic resources as a last resort, to be permitted only if rehabilitation or adaptive reuse of the resource is not feasible; demolition is necessary to protect the health, safety, and welfare of its residents; or the public benefits outweigh the loss of the historic resource. (2040 General Plan Policy HCR-1.10)

The City shall include the following implementing actions in the Specific Plan:

- **Action X:** Documentation of Identified Historic Resources. In cases where impacts to historic resources cannot be reduced through avoidance or project redesign to a less-than-significant level, the project applicant shall undertake historic documentation prior to issuance of building permits. Documentation may include completion of a Historic American Buildings Survey (HABS) Historical Report and accompanying HABS-style photographs. The appropriate level of photographic and narrative HABS documentation shall be determined by City Preservation Director based on the significance and associations of the resource.
- **Action XX:** Interpretive Program. If a proposed project within the Plan Area would cause a significant impact to a historic resource, and the City Preservation Director deems that an interpretive program would be effective and feasible, the project applicant shall hire a qualified professional to develop an on-site interpretive program. An interpretive program would likely be deemed effective in cases where the resource(s) planned for alteration or demolition has particular significance to the history of Sacramento or within the community. The development of interpretive program content shall be conducted or overseen by a qualified professional who meets Secretary of the Interior's Professional Qualification Standards for history, architectural history, or architecture (as appropriate), and approved by the City of Sacramento Planning Division staff. The interpretive program shall include, at a minimum, an on-site, publicly accessible exhibit with information about the property's history, contribution to the history of the neighborhood and/or city, and relevant historic photographs or drawings.

Mitigation Measure 3.3-1g: Protection during Construction

The City shall include the following implementing actions in the Specific Plan:

- **Action X:** Protection of Historic Resources During Construction. If a project within the Plan Area proposes demolition, alteration, or new construction within 25 feet of a building, structure, or feature which has been listed on the Sacramento Register, California Register, or National Register, or found eligible through evaluation for listing on the California Register or National Register, the project applicant shall incorporate into construction specifications for the proposed project a requirement that construction contractors use all feasible means to avoid damage to adjacent and nearby historic resources. Such methods may include maintaining a safe distance between the construction site and the historic resource, using construction techniques that reduce vibration (including alternatives to jackhammers and hoe-rams where possible), appropriate excavation shoring methods to prevent movement of adjacent structures, and adequate site security to minimize risks of vandalism and fire. This measure shall apply to historic buildings, structures, and site or landscape features both within and outside of the proposed project parcel.
- **Action XX:** Construction Monitoring Program for Historical Resources. If a project within the Plan Area proposes demolition, alteration, or new construction within 25 feet of a building, structure, or feature which has been listed on the Sacramento Register, California Register, or National Register, or found eligible through evaluation for listing on the California Register or National Register, the project applicant shall undertake a monitoring program to document and minimize damage to adjacent historic resources. Prior to the start of ground-disturbing project activity, the project applicant shall engage a historic architect or qualified historic preservation professional to undertake a pre-construction survey of historic resources within 25 feet of planned project activities to document and photograph existing conditions of the resource(s). The consultant shall conduct regular periodic inspections of each historic resource during ground-disturbing activity on the project site. Should damage to a historic resource occur, the contractor or consultant, as appropriate, shall immediately notify the project applicant. Any

historic resource(s) damaged as a result of project activities shall be remediated to their pre-construction condition at the conclusion of ground-disturbing activity on the site. The consultant shall submit monthly monitoring reports, which shall include photographs from site inspections and reports of any observed damage, to the project applicant for the duration of monitoring activity. This mitigation measure may be implemented in combination with required mitigation measures for vibration, as appropriate.

Significance after Mitigation

Implementation of Mitigation Measures 3.3-1a through 3.3-1g would reduce the impacts to historic resources. However, because there is no feasible mitigation available to ensure demolition, damage or destruction of historically significant resources would not occur, the impact would be **significant and unavoidable**.

Impact 3.3-2: Cause a Substantial Adverse Change in the Significance of Unique Archaeological Resources

Ground-disturbing activities associated with future development under the Specific Plan could result in discovery or damage of yet undiscovered archaeological resources as defined in State CEQA Guidelines Section 15064.5. Implementation of Mitigation Measures 3.3-2a through 3.3-2c would reduce the impacts to archaeological resources but not to a less-than-significant level. Therefore, this would be a **significant and unavoidable** impact.

The record search identified two known archaeological resources within the Specific Plan Area. It should be noted that only portions of the Specific Plan Area have been surveyed and that intensive survey is not possible for the majority of the Specific Plan Area due to the existing development. Therefore, it is unknown whether or not there are more archaeological resources located within the Specific Plan Area. CEQA requires that lead agencies protect both known and unknown resources. With implementation of the Specific Plan, there remains a potential to encounter buried or as yet undiscovered archaeological resources during land clearing and construction work associated with future development under the Specific Plan. Buried resources may consist of historic remains such as structural features (foundations, cellars, etc.) or buried trash deposits containing glass, ceramics and metal, or the resources may be of prehistoric origin containing chipped stone, shell, bone and other remains. Environmental impacts to potentially sensitive areas would be **potentially significant**.

Mitigation Measures

Mitigation Measure 3.3-2a: Regulations and Best Practices

The City shall implement 2040 General Plan Policy HCR-1.14:

- Archaeological, Tribal, and Cultural Resources. The City shall continue to comply with federal and State regulations and best practices aimed at protecting and mitigating impacts to archaeological resources and the broader range of cultural resources as well as tribal cultural resources. (2040 General Plan Policy HCR-1.14)

Mitigation Measure 3.3-2b: Conduct Archaeological Survey Prior to Construction

The City shall include the following policy in the Specific Plan:

- **Policy X:** Upon direction of the City Preservation Director, the City shall require archaeological resources surveys for projects that include ground disturbance.

Mitigation Measure 3.3-2c: Identify Unanticipated Discoveries

The City shall include the following implementation action for the above policy in the Specific Plan:

- **Action X:** In the event that archaeological resources or human remains are encountered during construction, work within 100 feet of the discovery shall cease until a notice to proceed is issued by the City. The applicant shall notify the City of Sacramento Manager of Environmental Planning Services or the City Preservation Director and shall comply with City direction, and federal and State regulations and guidelines regarding the treatment of cultural resources and human remains. The Coroner shall be notified in the event human remains are discovered; the applicant shall be responsible for the employment of a qualified archaeologist to advise regarding treatment of any artifacts.

Significance after Mitigation

Implementation of Mitigation Measures 3.3-2a to 3.3-2c would help reduce the significance of impacts to archeological resources. However, because there is no feasible mitigation available to ensure that the loss, damage or destruction of significant archeological resources would occur, the impact would be **significant and unavoidable**.

Impact 3.3-3: Disturb Human Remains

There are two cemeteries adjacent to Stockton Boulevard. While the Specific Plan does not propose any projects at these cemeteries, ground-disturbing construction activities associated with future development under the Specific Plan could uncover previously unknown human remains. Compliance with California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097 would ensure that this impact would be **less than significant**.

There are two cemeteries adjacent to Stockton Boulevard. While the Specific Plan does not propose any projects at these cemeteries, the location of grave sites and Native American remains can occur outside of identified cemeteries or burial sites. Therefore, there is a possibility that unmarked, previously unknown Native American or other graves could be present within the Specific Plan Area and could be uncovered by potential construction activities associated with the future development under the Specific Plan.

California law recognizes the need to protect Native American human burials, skeletal remains, and items associated with Native American burials from vandalism and inadvertent destruction. The procedures for the treatment of Native American human remains are contained in California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097.

These statutes require that, if human remains are discovered, potentially damaging ground-disturbing activities in the area of the remains shall be halted immediately, and the appropriate County coroner shall be notified immediately. If the remains are determined by the coroner to be Native American, NAHC shall be notified within 24 hours and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. Following the coroner's findings, the NAHC-designated MLD, and the landowner shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments, if present, are not disturbed. The responsibilities for acting upon notification of a discovery of Native American human remains are identified in PRC Section 5097.94.

Compliance with California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097 would provide an opportunity to avoid or minimize the disturbance of human remains,

and to appropriately treat any remains that are discovered. Therefore, this impact would be **less than significant**.

Mitigation Measures

No mitigation measures are required.

CUMULATIVE IMPACTS

Impact 3.3-4: Potential for the Implementation of the Specific Plan, in Combination with Other Development, to Contribute to a Significant Cumulative Impacts to Cultural Resources

Future development under the Specific Plan would result in significant and unavoidable impacts to historic resources and archaeological resources. Even with implementation of mitigation measures, the impacts would not be reduced to a less-than-significant level. The incremental contribution from future development under the Specific Plan to the cumulative loss of cultural resources is considerable. The cumulative impact is **significant and unavoidable**.

The cumulative context for cultural resources is Sacramento region. Past, present and future development in the region, including the buildout of the Specific Plan has the potential to impact both known and unknown historic resources, archaeological resources, and human remains. The cumulative effect of future development is the continued loss of cultural resources. Because all significant cultural resources are unique and non-renewable, the cumulative impact from past, present and future development would be potentially significant.

Future development under the Specific Plan would be subject to existing state requirements and regulations and would be required to implement Mitigation Measures 3.3-1a through 3.3-1h and 3.3-2a through 3.3-2c. However, as discussed in Impacts 3.3-1 through 3.3-3 above, impacts to historic resources and archaeological resources would remain significant even with implementation of mitigation measures. Therefore, it is reasonable to assume that the incremental contribution from future development under the Specific Plan to the loss of cultural resources is cumulatively considerable. The cumulative impact would be **significant**.

Mitigation Measures

No additional mitigation is feasible to reduce the Specific Plan's contribution to cumulative impacts other than Mitigation Measures 3.3-1a through 3.3-1g and 3.3-2a through 3.3-2c described above.

Significance after Mitigation

Compliance with existing requirements and implementation of mitigation measures would reduce the significance of impacts to historic and archeological resources. However, because there is no feasible mitigation available to ensure the loss, damage or destruction of significant historic and archeological resources would not occur, the Specific Plan's contribution to this cumulative impact is **significant and unavoidable**.

3.4 ENERGY

This section describes the existing conditions for energy in the Specific Plan Area and evaluates the potential effects that implementation of the project may have on energy. Specifically, this section evaluates the potential for the project to result in impacts related to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction and operation, and conflicts with state or local plan for renewable energy or energy efficiency.

One comment related to energy was received in response to the Notice of Preparation. This comment, from the Sacramento Metropolitan Air Quality Management District (SMAQMD), provided recommendations which included utilizing SMAQMD's Tier 1 and Tier 2 best management practices (BMPs) to incorporate all-electric building design and California Green Building Code (CalGreen) Tier 2 requirements for electric vehicle (EV) charging. A copy of the Notice of Preparation along with comments received are included in Appendix A.

3.4.1 Regulatory Setting

FEDERAL

Energy Policy and Conservation Act, and IE Standards

The Energy Policy and Conservation Act of 1975 established nationwide fuel economy standards to conserve oil. Pursuant to this act, the National Highway Traffic and Safety Administration, part of the U.S. Department of Transportation (DOT), is responsible for revising existing fuel economy standards and establishing new vehicle economy standards.

The Corporate Average Fuel Economy (CAFE) program was established to determine vehicle manufacturers' compliance with the government's fuel economy standards. Compliance with the CAFE standards is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the country. The US Environmental Protection Agency calculates a CAFE value for each manufacturer based on the city and highway fuel economy test results and vehicle sales. Based on information generated under the CAFE program, DOT is authorized to assess penalties for noncompliance.

Energy Policy Act of 1992 and 2005

The Energy Policy Act (EPAAct) of 1992 was passed to reduce the country's dependence on foreign petroleum and improve air quality. EPAAct includes several parts intended to build an inventory of alternative fuel vehicles (AFVs) in large, centrally fueled fleets in metropolitan areas¹. EPAAct requires certain federal, state, and local government and private fleets to purchase a percentage of light-duty AFVs capable of running on alternative fuels each year. In addition, financial incentives are also included in EPAAct. Federal tax deductions are allowed for businesses and individuals to cover the incremental cost of AFVs. States are also required by the act to consider a variety of incentive programs to help promote AFVs. The EPAAct of 2005 provides renewed and expanded tax credits for electricity generated by qualified energy sources, such as landfill gas; provides bond financing, tax

¹ The term "centrally fueled" means that a vehicle is fueled at least 75% of the time at a location that is owned, operated, or controlled by the fleet or covered person, or is under contract with the fleet or covered person for refueling purposes (DOE n.d.).

incentives, grants, and loan guarantees for clean renewable energy and rural community electrification; and establishes a federal purchase requirement for renewable energy.

STATE

Warren-Alquist Act

The 1975 Warren-Alquist Act established the California Energy Resources Conservation and Development Commission, now known as the California Energy Commission (CEC). The act established state policy to reduce wasteful, uneconomical, and unnecessary uses of energy by employing a range of measures. The California Public Utilities Commission regulates privately owned utilities in the energy, rail, telecommunications, and water fields.

State of California Energy Action Plan

The CEC is responsible for preparing the state energy plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The current plan is the 2003 California Energy Action Plan (2008 update). The plan calls for the state to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators in implementing incentive programs for zero-emission vehicles and addressing their infrastructure needs; and encouragement of urban design that reduces vehicle miles traveled (VMT) and accommodates pedestrian and bicycle access.

Assembly Bill 2076: Reducing Dependence on Petroleum

Pursuant to Assembly Bill (AB) 2076 (Chapter 936, Statutes of 2000), CEC and CARB prepared and adopted a joint agency report in 2003, *Reducing California's Petroleum Dependence*. Included in this report are recommendations to increase the use of alternative fuels to 20 percent of on-road transportation fuel use by 2020 and 30 percent by 2030, significantly increase the efficiency of motor vehicles, and reduce per capita VMT (CEC and CARB 2003). A performance-based goal of AB 2076 was to reduce petroleum demand to 15 percent below 2003 demand by 2030.

Integrated Energy Policy Report

Senate Bill (SB) 1389 (Chapter 568, Statutes of 2002) required CEC to “conduct assessments and forecasts of all aspects of energy industry supply, production, transportation, delivery and distribution, demand, and prices. The Energy Commission shall use these assessments and forecasts to develop energy policies that conserve resources, protect the environment, ensure energy reliability, enhance the state’s economy, and protect public health and safety” (PRC Section 25301[a]). This work culminated in the Integrated Energy Policy Report (IEPR).

CEC adopts an IEPR every 2 years and an update every other year. The 2021 IEPR is the most recent IEPR. The 2021 IEPR provides a summary of priority energy issues currently facing the State, outlining strategies and recommendations to further the State’s goal of ensuring reliable, affordable, and environmentally responsible energy sources. The report contains an assessment of major energy trends and issues within California’s electricity, natural gas, and transportation fuel sectors. The report 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. Topics covered in the 2021 IEPR include building decarbonization, coordination between state energy agencies, decarbonizing the State’s natural gas

system, increasing transportation efficiencies, improving energy reliability and an assessment of the California Energy Demand Forecast (CEC 2022a).

Renewables Portfolio Standard

The State passed legislation referred to as the Renewables Portfolio Standard (RPS) that requires increasing use of renewable energy to produce electricity for consumers. California utilities are required to generate 33 percent of their electricity from renewables by 2020 (SB X1-2 of 2011); 52 percent by 2027 (SB 100 of 2018); 60 percent by 2030 (also SB 100 of 2018); and 100 percent by 2045 (also SB 100 of 2018). On September 16, 2022, SB 1020 was signed into law. This bill supersedes the goals of SB 100 by requiring that eligible renewable energy resources and zero-carbon resources supply 90 percent of all retail sales of electricity to California end-use customers by December 31, 2035, 95 by December 31, 2040, 100 by December 31, 2045, and 100 percent of electricity procured to serve all state agencies by December 31, 2035.

Senate Bill 350: Clean Energy and Pollution Reduction Act of 2015

The Clean Energy and Pollution Reduction Act of 2015 (SB 350) requires that the amount of electricity generated and sold to retail customers per year from eligible renewable energy resources be increased to 50 percent by December 31, 2030. It also establishes energy efficiency targets that achieve statewide, cumulative doubling of the energy efficiency savings in electricity and natural gas end uses by the end of 2030.

Assembly Bill 1007: State Alternative Fuels Plan

AB 1007 (Chapter 371, Statutes of 2005) required CEC to prepare a state plan to increase the use of alternative fuels in California. CEC prepared the State Alternative Fuels Plan in partnership with the California Air Resources Board (CARB) and in consultation with other state, federal, and local agencies. The plan presents strategies and actions California must take to increase the use of alternative nonpetroleum fuels in a manner that minimizes the costs to California and maximizes the economic benefits of in-state production. The plan assessed various alternative fuels and developed fuel portfolios to meet California's goals to reduce petroleum consumption, increase alternative fuel use, reduce greenhouse gas (GHG) emissions, and increase in-state production of biofuels without causing a significant degradation of public health and environmental quality.

California Building Energy Efficiency Standards (Title 24, Part 6 and Part 11)

The energy consumption of new residential and nonresidential buildings in California is regulated by the State's Title 24, Part 6, Building Energy Efficiency Standards (California Energy Code). CEC updates the California Energy Code every 3 years with more stringent design requirements for reduced energy consumption, which results in the generation of fewer GHG emissions. The current California Energy Code will require builders to use more energy-efficient building technologies for compliance with increased restrictions on allowable energy use. The core focus of the building standards has been efficiency, but the 2019 Energy Code ventured into onsite generation by requiring solar photovoltaic (PV) on new homes, providing significant GHG savings. The most recent is the 2022 California Energy Code advances the onsite energy generation progress started in the 2019 California Energy Code by encouraging electric heat pump technology and use, establishing electric-ready requirements when natural gas is installed, expanding solar PV system and battery storage standards, and strengthening ventilation standards to improve indoor air quality. The CEC estimates that the 2022 California Energy Code will save consumers \$1.5 billion and reduce GHGs by 10 million metric tons (MMT) of carbon dioxide-equivalent (CO₂e) over the next 30 years (CEC 2022b).

CalGreen was added to Title 24 as Part 11, first in 2009 as a voluntary code, which then became mandatory effective January 1, 2011 (as part of the 2010 California Building Standards Code). The current version is the 2022 CalGreen Code, which took effect on January 1, 2023. As compared to the 2019 CalGreen Code, the 2022 CalGreen Code strengthened sections pertaining to electric vehicle (EV) and bicycle parking, water efficiency and conservation, and material conservation and resource efficiency, among other sections of the CalGreen Code. The CalGreen Code sets design requirements equivalent to or more stringent than those of the California Energy Code for energy efficiency, water efficiency, waste diversion, and indoor air quality. These codes are adopted by local agencies that enforce building codes and used as guidelines by State agencies for meeting the requirements of EO B-18-12.

AB 1279 and 2022 Scoping Plan for Achieving Carbon Neutrality

On September 16, 2022, the State legislature passed AB 1279 which codified stringent emissions targets for the State of achieving carbon neutrality and an 85 percent reduction in 1990 emissions level by 2045. CARB released the Final 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) on November 16, 2022, as also directed by AB 1279 (CARB 2022). The 2022 Scoping Plan traces the pathway for the State to achieve its carbon neutrality goal and an 85 percent reduction in 1990 emissions goal by 2045. CARB adopted the 2022 Scoping Plan on December 16, 2022.

Senate Bill 375 of 2008

SB 375, signed into law in September 2008, aligns regional transportation planning efforts, regional GHG emission reduction targets, and land use and housing allocation. It requires metropolitan planning organizations (MPOs) to adopt a Sustainable Communities Strategy or Alternative Planning Strategy, showing prescribed land use allocation in each MPO's Regional Transportation Plan. CARB, in consultation with the MPOs, provides each affected region with reduction targets for GHGs emitted by passenger cars and light trucks for 2020 and 2035. Implementation of SB 375 has the co-benefit of reducing California's dependency on fossil fuels and making land use development and transportation systems more energy efficient.

California Energy Efficiency Action Plan

The 2019 California Energy Efficiency Action Plan has three primary goals for the State: double energy efficiency savings by 2030 relative to a 2015 base year (per SB 350), expand energy efficiency in low-income and disadvantaged communities, and reduce GHG emissions from buildings. This plan provides guiding principles and recommendations related to how the State would achieve those goals. These recommendations include:

- identifying funding sources that support energy efficiency programs,
- identifying opportunities to improve energy efficiency through data analysis,
- using program designs as a way to encourage increased energy efficiency on the consumer end,
- improving energy efficiency through workforce education and training, and
- supporting rulemaking and programs that incorporate energy demand flexibility and building decarbonization (CEC 2019).

LOCAL

City of Sacramento General Plan

The City of Sacramento 2040 General Plan is the City's policy guide for future development. The 2040 General Plan establishes land uses for the Specific Plan Area along with policies that guide development, design, and urban form.

City of Sacramento Climate Action and Adaptation Plan

The City has adopted the Sacramento Climate Action & Adaptation Plan (CAAP), as part of the consideration and implementation of the 2040 General Plan.

City of Sacramento New Building Electrification

The City is not enforcing its ordinance prohibiting natural gas installation in all new construction. The vast majority of permit applications are for all-electric construction. As all-electric is cost-effective for the majority of new construction and typically yields on-bill savings in Sacramento, it is anticipated that this trend is likely to continue. It is expected that market forces and City encouragement would achieve at least 75 percent of the relevant goal (i.e., reduction of GHG emissions), and savings can be achieved through other City efforts to make up the difference. The City will continue to make every good faith effort on each project to achieve CAAP goals by electrification preferably. It is expected that CAAP remains qualified per California Code of Regulation Title 14 Section 15183.5.

3.4.2 Environmental Setting

ENERGY FACILITIES AND SERVICES

Energy Facilities and Services in the Specific Plan Area

Electric services are provided to the Specific Plan Area by the Sacramento Municipal Utility District (SMUD). Natural gas service is provided by Pacific Gas and Electric (PG&E).

ENERGY TYPES AND SOURCES

California relies on a regional power system composed of a diverse mix of natural gas, renewable, hydroelectric, and nuclear generation resources. Natural gas makes up one-third of energy commodities consumed in California. In 2022, SMUD provided its customers with 24 percent eligible renewable energy (i.e., biomass combustion, geothermal, small scale hydroelectric, solar, and wind), with 25 percent and 46 percent sourced from large-scale hydroelectric and natural gas, respectively (SMUD 2023). The contribution of in- and out-of-State power plants depends on the precipitation that occurred in the previous year, the corresponding amount of hydroelectric power that is available, and other factors.

ALTERNATIVE FUELS

A variety of alternative fuels are used to reduce demand for petroleum-based fuel. The use of these fuels is encouraged through various statewide regulations and plans (e.g., Low Carbon Fuel Standard, AB 32 Scoping Plan). Conventional gasoline and diesel may be replaced (depending on the capability of the vehicle) with many transportation fuels, including:

- biodiesel,

- electricity,
- ethanol (E-10 and E-85),
- hydrogen,
- natural gas (methane in the form of compressed and liquefied natural gas),
- propane,
- renewable diesel (including biomass-to-liquid),
- synthetic fuels, and
- gas-to-liquid and coal-to-liquid fuels.

California has a growing number of alternative fuel vehicles through the joint efforts of CEC, CARB, local air districts, federal government, transit agencies, utilities, and other public and private entities. As of August 2023, California contained over 43,264 alternative fueling stations (AFDC 2023).

ENERGY USE FOR TRANSPORTATION

In 2021, the transportation sector comprised the largest end-use sector of energy in the State totaling 37.8 percent, followed by the industrial sector totaling 23.2 percent, the residential sector at 20.0 percent, and the commercial sector at 19.0 percent (EIA 2023). On-road vehicles use comprises about 90 percent of the petroleum consumed in California. CEC reported retail sales of 448 million and 45 million gallons of gasoline and diesel, respectively, in Sacramento County in 2021 (the most recent data available) (CEC 2023).

ENERGY USE AND CLIMATE CHANGE

Scientists and climatologists have produced evidence that the burning of fossil fuels by vehicles, power plants, industrial facilities, residences, and commercial facilities has led to an increase of the earth's temperature. For an analysis of GHG production and the project's impacts on climate change, refer to Section 3.5, "Greenhouse Gas and Climate Change."

3.4.3 Impacts and Mitigation Measures

METHODOLOGY

Appendix G of the State CEQA Guidelines requires the consideration of the energy implications of a project. CEQA requires mitigation measures to reduce "wasteful, inefficient and unnecessary" energy usage (Public Resources Code Section 21100, subdivision (b)(3)). Neither the law nor the State CEQA Guidelines establish criteria that define wasteful, inefficient, or unnecessary use. Therefore, impacts related to energy are addressed qualitatively. Estimations of energy consumption are provided for informational purposes. Each impact area was analyzed in the context of existing laws and regulations and the extent to which these existing laws and regulations adequately address and minimize the potential for impacts associated with implementation of the project.

Fuel consumption for mobile construction and operational sources was estimated using the California Emissions Estimator Model (CalEEMod), Version 2022.1.1.20, off-model calculations (see Appendix B) and is provided for informational purposes. Energy consumption in the area, landscaping, and water sectors were also estimated using CalEEMod defaults and are included for informational purposes as well. Annual VMT data was provided in the VMT analysis prepared for the project.

THRESHOLDS OF SIGNIFICANCE

The following significance criteria are based on CEQA Guidelines Appendix F (energy), under which implementation of the project would have a potentially significant adverse impact if the project would:

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

As stated above, Appendix G of the State CEQA Guidelines requires the consideration of the energy implications of a project. CEQA requires mitigation measures to reduce “wasteful, inefficient and unnecessary” energy usage (Public Resources Code Section 21100, subdivision (b)(3)). Neither the law nor the State CEQA Guidelines establish criteria that define wasteful, inefficient, or unnecessary use. Compliance with current California Energy Code standards for building energy efficiency and future updates to the standards would result in energy-efficient buildings developed through implementation of the Specific Plan. This analysis considers all energy uses associated with the Specific Plan.

ISSUES NOT DISCUSSED FURTHER

All issues relating to energy are discussed in the following analysis.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.4-1: Wasteful, Inefficient, or Unnecessary Consumption of Energy, During Project Construction or Operation

Construction of the project would involve targeted redevelopment which would conserve energy by lessening the need for project site preparation and grading throughout the Specific Plan Area. Construction activities would also only utilize the amount of energy required to complete the project and construction-related energy consumption would cease upon project completion. Operation of the project would result in the conservation and efficient use of energy by developing land uses near existing infrastructure, increasing density and subsequently increasing transportation energy efficiency and reducing fuel use. In addition, redevelopment of aging structures would improve the energy efficiency of the Specific Plan Area due to the application of contemporary building standards. For these reasons, the use of energy for construction and operation of development in the Specific Plan Area would not be considered wasteful, inefficient, or unnecessary. This impact would be **less than significant**.

Construction Energy

Energy would be required to construct, operate, and maintain construction equipment and to produce and transport construction materials associated with construction of the project. It is assumed that this construction would occur over a period of 15 years with activities commencing in 2024 and concluding in 2039. The one-time energy expenditure required to construct the physical buildings and infrastructure

associated with the project would be nonrecoverable. Most energy consumption would result from operation of construction equipment and vehicle trips associated with commutes by construction workers and haul trucks supplying materials. See Table 3.4-1, below, for an estimate of fuel needed for construction activities associated with the project.

Table 3.4-1 Construction Energy Consumption

Construction Phase	Diesel (Gallons) ¹	Gasoline (Gallons) ²
Off-Road Equipment	244,979	—
On-Road Trucks	4,009	—
Worker Commute Vehicles	—	102,219
Total	248,988	102,219

¹ Diesel gallons include off-road equipment and on-road gallons from worker and vendor trips.

² Gasoline gallons include on-road gallons from worker trips.

Source: Calculations by Ascent Environmental in 2023.

Although construction activities would require fuel and other energy sources, increases of fuel and energy uses would be temporary. Construction contractors strive to complete construction projects in an efficient manner to meet project schedules and minimize cost (to maximize their profitability). Thus, only the necessary amount of fuel would be consumed.

Building Energy

All development under the proposed project would, at a minimum, be built to meet the 2022 California Energy Code requirements. The 2022 California Energy Code requires the use of efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, and strengthens ventilation standards (CEC 2022b). All buildings that would be developed under the project would be required to comply with the California Energy Code standards for building energy efficiency.

As construction of the land uses proposed under the project proceeds through 2039, the California Energy Code will continue to be updated on a triennial basis with the expectation that the mandatory requirements of the code will require increasingly more stringent energy efficiency requirements. This would result in increased building energy efficiency over time as buildings continue to be developed, as allowed as a result of the project. Indirect energy use would include wastewater treatment and solid waste removal. Implementation of the project would increase electricity consumption in the region relative to existing conditions.

The total increase in electricity demand associated with the project is estimated at 36 gigawatt hours per year (GWh/year). Natural gas demand would increase by approximately 160,883 million British thermal units per year (MMBTU/year). For a list of assumptions made to estimate operational energy consumption, see Appendix B. In addition to developing new buildings and retrofitting existing ones to be more energy efficient, the project would also serve the purpose of creating additional housing in the City of Sacramento.

Table 3.4-2 provides a summary of the estimated operational energy consumption associated with the project.

Table 3.4-2 Operational Energy Consumption

Land Use/Energy Type	Energy Consumption	Units
Electricity	36	GWh/year
Natural Gas	160,883	MMBTU/year

Notes: GWh/year = gigawatt-hours per year; MMBTU = million British thermal units.

Source: Calculations by Ascent Environmental in 2023.

Transportation Energy

Residential and commuter trips would make up the majority of VMT associated with the project, with occasional maintenance and delivery trips accounting for the remaining VMT. The net fuel consumption associated with project-related vehicle trips would not be considered wasteful, inefficient, or unnecessary in comparison to other similar developments in the region. State and federal regulations regarding fuel efficiency standards for vehicles in California are designed to reduce wasteful, inefficient, and unnecessary use of energy for transportation. Additionally, regulations pertaining to EV vehicle use and EV infrastructure will serve to reduce energy consumption over time by reducing the combustion of fossil fuel used for transportation and increasing the use of electricity generated by renewables for the purpose of powering EVs.

Annual VMT associated with the project would be 48,351,751 and would result in fuel demand of 1,419,639,399 gallons of gasoline per year and 39,385,367 gallons of diesel per year. Operational transportation-related fuel estimates are summarized in Table 3.4-3.

Table 3.4-3 Operational Fuel Use

Source	Gas (gal/year)	Diesel (gal/year)
Mobile (Total for Project)	1,419,639,399	39,385,367

Notes: gal/year = gallons per year.

Source: Calculations by Ascent Environmental in 2023.

Summary

The project would increase energy consumption for temporary construction activities related to vehicle use and material transport. However, construction activities would be temporary and would not increase long-term energy or fuel demand. Construction activities would consume the necessary amount of fuel and energy to complete work in an efficient and timely manner. Once operational, the project would increase transportation and building energy demand, as well as provide additional housing in the City of Sacramento.

According to Appendix F of the State CEQA Guidelines, the means to achieve the goal of conserving energy include decreasing overall per capita energy consumption, decreasing reliance on oil, and increasing reliance on renewable energy sources. As described in Chapter 2, "Project Description," the development in the Specific Plan Area is anticipated to include the reuse and infill of vacant buildings and storefronts, development of paved parking lots, the creation of community spaces, and streetscape, and infrastructure improvements. This type of development limits energy-intensive activities such as grading and excavation. Regarding operation, the project would result in the conservation and efficient use of energy by developing land uses near existing infrastructure and, therefore, increasing density. Increased development density results in the conservation and efficient use of energy by increasing access to existing public transit services as well as increasing the viability of alternative modes of transportation such as walking and biking. The use of public transit and alternative modes of transportation reduce single-occupancy vehicle trips and, therefore, reduce the consumption of fossil fuel for transportation. Furthermore, replacing aged and underutilized structures with new buildings

constructed in compliance with current energy standards and codes is anticipated to improve per-capita energy efficiency in the Specific Plan Area.

For these reasons, the use of energy for construction and operation of the project would not be considered wasteful, inefficient, or unnecessary. This impact would be **less than significant**.

Mitigation Measures

No mitigation measures are required.

Impact 3.4-2: Conflict with or Obstruct a State or Local Plan for Renewable Energy or Energy Efficiency

Because natural gas is assumed to be included in the design and operation of future development in the Specific Plan Area, the project could conflict with the building decarbonization and fossil fuel reduction goals of both the 2022 Scoping Plan and the City's CAAP, and obstruct the implementation of these plans to achieve the State's goals of reducing fossil fuel consumption and increasing energy efficiency. The market forces and the City continue to encourage development of all-electric projects. In addition, implementation of Mitigation Measure 3.4-2 would require future project applicants to provide EV charging parking to encourage the use of electric vehicles. This impact would be **less than significant with mitigation**.

Relevant plans that pertain to the efficient use of energy include the Energy Efficiency Action Plan, which focuses on energy efficiency and building decarbonization (CEC 2019), the 2022 Scoping Plan, and the City's CAAP.

A key focus of the 2022 Scoping Plan focuses on strategies for reducing California's dependency on petroleum to provide consumers with clean energy options that address climate change, improve air quality, and support economic growth and clean sector jobs. The electricity sector is identified as one of the largest contributors to GHG emissions in the state (CARB 2022:182). The 2022 Scoping Plan identifies actions needed to achieve the AB 1279 target of 85 percent below 1990 levels by 2045.

In particular, these actions include transitioning to all electric appliances beginning in 2026 for residential land uses and 2029 for commercial land uses (CARB 2022). The 2022 Scoping Plan also states that vehicles must transition to zero emission technology to decarbonize the transportation sector (CARB 2022:185). Therefore, improving energy efficiency and transitioning to all-electric in the built environment and transportation sectors is a crucial component to achieving the State's GHG reduction and carbon neutrality goals. As discussed in the preceding impact, although implementation of the project has the potential to result in the overall increase in consumption of energy resources during construction and operation of new buildings and facilities, energy conservation and generation features would be incorporated into new development through compliance with existing regulations (including the installation of energy efficient appliances aligning with the Energy Efficiency Action Plan). These features would also align with the GHG reduction and energy efficiency goals of the 2022 Scoping Plan.

Additionally, the 2022 CALGreen requires installation of EV charging stations, which would also align with the goal of reducing fossil fuel consumption set forth in the 2022 Scoping Plan. Similarly, increased development density would align with the VMT reduction goals of both the 2022 Scoping Plan and the Energy Efficiency Action Plan.

The 2022 Scoping Plan identifies the transition away from the use of fossil fuels in all applications is key to the achievement of this goal (CARB 2022). CAAP Policy E-2 also encourages eliminating natural gas in new construction. However, individual projects developed under the Specific Plan could still elect to install natural gas infrastructure installation. Therefore, implementation of the Specific Plan would

result in **potentially significant** impacts related to conflict with or obstructing with a State or local plan for renewable energy.

Mitigation Measures

Implement Mitigation Measure 3.5-1b.

Mitigation Measure 3.4-2: Electric Vehicle Charging Parking

The City shall incorporate the following policy related to electric vehicle charging stations into the Specific Plan:

- **Policy X: EV Parking Spaces**

Applicants shall include the most recent CalGreen Tier 2 requirements pertaining to required EV parking spaces in the project design in order to meet the prerequisites for SMAQMD's Tier 1 BMP 2.

Significance after Mitigation

As discussed in Section 3.4.1, "Regulatory Setting," the City is not enforcing its ordinance prohibiting natural gas installation in all new construction, which could potentially conflict with CAAP Policy E-2 that seek to avoid installation and use of natural gas in new buildings. However, the vast majority of permit applications in the city are for all-electric construction. As all-electric is cost-effective for the majority of new construction, and typically yields on-bill savings in Sacramento, it is anticipated that this trend is likely to continue. The market forces and City encouragement would likely achieve at least 75 percent of the relevant goal (i.e., reduction of GHG emissions), and savings can be achieved through other City efforts to make up the difference. It is expected that implementation of the Specific Plan would not conflict with the 2022 Scoping Plan and CAAP regarding transitioning away from natural gas with the City's continued effort to encourage all-electric construction.

In addition, Mitigation Measure 3.5-1b directs the project to comply with the measures of the CAAP. These include several energy-related measures that would result in improved efficiency and renewable energy resources in the Plan Area. Also, Mitigation Measure 3.4-2 would require that future project applicants comply with CalGreen Tier 2 requirements related to EV parking spaces. Implementation of this measure would encourage the use of electric vehicles instead of the use of fossil fuel vehicles. Therefore, implementation of the Specific Plan would not conflict with or obstruct a state or local plan for renewable energy and energy efficiency. This impact is **less than significant with mitigation**.

CUMULATIVE IMPACTS

Impact 3.4-3: Potential for the Implementation of the Specific Plan, in Combination with Other Development, to Contribute to a Significant Cumulative Energy Impact

Cumulative development in the city and unincorporated county would increase regional energy demand. However, overall energy demand from projected development would not be wasteful or inefficient or obstruct plans for renewable energy or energy efficiency. The Specific Plan would allow for project design features that are not consistent with state plans related to renewable energy and could, therefore, result in a considerable contribution to a significant cumulative impact. With implementation of mitigation measure and the City's continued encouragement for all-electric development, the project would not conflict with the goals of the 2022 Scoping Plan and the City's CAAP to reduce natural gas utility use. Therefore, this impact would be **less than significant with mitigation**.

Cumulative development in the city and unincorporated county would increase regional energy demand. However, overall energy demand from projected development would not be wasteful or inefficient or obstruct plans for renewable energy or energy efficiency. Redevelopment of areas served by infrastructure that support dense development patterns generally support efficient use of energy associated with construction, building operation, and transportation. The Specific Plan would allow for project design features that are not consistent with state plans related to renewable energy and could, therefore, result in a considerable contribution to a significant cumulative impact.

Implementation of the proposed Specific Plan would involve development and redevelopment activities within the Specific Plan Area. This pattern of construction generally leads to energy efficient construction (due to proximity to goods, services, and workers) and operation (due to compact development patterns, availability of alternative modes of transportation, and replacing aged structures with structures that meet modern building codes). Natural gas infrastructure may be permitted in future high-rise, medical and commercial uses, future redevelopment may include remodeling and additions that are not subject to the electrification requirement, and the implementation of EV chargers to meet CalGreen Tier 2 requirements would not be certain without additional requirements. The project would receive electricity service provided by SMUD. Natural gas services in Sacramento County are provided by PG&E. The project would also consume energy related to transportation (i.e., gasoline and diesel consumption for passenger vehicles, trucks, buses, and other vehicles) and construction. The project would be required to implement energy efficiency measures in accordance with the California Energy Code (i.e., Title 24), which includes the California Green Building Standards Code (i.e., CALGreen), to reduce energy demand from buildings and would likely implement transportation demand management strategies to reduce the number of vehicle trips and VMT, which would reduce fuel consumption.

According to Appendix F of the State CEQA Guidelines, the means to achieve the goal of conserving energy include decreasing overall per capita energy consumption, decreasing reliance on natural gas and oil, and increasing reliance on renewable energy sources. The impact discussion above concludes that the project would not result in the wasteful or inefficient use of energy or transportation-related fuel. The project would increase energy demand during temporary construction activities for new buildings and facilities; however, construction activities would not increase long-term, ongoing demand for energy or fuel because project construction is anticipated to occur intermittently over 15 years and would be temporary. Therefore, the Specific Plan could potentially result in a considerable contribution to significant cumulative impacts related to energy efficiency. This impact would be **significant**.

Mitigation Measures

Implement Mitigation Measures 3.5-1b and 3.4-2.

Significance after Mitigation

Impact 3.3-4, above, concludes that, with implementation of mitigation measure, the project would not conflict with the goals of the 2022 Scoping Plan and the City's CAAP to reduce natural gas utility use. Therefore, implementation of this mitigation would eliminate the potential conflict and the project would not contribute considerably to a cumulative impact. The impact would be **less than significant with mitigation**.

3.5 GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

This section presents a summary of regulations applicable to greenhouse gas (GHG) emissions; a summary of climate change science and GHG sources in California; quantification of project-generated GHGs and discussion about their contribution to global climate change; and analysis of the project's resiliency to climate change-related risks. In addition, mitigation measures are recommended to reduce the Specific Plan's contribution to climate change.

Comments related to GHGs were received in response to the Notice of Preparation. A copy of the Notice of Preparation along with comments received is included in Appendix A. The Sacramento Metropolitan Air Quality Management District (SMAQMD) provided comments requesting that GHG emissions from the project be compared against SMAQMD thresholds and that SMAQMD's CEQA Guidelines be used when analyzing project-related GHG emissions. SMAQMD also recommended the use of best management practices (BMPs) should the project not be considered consistent with the City of Sacramento's (City) Climate Action and Adaptation Plan (CAAP). The Sacramento Municipal Utility District (SMUD) also provided a comment requesting that impacts relating to climate change be analyzed.

3.5.1 Regulatory Setting

FEDERAL

In *Massachusetts et al. v. Environmental Protection Agency et al.*, 549 U.S. 497 (2007), the Supreme Court of the United States (US) ruled that carbon dioxide (CO₂) is an air pollutant as defined under the federal Clean Air Act (CAA) and that the US Environmental Protection Agency (EPA) has the authority to regulate GHG emissions. In 2010, EPA started to address GHG emissions from stationary sources through its New Source Review permitting program, including operating permits for "major sources" issued under Title V of the CAA.

The National Highway Traffic Safety Administration (NHTSA) regulates vehicle emissions through the Corporate Average Fuel Economy (CAFE) Standards. On April 1, 2022, the Secretary of Transportation unveiled new CAFE standards for 2024–2026 model year passenger cars and light-duty trucks. These new standards require new vehicles sold in the US to average at least 40 miles per gallon and apply to all states except those that enforce stricter standards.

STATE

Statewide GHG Emission Targets and Climate Change Scoping Plan

Reducing GHG emissions in California has been the focus of the State government for approximately two decades. GHG emission targets established by the State legislature include reducing statewide GHG emissions to 1990 levels by 2020 (Assembly Bill [AB] 32 of 2006) and reducing emissions to 40 percent below 1990 levels by 2030 (Senate Bill [SB] 32 of 2016). Executive Order S-3-05 calls for statewide GHG emissions to be reduced to 80 percent below 1990 levels by 2050. This target was superseded by AB 1279, which codifies a goal for carbon neutrality and to reduce emissions by 85 percent below 1990 levels by 2045. These targets are in line with the scientifically established levels needed in the US to limit the rise in global temperature to no more than 2 degrees Celsius, the warming threshold at which major climate disruptions, such as super droughts and rising sea levels, are

projected; these targets also pursue efforts to limit the temperature increase even further to 1.5 degrees Celsius (United Nations 2015).

CARB adopted the *Final 2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan) on December 16, 2022, which traces the State's the pathway to achieve its carbon neutrality and an 85 percent reduction in 1990 emissions goal by 2045 using a combined top-down, bottom-up approach under various scenarios. It identifies the reductions needed by each GHG emission sector (e.g., transportation [including off-road mobile source emissions], industry, electricity generation, agriculture, commercial and residential, pollutants with high global warming potential, and recycling and waste) to achieve these goals.

The state has also passed more detailed legislation addressing GHG emissions associated with transportation, electricity generation, and energy consumption, as summarized below.

Transportation-Related Standards and Regulations

As part of its Advanced Clean Cars program, CARB established more stringent GHG emission standards and fuel efficiency standards for fossil fuel-powered on-road vehicles than EPA. The program's initial goal requiring zero-emission vehicle (ZEV) regulation (i.e., battery, fuel cell, and plug-in hybrid electric vehicles [EVs]) to account for up to 15 percent of California's new vehicle sales by 2025 was supersede by Executive Order N-79-20, which directed the state to scale out the sales of internal combustion engines to 100 percent ZEV sales by 2035. The Advanced Clean Cars II Program was adopted by CARB in August 2022, and provides the regulatory framework for ensuring the sales requirement goal of Executive Order N-79-20 to ultimately reach 100 percent ZEV sales in the state by 2035.

Executive Order B-48-18, signed into law in January 2018, requires all State entities to work with the private sector to have at least 5 million ZEVs on the road by 2030, as well as 200 hydrogen-fueling stations and 250,000 EV-charging stations installed by 2025. It specifies that 10,000 of these charging stations must be direct-current fast chargers.

CARB adopted the Low Carbon Fuel Standard (LCFS) in 2007 to reduce the carbon intensity (CI) of California's transportation fuels. Low-CI fuels emit less CO₂ than other fossil fuel-based fuels such as gasoline and fossil diesel. The LCFS applies to fuels used by on-road motor vehicles and off-road vehicles, including construction equipment (Wade, pers. comm., 2017).

In addition to regulations that address tailpipe emissions and transportation fuels, the state legislature has passed regulations to address the amount of driving by on-road vehicles. Since passage of SB 375 in 2008, CARB requires metropolitan planning organizations (MPOs) to develop and adopt sustainable communities strategies (SCSs) as a component of the federally-prepared regional transportation plans (RTPs) to show reductions in GHG emissions from passenger cars and light-duty trucks in their respective regions for 2020 and 2035 (CARB 2018). These plans link land use and housing allocation to transportation planning and related mobile-source emissions.

The Sacramento Area Council of Governments (SACOG) serves as the MPO for Sacramento, Placer, El Dorado, Yuba, Sutter, and Yolo counties, excluding those lands located in the Tahoe Basin. The Specific Plan Area is in Sacramento County. Under the most recent targets of SB 375 (i.e., achieve a 7-percent and 19-percent below 2005 per capita reduction in automobile emissions by 2020 and 2035, respectively), SACOG completed and adopted its most recent 2020 MTP/SCS in November 2019 (SACOG 2019). CARB's technical evaluation of the 2020 MTP/SCS confirmed that the plan is sufficient to meet the reduction targets of SB 375 (CARB 2020). SACOG is currently updating its MTP/SCS pursuant to federal law and plans to finalize a blueprint by Fall 2025, which will strengthen its

commitments to promote a connected region that includes transportation options for residents, affordable housing for the region's growing population, and equitable investments that give all community members access to a safe and healthy region.

Legislation Associated with Electricity Generation

SB 100 of 2018 sets a three-stage compliance period requiring all California utilities, including independently owned utilities, energy service providers, and community choice aggregators, to generate 52 percent of their electricity from renewables by December 31, 2027; 60 percent by December 31, 2030; and 100 percent carbon-free electricity by December 31, 2045. On September 16, 2022, SB 1020 was signed into law. This bill supersedes the goals of SB 100 by requiring that eligible renewable energy resources and zero-carbon resources supply 90 percent of all retail sales of electricity to California end-use customers by December 31, 2035, 95 percent of all retail sales of electricity to California end-use customers by December 31, 2040, 100 percent of all retail sales of electricity to California end-use customers by December 31, 2045, and 100 percent of electricity procured to serve all state agencies by December 31, 2035.

Building Energy Efficiency Standards

Title 24, Part 6

The energy consumption of new residential and nonresidential buildings in California is regulated by the State's Title 24, Part 6, Building Energy Efficiency Standards (California Energy Code). The California Energy Commission (CEC) updates the California Energy Code every 3 years with more stringent design requirements for reduced energy consumption, which results in the generation of fewer GHG emissions. The current California Energy Code will require builders to use more energy-efficient building technologies for compliance with increased restrictions on allowable energy use. The core focus of the building standards has been efficiency, but the 2019 California Energy Code ventured into onsite generation by requiring solar photovoltaic (PV) system on new homes, providing significant GHG savings. The most recent is the 2022 California Energy Code which advances the onsite energy generation progress started in the 2019 California Energy Code by encouraging electric heat pump technology and use, establishing electric-ready requirements when natural gas is installed, expanding solar PV system and battery storage standards, and strengthening ventilation standards to improve indoor air quality. The CEC estimates that the 2022 California Energy Code will save consumers \$1.5 billion and reduce GHGs by 10 million metric tons of CO₂ equivalent (MMTCO_{2e}) over the next 30 years (CEC 2021).

Title 24, Part 11

The California Green Building Standards Code, referred to as CalGreen, was added to Title 24 as Part 11, first in 2009 as a voluntary code, which then became mandatory effective January 1, 2011 (as part of the 2010 California Building Standards Code). The current version is the 2022 CALGreen Code, which took effect on January 1, 2023. As compared to the 2019 CalGreen Code, the 2022 CalGreen Code strengthened sections pertaining to EV and bicycle parking, water efficiency and conservation, and material conservation and resource efficiency, among other sections of the CalGreen Code. The CALGreen Code sets design requirements equivalent to or more stringent than those of the California Energy Code for energy efficiency, water efficiency, waste diversion, and indoor air quality. These codes are adopted by local agencies that enforce building codes and used as guidelines by State agencies for meeting the requirements of EO B-18-12.

CalGreen establishes two tiers of standards to provide designers and jurisdictions the opportunity to go beyond the minimum mandatory requirements to promote the use of design and construction concepts that minimize the building's impact on the environment and promote a more sustainable design. Tier 1

requirements are more stringent than the base mandatory CalGreen provisions, and Tier 2 achieves an even higher standard. Local governments may adopt ordinances that make tier options mandatory in order to meet their community's sustainability goals.

LOCAL

City of Sacramento General Plan

The City of Sacramento General Plan is the City's policy guide for future development.

Sacramento Metropolitan Air Quality Management District

SMAQMD is the primary agency responsible for addressing air quality concerns in all of Sacramento County. SMAQMD recommends methods for analyzing project-generated GHG emissions 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 to align with the statewide GHG emissions target of 40 percent below 1990 levels by 2030 with the passage of SB 32 for land use development projects (SMAQMD 2021).

SMAQMD's newly published guidance to address GHGs was released in February 2021. SMAQMD recommends that 1,100 metric tons of CO₂ equivalent per year (MTCO₂e/year) be applied as a bright-line threshold of significance for evaluating construction emissions of GHGs. SMAQMD also recommends a tiered approach to evaluate the significance of operational emissions. All projects utilizing air district thresholds are required to implement the following 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.

The City has adopted a Climate Action and Adaptation Plan (see below) that provides project streamlining for greenhouse gas emissions pursuant to CEQA Guidelines section 15183.5. The City Coordinates with the air district in achieving GHG emission reductions.

City of Sacramento Climate Action and Adaptation Plan

The City adopted the Sacramento CAAP, in tandem with the 2040 General Plan Update, on February 27, 2024. The CAAP is a qualified plan as described in CEQA Guidelines section 15183.5. Projects consistent with the plan are entitled to streamlined CEQA review for GHG emissions.

City of Sacramento New Building Electrification Ordinance

The City adopted the New Building Electrification Ordinance on June 1, 2021. The New Building Electrification Ordinance amended Title 15 of Sacramento City Code making local amendments to the California Building Standards Code requiring:

- Building permit applications filed on or after January 1, 2023, for newly constructed buildings that are three stories or less to be all-electric buildings.
- Building permit applications filed on or after January 1, 2026, for newly constructed buildings that are four stories or more to be all-electric buildings.

The City is not enforcing its ordinance prohibiting natural gas installation in all new construction. The vast majority of permit applications are for all-electric construction. As all-electric is cost-effective for the majority of new construction, and typically yields on-bill savings in Sacramento, it is anticipated that this trend is likely to continue. It is expected that market forces and City encouragement will achieve at least 75 percent of the relevant goal (i.e., reduction of GHG emissions), and savings can be achieved through other City efforts to make up the difference. The City will make every good faith effort on each project to achieve the plan goals, by electrification preferably. The CAAP remains qualified per California Code of Regulation Title 14 Section 15183.5.

3.5.2 Environmental Setting

GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

The Physical Scientific Basis of Greenhouse Gas Emissions and Climate Change

Certain gases in the earth's atmosphere, classified as GHGs, play a critical role in determining the earth's surface temperature. Solar radiation enters the atmosphere from space. A portion of the radiation is absorbed by the earth's surface, and a smaller portion of this radiation is reflected toward space. The absorbed radiation is then emitted from the earth as low-frequency infrared radiation. Most solar radiation passes through GHGs; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on earth.

Prominent GHGs contributing to the greenhouse effect are CO₂, methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Human-caused emissions of these GHGs in excess of natural ambient concentrations are 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. It is "extremely likely" that more than half of the observed increase in global average surface temperature from 1951 to 2010 was caused by the anthropogenic increase in GHG concentrations and other anthropogenic forcing (IPCC 2014).

Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern. Whereas most pollutants with localized air quality effects have relatively short atmospheric lifetimes (approximately 1 day), GHGs have long atmospheric lifetimes (1 year to several thousand years). GHGs persist in the atmosphere long enough to be dispersed around the globe. Although the lifetime of any GHG molecule depends on multiple variables and cannot be determined with any certainty, it is understood that more CO₂ is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, and other forms of sequestration. Of the total annual human-caused CO₂ emissions, approximately 55 percent are estimated to be sequestered through ocean and land uptake every year, averaged over the last 50 years, whereas the remaining 45 percent of human-caused CO₂ emissions remain stored in the atmosphere (IPCC 2013).

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

Greenhouse Gas Emissions Sources and Sinks

Emissions of CO₂ are byproducts of fossil fuel combustion. Methane, a highly potent GHG, primarily results from off-gassing (the release of chemicals from nonmetallic substances under ambient or greater pressure conditions) and is largely associated with agricultural practices, landfills, and forest fires. Nitrous oxide is also largely attributable to agricultural practices and soil management. CO₂ sinks, or reservoirs, include vegetation and the ocean, which absorb CO₂ through sequestration and dissolution (CO₂ dissolving into the water) and are two of the most common processes for removing CO₂ from the atmosphere.

The City of Sacramento has completed a GHG inventory for the 2016 calendar year to measure progress toward its 2020 GHG reduction goals as set in the first City of Sacramento CAP and assist in the development of an updated plan by developing a forecast and gap analysis to identify CAP policies that will be needed to achieve longer term targets. SB 326 established 2030 as the next major milestone of GHG reduction targets. The 2016 City of Sacramento GHG Inventory was used to develop a forecast to assist the City in setting targets which are consistent with State-level goals and the City of Sacramento General Plan which is currently being updated, as stated above. A summary of the 2016 GHG emissions by sector is provided in Table 3.5-1.

Table 3.5-1 City of Sacramento GHG Emissions by Economic Sector (2016)

Sector	Emissions (MTCO ₂ e)	Percent
Residential Electricity	318,275	9
Residential Gas	318,304	9
Industrial and Commercial Electricity	489,945	14
Commercial Gas	153,803	4
District Gas	18,216	1
Transportation	1,935,870	57
Generated Waste	134,339	4
Waste-In-Place	26,504	1
Wastewater	19,867	1
Water	9,607	<1
Total Emissions	3,424,729	100

Notes: MTCO₂e = metric tons of carbon dioxide equivalent

Sources: City of Sacramento 2020.

As shown in Table 3.5-1, the transportation sector and industrial and commercial electricity sector comprise the two largest GHG emitting sectors in the city.

Effects of Climate Change on the Environment

According to the Intergovernmental Panel on Climate Change (IPCC), which was established in 1988 by the World Meteorological Organization and the United Nations Environment Programme, global average temperature will increase by 3.7 to 4.8 degrees Celsius (°C) (6.7 to 8.6 degrees Fahrenheit [°F]) by the end of the century unless additional efforts to reduce GHG emissions are made (IPCC 2014:10). According to *California's Fourth Climate Change Assessment*, with global GHGs reduced at a moderate rate California will experience average daily high temperatures that are warmer than the historic average by 2.5°F from 2006 to 2039, by 4.4°F from 2040 to 2069, and by 5.6°F from 2070 to 2100; and if GHG emissions continue at current rates then California will experience average daily high

temperatures that are warmer than the historic average by 2.7°F from 2006 to 2039, by 5.8°F from 2040 to 2069, and by 8.8°F from 2070 to 2100 (OPR et al. 2018).

Since its previous climate change assessment in 2012, California has experienced several of the most extreme natural events in its recorded history: a severe drought from 2012 to 2016, an almost non-existent Sierra Nevada winter snowpack in 2014-2015, increasingly large and severe wildfires, and back-to-back years of the warmest average temperatures (OPR et al. 2018). According to California Natural Resource Agency's *Safeguarding California Plan: 2018 Update*, California experienced the driest 4-year statewide precipitation on record from 2012 through 2015; the warmest years on average in 2014, 2015, and 2016; and the smallest and second smallest Sierra snowpack on record in 2015 and 2014 (CNRA 2018). According to the National Oceanic and Atmospheric Administration (NOAA) and the National Aeronautics and Space Administration (NASA), 2016, 2017, and 2018 were the hottest recorded years in history (NOAA 2019). In contrast, the northern Sierra Nevada experienced one of its wettest years on record during the 2016-2017 water year (CNRA 2018). The changes in precipitation exacerbate wildfires throughout California through a cycle of high vegetative growth coupled with dry, hot periods which lowers the moisture content of fuel loads. As a result, the frequency, size, and devastation of forest fires have increased. In November 2018, the Camp Fire completely destroyed the town of Paradise in Butte County and caused 85 fatalities, becoming the state's deadliest fire in recorded history, and the largest fires in the state's history have occurred in the 2018–2020 period. Moreover, changes in the intensity of precipitation events following wildfires can also result in devastating landslides. In January 2018, following the Thomas Fire, 0.5 inch of rain fell in 5 minutes in Santa Barbara causing destructive mudslides formed from the debris and loose soil left behind by the fire. These mudslides resulted in 21 deaths.

As temperatures increase, the amount of precipitation falling as rain rather than snow also increases, which could lead to increased flooding because water that would normally be held in the snowpack of the Sierra Nevada and Cascade Range until spring would flow into the Central Valley during winter rainstorm events. This scenario would place more pressure on California's levee/flood control system (CNRA 2018). Furthermore, in the extreme scenario involving the rapid loss of the Antarctic ice sheet and the glaciers atop Greenland, the sea level along California's coastline is expected to rise 54 inches by 2100 if GHG emissions continue at current rates (OPR et al. 2018).

Temperature increases and changes to historical precipitation patterns will likely affect ecological productivity and stability. Existing habitats may migrate from climatic changes where possible, and those habitats and species that lack the ability to retreat will be severely threatened. Altered climate conditions will also facilitate the movement of invasive species to new habitats, thus potentially outcompeting native species. Altered climatic conditions dramatically endanger the survival of arthropods (e.g., insects, spiders) which could have cascading effects throughout ecosystems (Lister and Garcia 2018). Conversely, a warming climate may support the populations of other insects such as ticks and mosquitos, which transmit diseases harmful to human health such as the Zika virus, West Nile virus, and Lyme disease (European Commission Joint Research Centre 2018).

Changes in temperature, precipitation patterns, extreme weather events, wildfires, and sea-level rise have the potential to threaten transportation and energy infrastructure, crop production, forests and rangelands, and public health (CNRA 2018; OPR et al. 2018). The effects of climate change will also have an indirect adverse impact on the economy as more severe natural disasters cause expensive physical damage to communities and the state.

Additionally, adjusting to the physical changes associated with climate change can produce mental health impacts such as depression and anxiety.

3.5.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

Short-term construction generated GHG emissions were calculated using the California Emissions Estimator Model (CalEEMod), Version 2022.1.1.20, as recommended by SMAQMD and other air districts in California (CAPCOA 2023). Modeling was based on the number of residential units and square footage of commercial and medical space proposed as part of the project as well as assumptions based on typical construction activities and default values in CalEEMod that are based on the project location and land use types. Construction was assumed to occur throughout the Specific Plan Area beginning in 2024 and ending in 2039.

Operation-related emissions of GHGs were estimated using CalEEMod for the following sources: area sources (e.g., landscape maintenance equipment), energy use (i.e., electricity consumption), water use, solid waste generated, and mobile sources. Operation-related mobile-source GHG emissions were modeled based on the estimated VMT estimates which were derived from traffic study prepared for the project. Mobile-source emissions were calculated using CalEEMod. Indirect emissions associated with electricity consumption were estimated using GHG emissions factors for SMUD. Electricity demand, wastewater consumption, and waste generation were based on model defaults.

Detailed model assumptions and inputs for these calculations are presented in Appendix B.

THRESHOLDS OF SIGNIFICANCE

The significance criteria used to evaluate project impacts on climate change under CEQA are based on Section 15064 of the CEQA statute and relevant portions of Appendix G of the State CEQA Guidelines, which recommend that a lead agency consider a project's consistency with relevant, adopted plans and discuss any inconsistencies with applicable regional plans, including plans to reduce GHG emissions. Implementation of the project would result in a cumulatively considerable contribution to climate change if it 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 the emissions of GHGs.

With respect to GHG emissions, the State CEQA Guidelines Section 15064.4(a) states that lead agencies "shall make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" GHG emissions resulting from a project. The State CEQA Guidelines note that an agency has the discretion to either quantify a project's GHG emissions or rely on a "qualitative analysis or performance-based standards" (Section 15064.4[a]). A lead agency may use a "model or methodology" to estimate GHG emissions and has the discretion to select the model or methodology it considers "most appropriate to enable decision makers to intelligently take into account the project's incremental contribution to climate change" (Section 15064.4[c]). The State CEQA Guidelines provide that the lead agency should consider the following when determining the significance of impacts from GHG emissions on the environment (Section 15064.4[b]):

- The extent a project may increase or reduce GHG emissions as compared to the existing environmental setting.
- Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
- The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

The State CEQA Guidelines Appendix G is a sample Initial Study checklist that includes a number of factual inquiries related to the subject of climate change, as it does on a whole series of environmental topics. Notably, lead agencies are under no obligation to use these inquiries in fashioning thresholds of significance on these subjects, or indeed on any subject addressed in the checklist. (*Save Cuyama Valley v. County of Santa Barbara* (2013) 213 Cal.App.4th 1059, 1068.) Rather, with few exceptions, “CEQA grants agencies discretion to develop their own thresholds of significance.” (*Ibid.*)

Since California’s legislative mandate to reduce total projected GHG emissions to 1990 levels by the year 2020 has been achieved, the focus is now on reducing emissions 40 percent below 1990 levels by the year 2030 (SB 32), 85 percent below 1990 levels by 2045 (AB 1279), and carbon neutrality by 2045 (AB 1279). To achieve these targets, future development must be planned and implemented in the most GHG-efficient manner possible.

The City adopted a CAAP on February 27, 2024. Projects proposed consistent with the Specific Plan would be required to comply with CAAP. Projects that comply with CAAP are considered to have a less than significant effect on the environment relating to GHG emissions and climate change. The threshold of significance for the Specific Plan is whether individual development projects implemented under the Specific Plan would comply with CAAP, and whether such compliance would result in any cumulatively substantial effects.

ISSUES NOT DISCUSSED FURTHER

All issues pertaining to GHG emissions and climate change are discussed in this analysis.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.5-1: Generate GHG Emissions, Either Directly or Indirectly, That May Have a Significant Impact on the Environment

Construction of the project would generate a total of approximately 77,763 MTCO₂e over the 15-year construction period while project operations would generate a total of approximately 17,722 MTCO₂e/year. This impact would be **less than significant with mitigation**.

As stated above under “Thresholds of Significance,” Section 15064.4[b] of the State CEQA Guidelines allows lead agencies to utilize GHG reduction plans as a threshold to determine a project’s GHG-related impacts. Typically, this is done by comparing a project’s design features to the GHG reduction measures included in the GHG reduction plan. Therefore, this analysis compares the project to the GHG reduction measures included in the CAAP.

Additionally, modeling was conducted to estimate the construction and operations-related emissions of GHGs that could occur with implementation of the project. As consistency with the CAAP is the threshold of significance used in this analysis, the emissions estimates in Tables 3.5-2 and 3.5-3 and

associated discussions are provided for informational purposes only. Construction-related activities would generate emissions of GHGs from the operation of off-road equipment, material delivery, worker commute trips, and other miscellaneous activities. Construction activities in the modeling were assumed to occur over 15 years (2024–2039). Project specific data such as total land use type area was used in the modeling. For specific construction assumptions and modeling inputs, refer to Appendix B. Model defaults for construction were used where specific data was not available. Table provides a summary of the projected construction emissions.

Table 3.5-2 Summary of Maximum Construction-Generated Emissions of GHG Emissions from the Project (2024–2039)

Construction Year	MTCO ₂ e/year
2024	738
2025	3,092
2026	7,147
2027	7,004
2028	6,871
2029	6,698
2030	6,512
2031	6,353
2032	6,217
2033	6,063
2034	5,926
2035	5,805
2036	5,707
2037	3,018
2038	477
2039	135
Total	77,763

Notes: MTCO₂e = metric tons of carbon dioxide equivalent.

Source: Modeling performed by Ascent Environmental in 2023.

Based on the modeling performed for the project, construction of the project would generate a total of approximately 77,763 MTCO₂e over the 15-year construction period.

Operation from growth anticipated to occur in the Specific Plan Area through 2004 would result in mobile-source GHG emissions associated with vehicle trips to and from the project site, area-source emissions from the operation of landscape maintenance equipment, energy-source emissions from the utilization of electricity and natural gas, water-related energy consumption associated with water use and the conveyance and treatment of wastewater, and waste-generated emissions from the transport and disposal of solid waste. **Error! Reference source not found.** provides a summary of the project's operational emissions by sector. For specific operational assumptions and modeling inputs, refer to Appendix B.

Table 3.5-3 Operational GHG Emissions Summary

Emissions Sector	MTCO ₂ e/year
Mobile Source	13,759
Area Sources	117
Energy Consumption	2,807
Water Consumption and Wastewater Treatment	92
Solid Waste Generation	942
Refrigerants	5
Total Operational GHG Emissions	17,722

Notes: MTCO₂e = metric tons of carbon dioxide equivalent. Totals may not sum due to rounding.

Source: Modeling performed by Ascent Environmental in 2023.

Based on the modeling prepared, project operations would generate a total of approximately 17,722 MTCO₂e/year.

The City's CAAP identifies GHG reduction strategies and actions that, when implemented, achieve the City's overall GHG reduction targets. The CAAP aims to reduce Sacramento's per capita GHG emissions to 3.63 MTCO₂e per person by 2030, equal to 63 percent below 1990 levels, and reduce Sacramento's per capita GHG emissions to net zero MTCO₂e per person by 2045, equal to 100 percent below 1990 levels. In order to be consistent with the CAAP, the project would need to include design features (i.e., features that are included as part of the design of the project) which align with the GHG reduction measures of the CAAP. GHG reduction measures are intended to reduce GHG emissions primarily from the operation of the transportation, built environment, waste, and water sectors. More specifically, GHG reduction measures reduce GHGs by facilitating the implementation of actions such as transportation demand management plans to reduce VMT; EV facilities such as EV charging stations to further the transition from fossil-fuel—powered vehicles to EVs; energy and water efficient utilities is building design; and renewable energy systems such as solar PV generation and battery storage systems. Because the project-level designs are not included in the Specific Plan, the project does not include design features specifically intended to align with the GHG reduction goals and measures of the CAAP. This impact would, therefore, be **significant**.

Mitigation Measures

Mitigation Measure 3.5-1a: Implement 2040 General Plan Policies

- **Project Design.** The City shall promote the incorporation of new technologies, materials, and design and construction techniques in private development projects that minimize air pollution, noise, excess heat, and other forms of pollution and its impacts. (2040 General Plan Policy ERC-4.3)
- **Construction Emissions.** The City shall ensure that construction and grading activities minimize short-term impacts to air quality by employing appropriate measures and best practices. Refer to Basic Construction Emissions Control Practices (BMPs) recommended by the Sacramento Metropolitan Air Quality Management District (SMAQMD). (2040 General Plan Policy ERC-4.5)
- **Regenerative Food System.** The City shall encourage regenerative agriculture practices in urban agriculture uses, including carbon-sequestering practices. (2040 General Plan Policy ERC-9.12)

- **Street Classification System.** The City shall maintain a street classification system that considers the role of streets as corridors for movement but prioritizes a context-sensitive Complete Streets concept that enables connected, comfortable, and convenient travel for those walking, rolling, and taking transit. (2040 General Plan Policy M-1.1)
- **User Prioritization.** The City shall prioritize mobility, comfort, health, safety, and convenience for those walking, followed by those bicycling and riding transit, ahead of design and operations for those driving. (2040 General Plan Policy M-1.2)
- **Walking Facilities.** The City shall work to complete the network of tree-shaded sidewalks throughout the city, to the greatest extent feasible, by building new sidewalks and crossings, especially within the high-injury network, in disadvantaged communities, near high-ridership transit stops, and near important destinations, such as schools, parks, and commercial areas. Walking facilities should incorporate shade trees. (2040 General Plan Policy M-1.14).
- **Improve Bicycling Connectivity.** The City shall plan and seek funding for a continuous, low-stress bikeway network consisting of bicycling-friendly facilities that connect neighborhoods with destinations and activity centers throughout the city. (2040 General Plan Policy M-1.17)

Mitigation Measure 3.5-1b: Implement the Greenhouse Gas Emission Reduction Actions of the Climate Action & Adaptation Plan

- Future development projects under the Specific Plan shall incorporate GHG emissions reductions measures contained in the Climate Action and Adaptation Plan (CAAP). The CAAP includes the following measures: Eliminate natural gas in new construction (CAAP Measure E-2).
- Support infill growth to ensure that 90% of growth is in the established and center/corridor communities and 90% small-lot and attached homes by 2040, consistent with the regional Sustainable Communities Strategy. Project-level VMT should be 15% below (or 85% of) the regional average. (CAAP Policy E-5)
- Improve active transportation infrastructure to achieve 6% active transportation mode share by 2030 and 12% by 2045. (CAAP Policy TR-1)
- Support public transit improvements to achieve 11% public transit mode share by 2030 and maintain through 2045. (CAAP Policy TR-2)
- Achieve zero-emission vehicle adoption rates of 28% for passenger vehicles and 22% for commercial vehicles by 2030 and 100% for all vehicles by 2045. (CAAP Policy TR-3)
- Work to reduce organic waste disposal 75% below 2014 levels by 2025. (CAAP Policy W-1)
- Reduce water utility emissions (in MT CO₂e per million gallon) delivered by 100% by 2030 and maintain that through 2045. (CAAP Policy WW-1)
- Reduce wastewater emissions by 22% by 2030 and 40% by 2045. (CAAP Policy WW-2)
- Increase urban tree canopy cover to 25% by 2030 and 35% by 2045. (CAAP Policy CS-1)

Significance after Mitigation

Implementation of Mitigation measure 3.5-1a would require compliance with applicable General Plan Policies ERC-4.3, ERC-4.5, ERC-9.12, M-1.1, M-1.2, M-1.14, and M-1.17. Policy ERC-4.3 promotes the incorporation of new technologies, materials, and design and construction techniques to minimize GHG emissions. Policy ERC-4.5 requires that construction and grading activities minimize GHG emissions by Resolution 2024-0065 by employing appropriate mitigation measures and best practices. Policy ERC-9.12 encourages regenerative agriculture practices, including carbon-sequestering

practices. Policy M-1.1 requires the City to maintain a street classification system that reflects a Complete Streets concept and enables connected, comfortable and convenient travel for those walking, rolling and taking transit. Policy M-1.2 requires the City to prioritize mobility, comfort, health, safety, and convenience for those walking, followed by those bicycling and riding transit, ahead of design and operations for those driving. Policy M-1.14 requires the City to work to complete the network of tree-shaded sidewalks throughout the city through development project improvements and grant funding. Policy M-1.17 requires the City to plan and seek funding for the bikeway network.

Implementation of Mitigation Measure 3.5-1b would require compliance with the City's CAAP Policies E-2, E-5, TR-1, TR-2, TR-3, W-1, WW-1, WW-2, and CS-1. Policy E-2 would eliminate natural gas in new construction. Notably, as stated in the CAAP (City of Sacramento 2024),

On November 29, 2022, City Council adopted a new building electrification ordinance in furtherance of Measure E-2, following a comprehensive stakeholder engagement effort, an educational webinar series, and collaboration to use the ordinance to drive just transition and equity outcomes. After adoption of the new building electrification ordinance, a decision of the United States Court of Appeals for the Ninth Circuit (the "Ninth Circuit") reversing a United States District Court decision in the California Restaurant Association v. City of Berkeley case made the new building electrification ordinance unenforceable. The Ninth Circuit determined that Berkeley's new building electrification ordinance was preempted by the federal Energy Policy and Conservation Act ("EPCA"). This decision impacts similar ordinances throughout the Ninth Circuit, including Sacramento's. Because of this decision, the City will pursue an alternate pathway to implement E-2.1, developing and adopting an ordinance that reduces energy use and GHG emissions in new construction through an EPCA compliant flexible path reach code, requiring newly constructed buildings to exceed the State Building Energy Efficiency Standards.

Policy E-5 supports infill development and requires a reduction of project-level vehicle miles traveled. Policies TR-1 through TR-3 promote active transportation infrastructure improvements, public transit improvements, and zero-emission vehicles adoption. Policy W-1 requires reduction of organic waste disposal. Policies WW-1 and WW-2 require reduction of water utility and wastewater emissions. Policy CS-1 requires increasing urban tree canopy.

By requiring that individual projects under the proposed Specific Plan implement the General Plan Policies required by Mitigation Measure 3.5-1a and the CAAP policies required in Mitigation Measure 3.5-1b, the project would be considered consistent with both the General Plan and the CAAP.

Projects would be required to comply with the CAAP, or provide alternative analysis demonstrating consistency with the relevant plans as discussed in the 2040 Master EIR.

Implementation of Mitigation Measures 3.5-1a and 3.5-1b would ensure that development of the Specific Plan would comply with the City's General Plan and CAAP and would ensure that GHG emissions from project operation and construction would be **less than significant** at both the individual project and cumulative levels.

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3.6 HAZARDS AND HAZARDOUS MATERIALS

This section describes the potential impacts of the Stockton Boulevard Specific Plan related to hazardous materials and public health. The evaluation provided in this section is based, in part, on review of the Sacramento 2040 Technical Background Report and the Stockton Boulevard Corridor Study.

Comments received in response to the Notice of Preparation related to hazards materials and public health include a comment letter from the Department of Toxic Substances Control (DTSC). The letter includes concerns and recommendations regarding groundbreaking activities, work in close proximity to roadways, work in close proximity to mining or suspected or former mining sites, the presence of buildings that may require demolition or modifications, importation of backfill soil, and/or work on or in close proximity to an agricultural or former agricultural site. A copy of the Notice of Preparation along with comments received is included in Appendix A.

3.6.1 Regulatory Setting

FEDERAL

Management of Hazardous Materials

Various federal laws address the proper handling, use, storage, and disposal of hazardous materials, as well as requiring measures to prevent or mitigate injury to health or the environment if such materials are accidentally released. The U.S. Environmental Protection Agency (EPA) is the agency primarily responsible for enforcement and implementation of federal laws and regulations pertaining to hazardous materials. Applicable federal regulations pertaining to hazardous materials are primarily contained in Code of Federal Regulations (CFR) Titles 29, 40, and 49. Hazardous materials, as defined in the Code, are listed in 49 CFR 172.101. Management of hazardous materials is governed by the following laws.

- The Toxic Substances Control Act of 1976 (15 U.S. Code [USC] Section 2601 et seq.) regulates the manufacturing, inventory, and disposition of industrial chemicals, including hazardous materials. Section 403 of the Toxic Substances Control Act establishes standards for lead-based paint hazards in paint, dust, and soil.
- The Resource Conservation and Recovery Act of 1976 (42 USC 6901 et seq.) is the law under which EPA regulates hazardous waste from the time the waste is generated until its final disposal (“cradle to grave”).
- The Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (also called the Superfund Act or CERCLA) (42 USC 9601 et seq.) gives EPA authority to seek out parties responsible for releases of hazardous substances and ensure their cooperation in site remediation.
- The Superfund Amendments and Reauthorization Act of 1986 (Public Law 99-499; USC Title 42, Chapter 116), also known as SARA Title III or the Emergency Planning and Community Right-to-Know Act of 1986 (EPCRA), imposes hazardous materials planning requirements to help protect local communities in the event of accidental release.
- The Spill Prevention, Control, and Countermeasure (SPCC) rule includes requirements for oil spill prevention, preparedness, and response to prevent oil discharges to navigable waters and adjoining shorelines. The rule requires specific facilities to prepare, amend, and implement

SPCC Plans. The SPCC rule is part of the Oil Pollution Prevention regulation, which also includes the Facility Response Plan rule.

Transport of Hazardous Materials

The US Department of Transportation regulates transport of hazardous materials between states and is responsible for protecting the public from dangers associated with such transport. The federal hazardous materials transportation law, 49 USC 5101 et seq. (formerly the Hazardous Materials Transportation Act 49 USC 1801 et seq.) is the basic statute regulating transport of hazardous materials in the US. Hazardous materials transport regulations are enforced by the Federal Highway Administration, the US Coast Guard, the Federal Railroad Administration, and the Federal Aviation Administration.

Worker Safety

The federal Occupational Safety and Health Administration (OSHA) is the agency responsible for assuring worker safety in the handling and use of chemicals identified in the Occupational Safety and Health Act of 1970 (Public Law 91-596, 9 USC 651 et seq.). OSHA has adopted numerous regulations pertaining to worker safety, contained in CFR Title 29. These regulations set standards for safe workplaces and work practices, including standards relating to the handling of hazardous materials and those required for excavation and trenching.

Uniform Fire Code

The Uniform Fire Code (UFC) contains regulations relating to construction and maintenance of buildings and the use of premises. Topics addressed in the code 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 premises. The code contains specialized technical regulations related to fire and life safety.

STATE

Management of Hazardous Materials

In California, both federal and state community right-to-know laws are coordinated through the Governor's Office of Emergency Services. The federal law, SARA Title III or EPCRA, described above, encourages and supports emergency planning efforts at the state and local levels and to provide local governments and the public with information about potential chemical hazards in their communities. Because of the community right-to-know laws, information is collected from facilities that handle (e.g., produce, use, store) hazardous materials above certain quantities. The provisions of EPCRA apply to four major categories:

- emergency planning,
- emergency release notification,
- reporting of hazardous chemical storage, and
- inventory of toxic chemical releases.

The corresponding state law is Chapter 6.95 of the California Health and Safety Code (Hazardous Materials Release Response Plans and Inventory). Under this law, qualifying businesses are required to prepare a Hazardous Materials Business Plan, which would include hazardous materials and hazardous

waste management procedures and emergency response procedures, including emergency spill cleanup supplies and equipment. At such time as the applicant begins to use hazardous materials at levels that reach applicable state and/or federal thresholds, the plan is submitted to the administering agency.

DTSC, a division of the California Environmental Protection Agency, has primary regulatory responsibility over hazardous materials in California, working in conjunction with EPA to enforce and implement hazardous materials laws and regulations. As required by Section 65962.5 of the California Government Code, DTSC maintains a hazardous waste and substances site list for the state, known as the Cortese List. Individual regional water quality control boards (RWQCBs) are the lead agencies responsible for identifying, monitoring, and cleaning up leaking underground storage tanks (USTs). The Central Valley RWQCB has jurisdiction over the Specific Plan Area.

California Code of Regulations

State regulations applicable to hazardous materials are contained in the CCR. Title 22 and 26 of the CCR pertain to hazardous materials and the management of hazardous materials. Title 8 contains Construction Safety Orders pertaining to hazardous materials, including lead. In addition to Construction Safety Order 1532.1 from Title 8 of the CCR, lead-based paint exposure guidelines are provided by the Housing and Urban Development Department. In California, lead based paint abatement must be performed and monitored by contractors with appropriate certification from the California Department of Health Services. Along with the DTSC, the RWQCB is responsible for implementing regulations pertaining to management of soil and groundwater investigation and cleanup. RWQCB regulations are contained in Title 27 of the CCR.

The California Accidental Release Prevention Program (CalARP; CCR Title 19, Division 2, Chapter 4.5) covers certain businesses that store or handle more than a specified volume of regulated substances at their facilities. The CalARP program regulations became effective on January 1, 1997, and include the provisions of the federal Accidental Release Prevention program (Title 40, CFR Part 68), with certain additions specific to the state pursuant to Article 2, Chapter 6.95, of the Health and Safety Code. The list of regulated substances is found in Article 8, Section 2770.5 of the CalARP program regulations. Businesses that use a regulated substance above the noted threshold quantity must implement an accidental release prevention program, and some may be required to complete a risk management plan (RMP). An RMP is a detailed engineering analysis of the potential accident factors present at a business and the mitigation measures that can be implemented to reduce this accident potential. The purpose of an RMP is to decrease the risk of an off-site release of a regulated substance that might harm the surrounding environment and community. An RMP includes the following components: safety information, hazard review, operating procedures, training, maintenance, compliance audits, and incident investigation. The RMP must consider the proximity to sensitive populations located in schools, residential areas, general acute care hospitals, long-term health care facilities, and child daycare facilities, as well as external events such as seismic activity.

Transport of Hazardous Materials and Hazardous Materials Emergency Response Plan

The State of California has adopted US Department of Transportation regulations for the movement of hazardous materials originating within the state and passing through the state; state regulations are contained in Title 26 of the California Code of Regulations (CCR). State agencies with primary responsibility for enforcing state regulations and responding to hazardous materials transportation emergencies are the California Highway Patrol and the California Department of Transportation (Caltrans). Together, these agencies determine container types used and license hazardous waste haulers to transport hazardous waste on public roads.

California has developed an emergency response plan to coordinate emergency services provided by federal, state, and local governments and private agencies. Response to hazardous materials incidents is one part of the plan. The plan is managed by the Governor's Office of Emergency Services, which coordinates the responses of other agencies in the project area.

Management of Construction Activities

Through the Porter-Cologne Water Quality Act and the National Pollution Discharge Elimination System (NPDES) program, RWQCBs have the authority to require proper management of hazardous materials during project construction.

The State Water Board adopted the statewide NPDES General Permit in August 1999. The state requires that projects disturbing more than 1 acre of land during construction file a Notice of Intent with the RWQCB to be covered under this permit. Construction activities subject to the General Permit include clearing, grading, stockpiling, and excavation. Dischargers are required to eliminate or reduce non-stormwater discharges to storm sewer systems and other waters. A stormwater pollution prevention plan (SWPPP) must be developed and implemented for each site covered by the permit. The SWPPP must include best management plans (BMPs) designed to prevent construction pollutants from contacting stormwater and keep products of erosion from moving off-site into receiving waters throughout the construction and life of the project; the BMPs must address source control and, if necessary, pollutant control.

Worker Safety

The California Occupational Safety and Health Administration (Cal/OSHA) assumes primary responsibility for developing and enforcing workplace safety regulations within the state. Cal/OSHA standards are typically more stringent than federal OSHA regulations and are presented in Title 8 of the CCR. Cal/OSHA conducts onsite evaluations and issues notices of violation to enforce necessary improvements to health and safety practices.

Title 8 of the CCR also includes regulations that provide for worker safety when blasting and explosives are utilized during construction activities. These regulations identify licensing, safety, storage, and transportation requirements related to the use of explosives in construction.

California Excavation Manual

Underground Service Alert of Northern California and Nevada (USA North 811) provides free and effective damage prevention service that protects citizens, communities, environment, essential public services, and underground facilities in California. The California Excavation Manual includes guidance and recommendations to ensure safe excavation.

California Fire Code

The California Fire Code is Part 9 of the CCR, Title 24, also referred to as the California Building Standards Code. The California Fire Code incorporates the UFC with necessary California amendments. It prescribes regulations consistent with nationally recognized good practices for the safeguarding to a reasonable degree of life and property from the hazards of fire, explosion, and dangerous conditions arising from the storage, handling, and use of hazardous materials and devices and from conditions hazardous to life or property in the use or occupancy of buildings or premises and provisions to assist emergency response personnel.

LOCAL

Sacramento County Environmental Management Department, Hazardous Materials Division
The Hazardous Materials Division of the Sacramento County Environmental Management Department (EMD) is the designated Certified Unified Program Agency for the City of Sacramento and Sacramento County and is responsible for implementing six statewide environmental programs for Sacramento County, including:

- Underground storage tanks of hazardous substances;
- HMBP requirements;
- Hazardous Waste Generator requirements;
- California Accidental Release Prevention program;
- UFC hazardous materials management plan; and
- Above Ground Storage Tanks (Spill Prevention Control and Countermeasures Plan).

City of Sacramento General Plan

The 2040 City of Sacramento General Plan is the City's policy guide for future development.

Emergency Response

California has developed an emergency response plan to coordinate emergency services provided by federal, state, and local government and private agencies. Responding to hazardous materials incidents is one part of this plan. Sacramento County has adopted the Area Plan for Emergency Response to Hazardous Materials Incidences in Sacramento County, which is administered by the EMD (Sacramento County 2012). The area plan outlines the procedures that County regulatory and response agencies will use to coordinate management, monitoring, containment, and removal of hazardous materials in the event of an accidental release. The area plan also provides guidance for coordinating the responses of other agencies, including the DTSC, CHP, California Department of Fish and Wildlife (CDFW), RWQCB, and local fire departments.

The City implements and follows the area plan. The City's Office of Emergency Management is responsible for ensuring that the City's emergency response plans are up-to-date and implemented properly. The Office of Emergency Management also facilitates cooperation between City departments and other local, state, and federal agencies that would be involved in emergency response operations. The Office of Emergency Management will facilitate coordination and communication between other government agencies during a hazardous waste emergency.

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 in 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 EMD.

Sacramento City Code

Chapter 8.64 Hazardous Materials Disclosure

The system of disclosure set forth in this chapter provides the information essential to firefighters, health officials, planners, elected officials and residents in meeting their responsibilities for the health and welfare of the community in such a way that the statutory privilege of trade secrecy is not abridged. Section 8.644.040 of the city code requires that any person who uses or handles a hazardous material must annually submit a completed disclosure form.

Chapter 12.20 Closure of Primary Streets for Construction

This chapter prohibits work that will obstruct vehicular or pedestrian traffic on a city street, except when performing emergency repairs, unless a traffic control plan has been approved by the City of Sacramento director of public works or utilities departments. The traffic control plan must include the location of areas where the public right-of-way will be closed or obstructed, the placement of traffic control devices, and the time periods when the traffic control will be in effect.

Chapter 15.36 Fire Code Adopted

This chapter, also known as the “fire prevention code,” generally adopts the UFC with deletions, amendments, and additions, as appropriate.

Section 8.100.630 Fire Hazard

Listed under Chapter 8.100 (Housing Code), this section provides minimum requirements for the protection of life, limb, health, property, safety, and welfare of the general public and the owners and occupants of residential buildings, this section defines fire hazards. Specifically, “any building or portion thereof, device, apparatus, equipment, combustible waste, or vegetation which, in the opinion of the city fire marshal or his or her deputy, is in such a condition as to cause a fire or explosion or provide a ready fuel to augment the spread and intensity of fire or explosion arising from any cause, shall be deemed to be a fire hazard.”

3.6.2 Environmental Setting

For purposes of this section, the term “hazardous materials” refers to both hazardous substances and hazardous wastes. A “hazardous material” is defined in the CFR as “a substance or material that ... is capable of posing an unreasonable risk to health, safety, and property when transported in commerce” (49 CFR 171.8). California Health and Safety Code Section 25501 defines a hazardous material as follows:

“Hazardous material” means any material that, because of its quantity, concentration, or physical, or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment.

“Hazardous materials” include, but are not limited to, hazardous substances, hazardous waste, and any material which a handler or the administering agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.

“Hazardous wastes” are defined in California Health and Safety Code Section 25141(b) as wastes that:

because of their quantity, concentration, or physical, chemical, or infectious characteristics, [may either] cause, or significantly contribute to an increase in mortality or an increase in serious illness [or] pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed.

CCR Title 22 categorizes hazardous waste into hazard classes according to specific characteristics of ignitability, corrosivity, reactivity, or toxicity. Hazardous waste with any of these characteristics is also known as a Resource Conservation and Recovery Act (RCRA) waste.

There are several categories of hazardous materials and hazardous wastes that could be found on any given property based on past uses. Some common examples include agrichemicals (chlorinated herbicides, organophosphate pesticides, and organochlorine pesticides, such as such as Mecoprop (MCP), Dinoseb, chlordane, dichloro-diphenyltrichloroethane (DDT), and dichloro-diphenyldichloroethylene (DDE), petroleum-based products (oil, gasoline, diesel fuel), a variety of chemicals including paints, cleaners, and solvents, and asbestos-containing or lead-containing materials (e.g., paint, sealants, pipe solder).

Historical Use Information

Historical use information was reviewed to understand the history of previous uses within the Specific Plan Area and surrounding lands so as to evaluate the Specific Plan Area and adjoining properties for evidence of environmental concerns. Standard historical sources reviewed during the preparation of this report included the following references, as available.

EnviroStor Data Management System

DTSC maintains the EnviroStor Data Management System, which provides information on hazardous waste facilities (both permitted and corrective action), as well as any available site cleanup information. There is one inactive site listed in the database within the Specific Plan Area (Table 3.6-1). This database contains the “Cortese List” (a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5).

Table 3.6-1 DTSC Known Hazardous Material Release Sites within the Specific Plan Area

Site	Location	Type	Status
Sacramento County Primary Health	4600 Broadway	Military Evaluation Site	Inactive

Source: DTSC EnviroStar Data Management System (2023)

GeoTracker

GeoTracker provides online access to environmental data and is the interface to the Geographic Environmental Information Management System, a data warehouse which tracks regulatory data about underground fuel tanks, fuel pipelines, and public drinking water supplies. GeoTracker has replaced past databases, such as the Leaking Underground Storage Tank Information System and the UST database.

Table 3.6-2 displays the known hazardous material sites located within the Specific Plan Area with a description of the type, status, and address. As shown, the sites are designated as completed; case closed, open; site assessment, and open; remediation.

Table 3.6-2 GeoTracker Known Hazardous Material Release Sites within the Specific Plan Area

Site	Location	Type	Status
Savarino Trust Property	1876 Stockton Blvd	SWRCB Cleanup Program Site	Open - Remediation
A-1 Transmission	5889 Stockton Blvd	SWRCB LUST Cleanup Site	Completed - Case Closed
Caltrans Headquarters Equipment Shop (Carbon Tetrachloride)	3400 R Street	SWRCB Cleanup Program Site	Open - Verification Monitoring
Capital City Used Auto Sales	4801 Stockton Blvd	SWRCB LUST Cleanup Site	Open - Site Assessment
Muzio Bakery	1708 34 th Street	SWRCB LUST Cleanup Site	Completed - Case Closed
Rotten Robbie #60	4991 Stockton Blvd	SWRCB LUST Cleanup Site	Completed - Case Closed
American Gas	4991 Stockton Blvd	SWRCB LUST Cleanup Site	Completed - Case Closed
Magic Cleaners	5829 Stockton Blvd	SWRCB Cleanup Program Site	Open - Site Assessment
Exxon #7-0130	5597 Stockton Blvd	SWRCB LUST Cleanup Site	Completed - Case Closed
3400 Stockton Blvd Property	3400 & 3406 Stockton Blvd	SWRCB LUST Cleanup Site	Completed - Case Closed
Sacramento Medical Foundation Blood Center	1625 Stockton Blvd	SWRCB LUST Cleanup Site	Completed - Case Closed
Mercy Housing California 105 LP	4995 Stockton Blvd	SWRCB Cleanup Program Site	Open - Assessment & Interim Remedial Action
Caltrans Equipment Shop	3400 R Street	SWRCB LUST Cleanup Site	Completed - Case Closed
Carousel Cleaners	5019 Stockton Blvd	SWRCB Cleanup Program Site	Open - Site Assessment
UC Davis Medical Center	2315 Stockton Blvd	SWRCB LUST Cleanup Site	Completed - Case Closed
Fruitridge-Stockton PCE Plume	Fruitridge Road and Stockton Boulevard	SWRCB Cleanup Program Site	Open - Site Assessment
Shell	6400 Stockton Blvd	SWRCB LUST Cleanup Site	Completed - Case Closed
First Call	1765 35 th Street	SWRCB LUST Cleanup Site	Completed - Case Closed
Caltrans	3400 R Street	SWRCB LUST Cleanup Site	Completed - Case Closed
Mercy Housing California 105 LP - Legacy	4995 Stockton Boulevard	SWRCB Cleanup Program Site	Open - Assessment & Interim Remedial Action
CalTrans Equipment Headquarters	34TH Street	SWRCB Cleanup Program Site	Completed - Case Closed
General Cleaners	6019 Stockton Boulevard	SWRCB Cleanup Program Site	Open - Site Assessment

Site	Location	Type	Status
3400 Stockton Blvd Property	3400 & 3406 Stockton Blvd	SWRCB Cleanup Program Site	Open - Site Assessment
Arco #2117	5399 Fruitridge Drive	SWRCB LUST Cleanup Site	Completed - Case Closed
Oak Park (Sac Housing & Redevelopment)	2978 Stockton Blvd	SWRCB LUST Cleanup Site	Completed - Case Closed
Former Inflation Tires	3341 Stockton Blvd	SWRCB LUST Cleanup Site	Open - Site Assessment
Fahn Family Trust Property	3310 P Street	SWRCB LUST Cleanup Site	Open - Site Assessment
Pep Boys	5895 Stockton Blvd	SWRCB LUST Cleanup Site	Completed - Case Closed
Shell Case #2	6400 Stockton Blvd	SWRCB LUST Cleanup Site	Completed - Case Closed
Thang Garage	6060 Stockton Blvd	SWRCB LUST Cleanup Site	Completed - Case Closed
Stop and Shop	3907 Stockton Blvd	SWRCB LUST Cleanup Site	Completed - Case Closed
Sacramento Skills Center	2751 Stockton Blvd	SWRCB LUST Cleanup Site	Completed - Case Closed
3401 Stockton Blvd Property	3401 Stockton Blvd	SWRCB LUST Cleanup Site	Completed - Case Closed

Source: State Water Resources Control Board GeoTracker (2023).

Airports

The Sacramento Executive Airport is the nearest public airport to the Specific Plan Area and is located at 6151 Freeport Boulevard, approximately 3 miles west of the Specific Plan Area. The Specific Plan Area is not located within the height, noise, or safety restriction areas outlined in the Sacramento Executive Airport Comprehensive Land Use Plan (SACOG 1999).

Schools

The Sacramento City Unified School District (SCUSD) is the primary provider of school services within the city. The Specific Plan Area is served by the SCUSD. The SCUSD includes elementary schools, middle schools, high schools, charter schools, and adult education. The SCUSD served approximately 43,066 students in the 2022-2023 school year (CDE 2023). Public schools within 1/4 mile of the Specific Plan Area are summarized in Table 3.6-3.

Table 3.6-3 Schools in the Vicinity of the Specific Plan Area

School Name	Location	Grade Levels
Success Academy	6829 Stockton Blvd 380-C	4-8
Mark Twain Elementary School	4914 58 th Street	K-6
Peter Burnett Elementary School	6032 36 th Avenue	K-6
West Campus High School	5022 58 th Street	9-12

Source: SCUSD 2023.

Transportation of Hazardous Materials

The nearest roadways and transportation routes approved for the transportation of explosives, poisonous inhalation hazards, and radioactive materials in the city are State Route (SR) 99 and US Route 50 (Federal Motor Carrier Safety Administration 2023).

Wildfire Hazards

No part of the Plan Area is located within or near a State Responsibility Area (SRA). The Specific Plan Area is located within a Local Responsibility Area (LRA). There are no very high fire hazard severity zones (VHFHSZ) located within or near the Specific Plan Area (CAL FIRE 2023).

3.6.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

The following reports and data sources document potential hazardous conditions in the Specific Plan Area and were reviewed for this analysis:

- Cortese List Data Resources;
- EnviroStor Data Management System;
- City of Sacramento General Plan and Climate Action Plan 2040;
- Sacramento Municipal Code; and
- GeoTracker

The impact analysis involved a review of applicable law, plans and policies, regulations, and database searches to identify the existing environmental setting and requirements pertaining to construction and operation related hazards and hazardous materials. Existing on-site hazardous materials and the potential for other safety or hazardous conditions were reviewed based on publicly available hazard and hazardous materials information. The impact analysis considered potential changes in the nature, extent, and presence of hazardous conditions with the implementation of the proposed plan that would create a significant hazard to the public or environment.

THRESHOLDS OF SIGNIFICANCE

An impact related to hazards and hazardous materials is considered significant if implementation of the Specific Plan would do any of the following:

- 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/or 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;
- expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death from wildland fires;

ISSUES NOT DISCUSSED FURTHER

Airport Safety Hazards

The Specific Plan Area is not located within 2 miles of an airport or within a height, noise, or safety restriction area identified in a land use compatibility plan. As a result, no potential impacts related to safety hazards or excessive airport-related noise are anticipated. Therefore, this issue is not addressed further as part of this EIR.

Wildland Fires

The Specific Plan Area is also highly developed and is not located within or near a very high or high fire hazard severity zone identified in a state or local responsibility area (CAL FIRE 2023). As such, the project would not result in impacts related to wildland fire risk and this issue is also not discussed further.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.6-1: Create a Significant Hazard to the Public or the Environment through the Routine Transport, Use, or Disposal of Hazardous Materials or through the Reasonably Foreseeable Upset and Accident Conditions Involving the Release of Hazardous Materials into the Environment

Construction and operation of development under the proposed Specific Plan would involve the use, storage, and transport of hazardous materials. Overall, such hazardous materials and activities would be typical for the types of projects that would be developed under the Specific Plan, and would occur in compliance with local, state, and federal regulations, which would minimize but not eliminate the potential for upset or accident conditions. Site-specific studies for future projects under the plan could reveal as-yet unknown environmental conditions during construction or operation. The impact to the public and the environment from exposure to these unknown hazardous materials and other hazards during construction, and/or from accidental release of hazardous materials during the routine transport, use, or disposal of hazardous materials would be potentially significant. Implementation of Mitigation Measure 3.6-1 and compliance with federal, state, and local regulations would reduce potential impacts associated with the routine transport, use, and disposal of hazardous materials and reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. This impact would be **less than significant with mitigation**.

Unauthorized releases of hazardous materials can occur in areas that treat, store, transport, and use hazardous materials and have the potential to create environmental impacts to properties, the natural environment, and human health. The extent of the risk would depend in large part on the release

location, the quantity and nature of the substance released, and the mechanism of release. In the event of an accidental release of hazardous materials/substances, emergency response measures must be implemented to address potential risks and ensure the protection of human health and the natural environment. There are sensitive receptors located throughout the Specific Plan Area and four schools are located within 1/4 mile of the Specific Plan Area (see Table 3.5-3).

Construction Activities

Construction activities would occur through indirect implementation of the proposed Specific Plan. Construction equipment and materials would likely require the use of petroleum-based products (oil, gasoline, diesel fuel), and a variety of chemicals including paints, cleaners, and solvents. The use of these materials at a construction site could pose a risk of release into the environment if not properly handled, stored, and transported.

Properties within the Specific Plan Area could have residual soil (and potentially groundwater) contamination that may require remediation, and potentially hazardous building materials (e.g., asbestos containing materials, lead-based paint) could be encountered during demolition of existing structures to accommodate new development. As identified in Table 3.6-2 above, there are 12 sites in the Specific Plan Area that are under active investigation or remediation. There is also the potential for other sites to be contaminated or have a history of hazardous materials being used as part of previous or current operations. A release into the environment could pose significant impacts to the health and welfare of people and wildlife and could result in contamination of water (groundwater or surface water), habitat, and other important resources.

Future development under the proposed plan could involve the transport, use, and disposal of hazardous materials associated with construction and/or remediation activities. Use, storage, and transport of hazardous materials and any potential remediation activities would be subject to existing federal, state, and local regulations. CHP and Caltrans regulate transport of hazardous materials. BMPs and other measures would be identified and implemented as part of the SWPPP to prevent, contain, or clean-up any released hazardous materials.

Operational Activities

During operation of projects under the Specific Plan, the storage, use, and disposal of hazardous materials would be associated with industrial and, to a lesser degree, commercial, and residential uses. Hazardous materials such as cleaners, paint, landscape maintenance chemicals, and hazardous materials similar to those used during construction could also be used periodically as part of operation, maintenance, and repair of facilities and infrastructure. Facilities that would use hazardous materials on site would be required to obtain any required permits and comply with appropriate regulatory agency standards designed to ensure proper use and storage and avoid hazardous materials releases. Chemicals used for landscape maintenance, such as fertilizers and pesticides, would be used in limited quantities in accordance with instructions provided by the manufacturer. Pursuant to the State of California Hazardous Materials Release Response Plans and Inventory Law of 1985 (Business Plan Act, California Health and Safety Code, Division 20, Chapter 6.95, Article 1), operators of commercial and industrial facilities would be required to prepare and implement a Hazardous Materials Business Plan and inventory of hazardous materials, if inventory would exceed threshold quantities, or include extremely hazardous substances. The Hazardous Materials Business Plan would be prepared before occupancy of subject buildings and would include:

- an inventory of hazardous materials handled,
- facility floor plans showing where hazardous materials are stored,

- an emergency response plan, and
- provisions for employee training in safety and emergency response procedures.

Major transportation corridors including US Route 50 traverse the Specific Plan Area. All classes of hazardous materials (except for some high-level radioactive materials, poisons, and explosives, unless a Hazardous Materials Safety Permit is obtained) are legally permitted to be transported on US Route 50 and major roadways both adjacent to and within the Specific Plan Area. An accident involving release of hazardous materials along highways is possible in Sacramento, as it is in any jurisdiction through which they pass. The Specific Plan would meet the requirements of Section 31303 of the California Vehicle Code, in accordance with Title 49 of the U.S. Code, Section 5101 et seq., to protect against the risks to life, property, and the environment that are inherent in the transportation of hazardous materials.

Sacramento County's Area Plan for Emergency Response to Hazardous Materials Incidences provide details unified guidance for mitigation of hazard events and a coordinated response with surrounding jurisdictions in the event of an emergency related to hazards. As described in the "Regulatory Setting" section, EPA and either DTSC or CVRWQCB would manage the regulation of hazardous materials handling and disposal. These federal and state agencies create and enforce the standards for the handling, storage, and spill response requirements of all hazardous materials. Development projects proposed in the Specific Plan Area would be required to comply with applicable Municipal Code ordinances and implemented BMPs to reduce the impacts to the public and the environment from exposure of hazardous materials during operational activities through the routine transport, use, or disposal of hazardous materials.

Conclusion

Compliance with federal, state, and local regulations, including implementation of associated BMPs, would minimize but not eliminate the risk of a spill or accidental release of hazardous materials during construction of development pursuant to the Specific Plan. The impact on the public and the environment from exposure to hazardous materials and other hazards during construction and operation would be **potentially significant**.

Mitigation Measures

Mitigation Measure 3.6-1: Conduct a Phase I ESA

Prior to the issuance of a grading permit, project applicants for all future development projects within the Specific Plan Area shall complete a Phase I ESA (performed in accordance with the current ASTM Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process [E 1527]) for each individual property prior to development or redevelopment to ascertain the presence or absence of Recognized Environmental Conditions (RECs), Historical Recognized Environmental Condition (HRECs), and Potential Environmental Concerns (PECs). The findings and conclusions of the Phase I ESA shall become the basis for potential recommendations for follow-up investigation, if found to be warranted.

Significance after Mitigation

Development projects implemented under the Specific Plan would be required to implement Mitigation Measure 3.6-1, which requires a Phase I environmental site assessment, and other remediation activities appropriate to the site based on the conclusions and recommendations of the Phase I report, including surveys and assessments, cleanup plans, programs, and activities, as applicable. Implementation of the Mitigation Measure 3.6-1 and compliance with federal, state, and local

regulations would reduce potential impacts associated with the routine transport, use, and disposal of hazardous materials and reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment to a less-than-significant level. This impact would be **less than significant with mitigation**.

Impact 3.6-2: Emit Hazardous Emissions or Handle Hazardous or Acutely Hazardous Materials, Substances, or Waste within 0.25 Mile of an Existing or Proposed School

Several schools are located in the vicinity of the Specific Plan Area. Although the nature and location of specific developments under the proposed Specific Plan are yet unknown, it is likely they would result in the routine transport, use, and storage of hazardous materials during construction and operation. Such use, though not expected to generate hazardous emissions or handle acutely hazardous materials or waste, could be proposed or could result through accident or upset conditions within 0.25 mile of a school. This impact would be **less than significant with mitigation**.

Development under the proposed Specific Plan has the potential to result in the routine transport, use, or disposal of hazardous materials, as described under Impact 3.5-1. Four schools are located within 1/4 mile of the Specific Plan Area (see Table 3.5-3).

The Specific Plan intends to attract and facilitate infill development in the Specific Plan Area. Key aspects of the Specific Plan would include maintaining an affordable and stable housing stock and preventing residential displacement; building a mix of residential dwelling types, including units for families, unhoused neighbors, seniors, the workforce population, people with disabilities, and those formerly incarcerated; creating better walking and bicycle connections (including “complete streets”) and bus services that provide safer and more comfortable access to schools, jobs, grocery stores, health care, and other destinations during the day and night; and enhancing the mix of local-serving businesses and public spaces that provide culturally relevant services, art, recreation, and entertainment in the community.

As discussed in Impact 3.5-1, construction and operation of such development in the Specific Plan Area would result in the transport, use, storage, and disposal of hazardous materials. Any such handling of hazardous materials, even with compliance with existing laws, regulations, and manufacturer’s specifications for handling and storage, can pose a risk of release to the environment and human exposure, and children are more vulnerable than adults to exposure to hazardous materials. Projects proposed in the Specific Plan Area would be required to comply with applicable federal, State, and local regulations, which would reduce the potential for hazardous emissions or inappropriate handling of hazardous or acutely hazardous materials, substances, or waste. However, as described in Impact 3.5-1, compliance with federal, state, and local regulations and City policies would minimize but not eliminate the risk of a spill or accidental release of hazardous materials during construction and operation of development pursuant to the plan. The potential for hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school would be **potentially significant**.

Mitigation Measures

Implementation of Mitigation Measures 3.5-1a through 3.5-1f as detailed under Impact 3.5-1 above would be required.

Significance after Mitigation

The proposed plan would be required to implement Mitigation Measures 3.5-1a through 3.9-5f, detailed under Impact 3.5-1. Implementation of Mitigation Measures 3.5-1a through 3.5-1f, as well as

compliance with federal, state, and local regulations, would reduce potential impacts associated with emitting hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school. With the incorporation of Mitigation Measures 3.5-1a through 3.5-1i, impacts would be reduced to a **less-than-significant level**.

Impact 3.6-3: Result in Significant Hazards to the Public or Environment due to Development on a Site which is Included on a List of Hazardous Materials Sites

The Plan Area contains several hazardous materials sites that are listed in the Geographic Environmental Information Management System's GeoTracker and DTSC EnviroStor databases. Potential future development under the plan could be located on one or more of these sites, which could increase risk of exposure to hazardous materials associated with existing contamination. Remediation activities are currently being managed for each individual property with residual contamination in accordance with applicable federal, state (e.g., RWQCB and DTSC), and local (e.g., SCEMD) procedures, protocols, and standards. This impact would be **less than significant**.

As summarized in the "Environmental Setting," there are properties within the Specific Plan Area that are known to have contaminated groundwater, aquifers, and soils. Substances identified on these properties include various metals, PCBs, VOCs, pesticides, and other chemicals. For most of these properties, soil and/or water testing has been performed and documented in accordance with regulatory requirements and with agency oversight. Applicable federal, state, and local regulations require sites contaminated with hazardous materials to be remediated.

For many of these sites, remedial action programs to mitigate potential impacts are recommended, planned, ongoing, or complete. Remediation programs are designed to clean up sites such that residual contamination is below specific numerical concentrations corresponding to acceptable human health risk thresholds for chemical contaminants of concern. The cleanup process also would be subject to case-by-case considerations, with regulatory actions and oversight subject to agency-owner interactions and negotiations. Thus, development can proceed only after appropriate property remediation has occurred and the regulatory agency with jurisdictional oversight has affirmed the site is cleaned up to safe levels. Soils, groundwater, and/or property decontamination and remediation are managed for each individual property with residual contamination in accordance with applicable federal, state (e.g., RWQCB and DTSC), and local (e.g., SCEMD) procedures, protocols, and standards. This impact would be **less than significant** because the existing federal, state, and local regulatory oversight mechanisms would adequately address the potential for significant hazards.

Mitigation Measures

No mitigation measures are required.

Impact 3.6-4: Impair Implementation of or Physically Interfere with an Emergency Response Plan or Emergency Evacuation Area

The City's Office of Emergency Services is responsible for ensuring that Sacramento's emergency response plans are up-to-date and implemented properly and communicating with other agencies for emergency response operations. Sacramento County's Area Plan for Emergency Response to Hazardous Materials Incidences provides detailed guidance for mitigating hazard events and ensures a coordinated response provided in cooperation with the City's departments and other local, state, and federal agencies. The City of Sacramento implements and follows this plan.

As part of project operation of future development in the Specific Plan Area, adequate emergency access routes to and from the development area would be established and emergency response would

not be impaired. However, construction activities associated with future development within the Specific Plan Area would involve truck traffic and temporary land/shoulder closures in work zones that could result in temporary land closures on certain roads, increased traffic, and other roadway conditions that could interfere with or slow down emergency vehicle access and services. With the implementation of Mitigation Measure 3.6-4, the risk of interference with emergency vehicle access during construction in the Specific Plan Area would be minimized by requiring all construction work to adhere to the construction traffic management plan. This impact would be **less than significant with mitigation**.

The Specific Plan intends to attract and facilitate infill development in the Specific Plan Area. Sacramento County's Area Plan for Emergency Response to Hazardous Materials Incidences provides detailed and unified guidance for mitigation of hazard events and a coordinated response with surrounding jurisdictions in the event of an emergency related to hazards. All new development within the City is subject to review and approval by the City of Sacramento Public Works Department, the City of Sacramento Fire Department, and City of Sacramento Police Department to ensure compliance with the County's Area Plan for Emergency Response to Hazardous Materials Incidences. Compliance with existing regulations and the City's review process ensure that operation of future development within the Specific Plan Area would not impair implementation of or physically interfere with adopted emergency response plans or emergency evacuation plans. However, construction within the Specific Plan Area during implementation of the proposed plan could result in temporary lane closures on certain roads, increased traffic, and other roadway conditions that could interfere with or slow down emergency vehicle access and services. This impact would be **potentially significant**.

Mitigation Measures

Mitigation Measure 3.6-4: Prepare and enforce a Construction Traffic Management Plan

Prior to issuance of grading permits, the applicant shall submit to the City for review and approval a Construction Traffic Management Plan to minimize traffic impacts on all roadways at and near the work site affected by construction activities. The plan shall include construction and public (if applicable) access points, procedures for notification of road closures, construction materials delivery plan, a description of emergency personnel access routes during road closures, this plan shall ensure adequate access for emergency responders.

Significance after Mitigation

With the implementation of Mitigation Measure 3.6-4, the risk of interference with emergency vehicle access during construction in the Specific Plan Area would be minimized by requiring all construction work to adhere to the construction traffic management plan. The specified elements outlined in this mitigation measure would ensure that construction in the Specific Plan Area would not cause substantial interference or impairment with an adopted emergency response plan or emergency evacuation plan. This impact would be **less than significant with mitigation**.

CUMULATIVE IMPACTS

Impact 3.6-5: Potential for the Implementation of the Stockton Boulevard Specific Plan, in Combination with Other Development, to Contribute to a Significant Cumulative Impact to Hazards and Hazardous Materials

Implementation of the proposed Specific Plan, in combination with other cumulative development in the area, would involve development and redevelopment activities within the Specific Plan Area. Through adherence to applicable regulatory requirements and implementation of project-specific mitigation, the contributions of individual projects under the Specific Plan within the cumulative context would be less than cumulatively considerable. Impacts would be **less than significant with mitigation**.

Although some hazardous materials releases can cover a large area and interact with other releases (e.g., atmospheric contamination, contamination of groundwater aquifers), incidents of hazardous materials contamination are more typically isolated to a small area, such as leaking underground storage tank sites or release at individual businesses. These relatively isolated areas of contamination typically do not interact in a cumulative manner with other sites of hazardous materials contamination. However, if construction would create a new site of contamination, or contribute substantially to a hazardous condition in the general area, it could be considered to contribute to a cumulative impact. Impacts related to emergency vehicle access and response are considered site specific and not cumulatively considerable.

There are several contamination sites documented within the Specific Plan Area. However, the assessment, cleanup, and monitoring of these sites would be required prior to any further development. Unknown environmental conditions, including potential hazardous materials, may exist within the Specific Plan Area. Due to the proximity of documented contamination sites and proximity to major roadways there is potential for contamination to be encountered during construction.

Transportation of hazardous materials is regulated by the DOT, CHP, and Caltrans and driver-training requirements, load labeling procedures, and container specifications are required to minimize the risk of accidental release. Businesses that use hazardous materials, during both construction and operation, are required to prepare and implement HMBPs describing procedures for the handling, transportation, generation, and disposal of hazardous materials.

There is potential for accident or upset of hazardous materials to result in a cumulative contribution to a cumulative hazardous materials impact. This would be a **potentially significant** cumulative impact.

Mitigation Measures

Implementation of Mitigation Measures 3.6-1 and Mitigation Measure 3.6-4 as detailed under Impact 3.6-1 and Impact 3.6-4, respectively.

Significance after Mitigation

The proposed plan would be required to implement Mitigation Measures 3.6-1 and 3.6-4. Implementation of mitigation measures, as well as compliance with federal, state, and local regulations, would reduce potential impacts related to hazards and hazardous materials would be reduced to a less-than-significant level. The cumulative impact would be **less than significant with mitigation**.

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3.7 NOISE AND VIBRATION

This section includes a summary of applicable regulations related to noise and vibration, a description of ambient-noise conditions, and an analysis of potential short-term construction and long-term operational-source noise impacts associated with the Stockton Boulevard Plan. Mitigation measures are recommended as necessary to reduce significant noise impacts. Additional data is provided in Appendix C, “Noise Measurement Data and Noise Modeling Calculations.”

No comments were received regarding noise and vibration in response to the Notice of Preparation. See Appendix A for all Notice of Preparation comments received.

3.7.1 Regulatory Setting

FEDERAL

Federal Transit Administration

To address the human response to ground vibration, the Federal Transit Administration (FTA) has set forth guidelines for maximum-acceptable vibration criteria for different types of land uses. These guidelines are presented in Table 3.7-1.

Table 3.7-1 Ground-Borne Vibration (GBV) Impact Criteria for General Assessment

Land Use Category	GBV Impact Levels (VdB re 1 micro-inch/second)		
	Frequent Events ¹	Occasional Events ²	Infrequent Events ³
<i>Category 1: Buildings where vibration would interfere with interior operations.</i>	65 ⁴	65 ⁴	65 ⁴
<i>Category 2: Residences and buildings where people normally sleep.</i>	72	75	80
<i>Category 3: Institutional land uses with primarily daytime uses.</i>	75	78	83

Notes: VdB = vibration decibels referenced to 1 μ inch/second and based on the root mean square (RMS) velocity amplitude.

¹ “Frequent Events” is defined as more than 70 vibration events of the same source per day.

² “Occasional Events” is defined as between 30 and 70 vibration events of the same source per day.

³ “Infrequent Events” is defined as fewer than 30 vibration events of the same source per day.

⁴ This criterion is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. Vibration-sensitive manufacturing or research would require detailed evaluation to define acceptable vibration levels.

Source: FTA 2018: 123–126.

STATE

California Building Code Sound Transmission Standards

California’s noise insulation standards became effective in 1974. In 1988, the Building Standards Commission approved revisions to these standards (Title 24, Part 2, CCR). Noise within habitable units that is attributable to external sources is regulated by the California Building Standards codified in CCR, Title 24, Part 2, Section 1207. These standards are enforceable at the time of construction or during occupancy and apply to habitable units with common interior walls, partitions, and ceilings or those adjacent to public areas such as halls, corridors, stairways, and service areas. Under these standards the interior noise levels attributable to exterior sources shall not exceed 45 decibels (dB) in any habitable room. The noise metrics used to measure these levels can be day-night average sound level

(L_{dn}) or Community Noise Equivalent Level (CNEL), consistent with the local general plan. An acoustical analysis documenting compliance with the interior sound level standards shall be prepared for structures containing habitable rooms. The commission also specifies that residential buildings or structures proposed to be located within exterior L_{dn} contours of 60 dB or greater, generated by an existing or planned freeway, expressway, parkway, major street, thoroughfare, rail line, rapid transit line, or industrial noise source, shall require an acoustical analysis showing that the building has been designed to limit intruding noise to an interior L_{dn} of 45 dB. Under California Public Resources Code Section 25402.1(g), all cities and counties in the state are required to enforce the adopted California Building Code, including these standards for noise in interior environments.

California Department of Transportation

In 2020, the California Department of Transportation (Caltrans) published the Transportation and Construction Vibration Manual (Caltrans 2020). The manual provides general guidance on vibration issues associated with construction and operation of projects in relation to human perception and structural damage. Table 3.7-2 presents recommendations for levels of vibration that could result in damage to structures exposed to continuous vibration.

Table 3.7-2 Caltrans Recommendations Regarding Levels of Vibration Exposure

PPV (in/sec)	Effect on Buildings
0.4-0.6	Architectural damage and possible minor structural damage
0.2	Risk of architectural damage to normal dwelling houses
0.1	Virtually no risk of architectural damage to normal buildings
0.08	Recommended upper limit of vibration to which ruins and ancient monuments should be subjected
0.006-0.019	Vibration unlikely to cause damage of any type

Notes: PPV= Peak Particle Velocity; in/sec = inches per second

Source: Caltrans 2020: 38.

LOCAL

City of Sacramento General Plan

The City of Sacramento 2040 General Plan is the City's policy guide for future development.

The exterior noise compatibility standards shown in Table 3.7-3 below are identified in the 2040 General Plan.

Table 3.7-3 Exterior Noise Compatibility Standards for Various Land Uses

Land Use Type	Highest Level of Noise Exposure that is Regarded as "Normally Acceptable" ^a (L_{dn}^b or CNEL ^c)
Residential-Low-Density Single-Family, Duplex, or Mobile Homes	60 dB ^{d,e}
Residential-Multi-family	65 dB
Urban Residential Infill and Mixed-Use Projects	70 dB
Transient Lodging- Motels, Hotels	65 dB
Schools, Libraries, Churches, Hospitals, Nursing Homes	70 dB
Auditoriums, Concert Halls, Amphitheaters	Mitigation based on site-specific study
Sports Arena, Outdoor Spectator Sports	Mitigation based on site-specific study

Land Use Type	Highest Level of Noise Exposure that is Regarded as "Normally Acceptable" ^a (L _{dn} ^b or CNEL ^c)
Playgrounds, Neighborhood Parks	70 dB
Golf Courses, Riding Stables, Water Recreation, Cemeteries	75 dB
Industrial, Manufacturing, Utilities, Agriculture	75 dB

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

^b L_{dn}, or day-night average sound level, is an average 24-hour noise measurement that factors in day and night noise levels.

^c CNEL, or Community Noise Equivalent Level, measurements are a weighted average of sound levels gathered throughout a 24-hour period.

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

^e dBA, or A-weighted decibel scale, is a measurement of noise levels.

Source: City of Sacramento 2035 General Plan Update MEIR Table 4.8-2.

Sacramento City Code

The Sacramento City Code contains noise regulations applicable to the project, as detailed below:

Chapter 8.68 Noise Control

8.68.060 Exterior noise standards.

A. The following noise standards unless otherwise specifically indicated in this article shall apply to all agricultural and residential properties.

1. From seven a.m. to ten p.m. the exterior noise standard shall be fifty-five (55) dB.
2. From ten p.m. to seven a.m. the exterior noise standard shall be fifty (50) dB.

B. It is unlawful for any person at any location to create any noise which causes the noise levels when measured on agricultural or residential property to exceed for the duration of time set forth following, the specified exterior noise standards in any one hour by (shown in Table 3.7-4):

Table 3.7-4 City of Sacramento Specified Exterior Noise Standards

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

Source: Sacramento City Code, 2012.

C. Each of the noise limits specified in subsection B of this section shall be reduced by five dB 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 subsection B of this section, the allowable noise limit shall be increased in five dB 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.

8.68.070 Interior noise standards.

- A. In any apartment, condominium, townhouse, duplex or multiple dwelling unit it is unlawful for any person to create any noise from inside his or her unit that causes the noise level when measured in a neighboring unit during the periods ten p.m. to seven a.m. to exceed:
1. Forty-five (45) dB for a cumulative period of more than five minutes in any hour;
 2. Fifty (50) dB for a cumulative period of more than one minute in any hour;
 3. Fifty-five (55) dB for any period of time.
- B. If the ambient noise level exceeds that permitted by any of the noise level categories specified in subsection A of this section, the allowable noise limit shall be increased in five dB increments in each category to encompass the ambient noise level.

8.68.080 Exemptions.

The following activities shall be exempted from the provisions of this chapter:

- A. School bands, school athletic and school entertainment events. School entertainment events shall not include events sponsored by student organizations;
- B. Activities conducted on parks and public playgrounds, provided such parks and public playgrounds are owned and operated by a public entity;
- C. Any mechanical device, apparatus or equipment related to or connected with emergency activities or emergency work;
- D. Noise sources due to the erection (including excavation), demolition, alteration or repair of any building or structure between the hours of seven a.m. and six p.m., on Monday, Tuesday, Wednesday, Thursday, Friday and Saturday, and between nine a.m. and six p.m. on Sunday provided, however, that the operation of an internal combustion engine shall not be exempt pursuant to this subsection if such engine is not equipped with suitable exhaust and intake silencers which are in good working order. The director of building inspections may permit work to be done during the hours not exempt by this subsection in the case of urgent necessity and in the interest of public health and welfare for a period not to exceed three days. Application for this exemption may be made in conjunction with the application for the work permit or during progress of the work;
- E. Noise sources associated with agricultural operations provided such operations take place between the hours of six a.m. and eight p.m. provided, however, that the operation of an internal combustion engine shall not be exempt pursuant to this subsection if such engine is not equipped with suitable exhaust and intake silencers which are in good working order;
- F. Any mechanical device, apparatus or equipment which are utilized for the protection or salvage of agricultural crops during period of adverse weather conditions or when the use of mobile noise sources is necessary for pest control provided, however, that the operation of an internal combustion engine shall not be exempt pursuant to this subsection if such engine is not equipped with suitable exhaust and intake silencers which are in good working order;
- G. Noise sources associated with maintenance of street trees and residential area property provided said activities take place between the hours of seven a.m. and six p.m.;

- H. Tree and park maintenance activities conducted by the city department of parks and community services provided, however, that use of portable gasoline-powered blowers within two hundred (200) feet of residential property shall comply with the requirements of Section 8.68.150 of this chapter;
- I. Any activity to the extent provisions of Chapter 65 of Title 42 of the United States Code, and Articles 3 and 3.5 of Chapter 4 of Division 9 of the Public Utilities Code of the state of California preempt local control of noise regulations and land use regulations related to noise control of airports and their surrounding geographical areas, any noise source associated with the construction, development, manufacture, maintenance, testing or operation of any aircraft engine, or of any weapons system or subsystems which are owned, operated or under the jurisdiction of the United States, any other activity to the extent regulation thereof has been preempted by state or federal law or regulation;
- J. Any noise sources associated with the maintenance and operation of aircraft or airports which are owned or operated by the United States.

8.68.110 Residential pumps, fans and air conditioners.

- A. It is unlawful for any person to operate any residential fans, air conditioners, stationary pumps, stationary cooling towers, stationary compressors, similar mechanical device or any combination thereof installed after the effective date of this chapter in any manner so as to create any noise which would cause the maximum noise level to exceed:
 - 1. Sixty (60) dB at any point at least one foot inside the property line of the affected residential or agricultural property and three to five feet above ground level;
 - 2. Fifty-five (55) dB in the center of a neighboring patio three to five feet above ground level;
 - 3. Fifty-five (55) dB 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 the effective date of this chapter must comply with a maximum limit of fifty-five (55) dB at any point at least one foot inside the property line of the affected residential or agricultural property and three to five feet above ground level.
- C. Equipment installed before the effective date of this chapter must comply with a limit of sixty-five (65) dB maximum sound level, at any point at least one foot inside the property line of the affected agricultural or residential property and three to five feet above ground level after the effective date of this chapter.

8.68.200 Specific unlawful noises.

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

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

- E. Tools. The use or operation between the hours of ten p.m. and seven a.m. of any power saw, power planer, or other powered tool or appliance or saw or hammer, or other tool, so as to disturb the quiet, comfort, or repose of persons in any dwelling, hotel, motel, apartment, or other type of residence, or of any person in the vicinity.
- F. Blowers. The operating of any noise-creating blower or power fan or any internal combustion engine the operation of which causes noise due to the explosion of operating gases or fluids, unless the noise from such blower or fan is muffled and such engine is equipped with a muffler device sufficient to deaden such noise.
- H. Loading, Unloading—Opening Boxes. The creation of a loud and excessive noise in connection with loading or unloading any vehicle or the opening and destruction of bales, boxes, crates, and containers.
- K. Transportation of Metal Rails, Pillars and Columns. The transportation of rails, pillars or columns of iron, steel or other material, over and along streets and other public places upon carts, drays, cars, trucks in any manner so as to cause loud noises or to disturb the peace and quiet of persons in the vicinity thereof.

17.620.320 Development standards.

The standards in this section apply to sound walls required by this article.

- A. Design. The wall shall be designed to be in character, scale, and style of the surrounding neighborhood. The wall design and appearance shall be reviewed and approved by the zoning administrator.
- B. Materials. Walls shall be constructed of brick, concrete, or masonry material. The wall surface shall be easy to maintain.
- C. Height.
 - 1. Walls shall have a minimum height of 6 feet and a maximum height of 8 feet above the adjacent finish grade along arterial streets. Walls shall have a minimum height of 6 feet and a maximum height of 12 feet above the adjacent finish grade along freeways and railroads.
 - 2. The height of the wall is measured from the highest point of the wall to the adjacent finish grade. Where the finish grades differ on each side of the wall or fence, such as when the wall is also used as a soil retaining structure, the height is measured from the higher adjacent finish grade.
 - 3. If required to conform to environmental mitigation measures or the noise element of the general plan, as documented in a noise study, a wall in excess of the height limit stated in this subsection C is permitted as necessary to attenuate noise to comply with the mitigation measure or the general plan.
 - 4. Walls required to be greater than 8 feet in height shall be constructed utilizing soil mounding to reduce the apparent height.
 - 5. A wall in the front-yard or street side-yard setback area of residential uses must comply with the residential requirements for a wall in section 17.620.110.B.1.a.
- D. Landscaped setback. Walls shall be set back a minimum of 25 feet from the public right-of-way. Setback areas shall be landscaped with ground cover, shrubs, vines, mounds, and trees. An

automatic irrigation system shall be installed in the landscaped setback area. The landscape plan for the setback area shall be approved by the city landscape architect.

- E. Structural criteria. Walls shall be constructed in accordance with the current Sacramento City Building Code. A building permit shall be required for a wall over 6 feet in height.
 - 1. Walls may be designed to meet Caltrans sound wall design criteria that meet or exceed the base stated standards and are acceptable as an alternative sound wall type.
- F. Long-term maintenance funding. A funding method to provide for the long term, ongoing maintenance of the wall and landscaped area shall be submitted and approved by the city prior to the construction of the wall.
- G. Walls located adjacent to Caltrans rights-of-way shall utilize the Caltrans sound wall design criteria and the Caltrans standard construction drawings of approved sound wall types.
- H. In areas where terrain, grade, and access control allow, walls may be constructed within the state right-of-way under a Caltrans encroachment permit.

Sacramento Executive Airport Comprehensive Land Use Plan

The Sacramento Area Council of Governments (SACOG) is an association that includes the Counties of El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba. Under provisions of the California Public Utilities Code, Chapter 4, Article 35, Section 21670.1, Airport Land Use Commission Law, SACOG has been designated the Airport Land Use Commission for Sacramento, Sutter, Yolo, and Yuba counties. One of the primary functions of the Airport Land Use Commission is to develop and adopt Comprehensive Land Use Plans (CLUPs) which include noise contours and policies focused on safety, noise, airspace, and overflight (SACOG 2023).

The Sacramento Executive Airport CLUP, which was adopted in May 1998 and amended in May 1999, sets forth a series of policies to avoid the establishment of noise-sensitive land uses within the vicinity of the airport that could be exposed to significant levels of aircraft noise. The maximum CNEL considered normally acceptable for new residential land uses near the Sacramento Executive Airport is 65 dB (SACOG 1999).

3.7.2 Environmental Setting

ACOUSTIC FUNDAMENTALS

Prior to discussing the noise setting for the project, background information about sound, noise, vibration, and common noise descriptors is needed to provide context and a better understanding of the technical terms referenced throughout this section.

Sound, Noise, and Acoustics

Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium (e.g., air) to a human ear. Noise is defined as loud, unexpected, annoying, or unwanted sound.

In the science of acoustics, the fundamental model consists of a sound (or noise) source, a receiver, and the propagation path between the two. The loudness of the noise source and obstructions or atmospheric factors affecting the propagation path to the receiver determines the sound level and

characteristics of the noise perceived by the receiver. The field of acoustics deals primarily with the propagation and control of sound.

Frequency

Continuous sound can be described by frequency (pitch) and amplitude (loudness). A low-frequency sound is perceived as low in pitch. Frequency is expressed in terms of cycles per second, or hertz (Hz) (e.g., a frequency of 250 cycles per second is referred to as 250 Hz). High frequencies are sometimes more conveniently expressed in kilohertz, or thousands of hertz. The audible frequency range for humans is generally between 20 Hz and 20,000 Hz.

Sound Pressure Levels and Decibels

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

Addition of Decibels

Because decibels are logarithmic units, SPLs cannot be added or subtracted through ordinary arithmetic. Under the decibel scale, a doubling of sound energy corresponds to a 3 dB increase. In other words, when two identical sources are each producing sound of the same loudness at the same time, the resulting sound level at a given distance would be 3 dB higher than if only one of the sound sources was producing sound under the same conditions. For example, if one idling truck generates an SPL of 70 dB, two trucks idling simultaneously would not produce 140 dB; rather, they would combine to produce 73 dB. Under the decibel scale, three sources of equal loudness together produce a sound level approximately 5 dB louder than one source.

A-Weighted Decibels

The decibel scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of a sound have a substantial effect on the human response to that sound. Although the intensity (energy per unit area) of the sound is a purely physical quantity, the loudness or human response is determined by the characteristics of the human ear.

Human hearing is limited in the range of audible frequencies as well as in the way it perceives the SPL in that range. In general, people are most sensitive to the frequency range of 1,000–8,000 Hz and perceive sounds within this range better than sounds of the same amplitude with frequencies outside of this range. To approximate the response of the human ear, sound levels of individual frequency bands are weighted, depending on the human sensitivity to those frequencies. Then, an “A-weighted” sound level (expressed in units of A-weighted decibels) can be computed based on this information.

The A-weighting network approximates the frequency response of the average young ear when listening to most ordinary sounds. When people make judgments of the relative loudness or annoyance of a sound, their judgment correlates well with the A-scale sound levels of those sounds. Thus, noise levels are typically reported in terms of A-weighted decibels. All sound levels discussed in this section are expressed in A-weighted decibels. Table 3.7-5 describes typical A-weighted noise levels for various noise sources.

Table 3.7-5 Typical A-Weighted Noise Levels

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

Source: Caltrans 2013: Table 2-5.

Human Response to Changes in Noise Levels

The doubling of sound energy results in a 3-dB increase in the sound level. However, given a sound level change measured with precise instrumentation, the subjective human perception of a doubling of loudness will usually be different from what is measured.

Under controlled conditions in an acoustical laboratory, the trained, healthy human ear can discern 1-dB changes in sound levels when exposed to steady, single-frequency (“pure-tone”) signals in the mid-frequency (1,000–8,000 Hz) range. In general, the healthy human ear is most sensitive to sounds between 1,000 and 5,000 Hz and perceives both higher and lower frequency sounds of the same magnitude with less intensity (Caltrans 2013: 2-18). In typical noisy environments, changes in noise of 1–2 dB are generally not perceptible. However, it is widely accepted that people can begin to detect sound level increases of 3 dB in typical noisy environments. Further, a 5 dB increase is generally perceived as a distinctly noticeable increase, and a 10-dB increase is generally perceived as a doubling of loudness (Caltrans 2013: 2-10). Therefore, a doubling of sound energy (e.g., doubling the volume of traffic on a highway) that would result in a 3-dB increase in sound would generally be perceived as barely detectable.

Vibration

Vibration is the periodic oscillation of a medium or object with respect to a given reference point. Sources of vibration include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) and those introduced by human activity (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous (e.g., operating factory machinery) or transient in nature (e.g., explosions). Vibration levels can be depicted in terms of amplitude and frequency, relative to displacement, velocity, or acceleration.

Vibration amplitudes are commonly expressed in peak particle velocity (PPV) or root-mean-square (RMS) vibration velocity. PPV and RMS vibration velocity are normally described in inches per second (in/sec) or in millimeters per second. PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is typically used in the monitoring of transient and impact

vibration and has been found to correlate well to the stresses experienced by buildings (FTA 2018: 110; Caltrans 2020: 6).

Although PPV is appropriate for evaluating the potential for building damage, it is not always suitable for evaluating human response. It takes some time for the human body to respond to vibration signals. In a sense, the human body responds to average vibration amplitude. The RMS of a signal is the average of the squared amplitude of the signal, typically calculated over a 1-second period. As with airborne sound, the RMS velocity is often expressed in decibel notation as vibration decibels (VdB), which serves to compress the range of numbers required to describe vibration (FTA 2018: 110, 199; Caltrans 2020: 7). This is based on a reference value of 1 micro inch per second.

The typical background vibration-velocity level in residential areas is approximately 50 VdB. Ground vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels (FTA 2018: 120; Caltrans 2020: 27).

Table 3.7-6 summarizes the general human response to different ground vibration-velocity levels.

Table 3.7-6 Human Response to Different Levels of Ground Noise and Vibration

Vibration-Velocity Level	Human Reaction
65 VdB	Approximate threshold of perception.
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find that transportation-related vibration at this level is unacceptable.
85 VdB	Vibration acceptable only if there are an infrequent number of events per day.

Notes: VdB = vibration decibels referenced to 1 μ inch/second and based on the root mean square (RMS) velocity amplitude.

Source: FTA 2018: 120.

Typical outdoor sources of perceptible ground vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground vibration is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration-velocity level, to 100 VdB, which is the general threshold where minor damage can occur to fragile buildings. Construction activities can generate sufficient ground vibrations to pose a risk to nearby structures. Constant or transient vibrations can weaken structures, crack facades, and disturb occupants (FTA 2018: 113).

Ground vibration levels generated by construction activity can be transient, random, or continuous. Transient construction vibrations are generated by blasting, impact pile driving, and wrecking balls. Continuous vibrations are generated by vibratory pile drivers, large pumps, and compressors. Random vibration can result from jackhammers, pavement breakers, and heavy construction equipment.

Common Noise Descriptors

Noise in our daily environment fluctuates over time. Various noise descriptors have been developed to describe time-varying noise levels. The following are the noise descriptors used throughout this section.

- **Equivalent Continuous Sound Level (L_{eq}):** L_{eq} represents an average of the sound energy occurring over a specified period. In effect, L_{eq} is the steady-state sound level containing the same acoustical energy as the time-varying sound level that occurs during the same period (Caltrans 2013: 2-48). For instance, the 1-hour equivalent sound level, also referred to as the hourly L_{eq} , is the energy average of sound levels occurring during a 1-hour period and is the

basis for noise abatement criteria used by Caltrans and the Federal Highway Administration (FHWA) (Caltrans 2013: 2-47, FTA 2018: Table 3-1).

- **Maximum Sound Level (L_{\max}):** L_{\max} is the highest instantaneous sound level measured during a specified (Caltrans 2013: 2-48; FTA 2018: 207–208).
- **Day-Night Level (L_{dn}):** L_{dn} is the energy average of A-weighted sound levels occurring over a 24-hour period, with a 10-dB “penalty” applied to sound levels occurring during nighttime hours between 10 p.m. and 7 a.m. (Caltrans 2013: 2-48; FTA 2018: 214).
- **Community Noise Equivalent Level (CNEL):** CNEL is the energy average of the A-weighted sound levels occurring over a 24-hour period, with a 10-dB penalty applied to sound levels occurring during the nighttime hours between 10 p.m. and 7 a.m. and a 5-dB penalty applied to the sound levels occurring during evening hours between 7 p.m. and 10 p.m. (Caltrans 2013: 2-48).

Sound Propagation

When sound propagates over a distance, it changes in level and frequency content. The manner in which a noise level decreases with distance depends on geometric spreading, ground absorption, atmospheric effects, and shielding by natural or human-made features, described in detail below.

Geometric Spreading

Sound from a localized source (i.e., a point source) propagates uniformly outward in a spherical pattern. The sound level attenuates (or decreases) at a rate of 6 dB for each doubling of distance from a point source. Roads and highways consist of several localized noise sources on a defined path and hence can be treated as a line source, which approximates the effect of several point sources, thus propagating at a slower rate in comparison to a point source. Noise from a line source propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of 3 dB for each doubling of distance from a line source.

Ground Absorption

The propagation path of noise from a source to a receiver is usually very close to the ground. Noise attenuation from ground absorption and reflective-wave canceling provides additional attenuation associated with geometric spreading. Traditionally, this additional attenuation has also been expressed in terms of attenuation per doubling of distance. This approximation is usually sufficiently accurate for distances of less than 200 feet. For acoustically hard sites (i.e., sites with a reflective surface between the source and the receiver, such as a parking lot or body of water), no excess ground attenuation is assumed. For acoustically absorptive or soft sites (i.e., those sites with an absorptive ground surface between the source and the receiver, such as soft dirt, grass, or scattered bushes and trees), additional ground-attenuation value of 1.5 dB per doubling of distance is normally assumed. When added to the attenuate rate associated with cylindrical spreading, the additional ground attenuation results in an overall drop-off rate of 4.5 dB per doubling of distance. This would hold true for point sources, resulting in an overall drop-off rate of up to 7.5 dB per doubling of distance.

Atmospheric Effects

Receivers located downwind from a source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lowered noise levels, as wind can carry sound. Sound levels can be increased over large distances (e.g., more than 500 feet) from the source because of atmospheric temperature inversion (i.e., increasing temperature with elevation). Other factors such as air temperature, humidity, and turbulence can also affect sound attenuation.

Shielding by Natural or Human-Made Features

A large object or barrier in the path between a noise source and a receiver attenuate noise levels at the receiver. The amount of attenuation provided by shielding depends on the size of the object and the frequency content of the noise source. Natural terrain features (e.g., hills and dense woods) and human-made features (e.g., buildings and walls) can substantially reduce noise levels. A barrier that breaks the line of sight between a source and a receiver will typically result in at least 5 dB of noise reduction (Caltrans 2013: 2-41; FTA 2018: 42). Barriers higher than the line of sight provide increased noise reduction (FTA 2018: 16). Vegetation between the source and receiver is rarely effective in reducing noise because it does not create a solid barrier unless there are multiple rows of vegetation (FTA 2018: 15, 104, 106).

EXISTING NOISE ENVIRONMENT

Existing Noise- and Vibration-Sensitive Land Uses

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential uses are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels, and because these land uses are places of rest and sleep for residents. Additional land uses, such as parks, schools, historic sites, cemeteries, sensitive habitats, and recreation areas, are also generally considered sensitive to increases in exterior noise levels. Places of worship, hotels and transient lodging, libraries, and other places where low interior noise levels are desirable are also considered noise sensitive. These noise-sensitive uses are also considered vibration-sensitive land uses in addition to commercial and industrial buildings where vibration would interfere with operations within the building, including levels that may be well below those associated with human annoyance. The Specific Plan Area includes many of these types of noise-sensitive land uses including residences, hotels/motels, and park and recreational facilities.

Existing Noise Sources and Ambient Levels

The noise environment in the City of Sacramento is defined primarily by transportation, which includes car, aircraft, and train traffic. In addition to transportation noise sources, there are also stationary noise sources within the City, including commercial and industrial uses.

Traffic Noise

The noise environment in the Specific Plan Area is defined primarily by vehicular traffic on the surrounding roadway network. Major roadways located near the Specific Plan Area include US 50 which crosses through the northern end of the Specific Plan Area and State Route (SR) 99 which runs north south to the west of the Specific Plan Area. There are also many local roads within the Specific Plan Area that experience high traffic volumes and contribute to traffic noise. Noise levels along roadways are affected by various traffic characteristics, including average daily traffic (ADT) volumes, vehicle mix, roadway conditions, vehicle speed, and the gradient of the roadway. Additionally, the extent to which nearby land uses are affected by exiting traffic noise depends on multiple factors, including their respective proximity to the roadways, shielding provided by intervening terrain and structures, and their individual sensitivity to noise. Traffic noise data for all modeled roadways, including distances to the 70 dB, 65 dB, and 60 dB CNEL contours, are presented in Table 3.7-7.

Table 3.7-7 Summary of Modeled Existing Traffic Noise Levels

No.	Roadway	From	To	CNEL at 100 feet from centerline dB	Distance (ft) to Contour		
					70 dB L _{dn}	65 dB L _{dn}	60 dB L _{dn}
1	Stockton Blvd	Alhambra Boulevard	34th Street	63.1	21	65	207
2	Stockton Blvd	34th Street	US 50 On Ramp	64.7	29	92	292
3	Stockton Blvd	US 50 On Ramp	US 50 Off Ramp	65.0	31	99	313
4	Stockton Blvd	US 50 Off Ramp	T Street	64.5	28	90	283
5	Stockton Blvd	T Street	39th Street	64.7	29	93	293
6	Stockton Blvd	39th Street	UC Davis Health Dept. Dwy	65.2	33	106	335
7	Stockton Blvd	UC Davis Health Dept. Dwy	X Street	65.1	33	103	325
8	Stockton Blvd	X Street	Y Street	63.6	23	72	227
9	Stockton Blvd	Y Street	2nd Avenue	63.6	23	73	232
10	Stockton Blvd	2nd Avenue	Broadway	64.9	31	99	312
11	Stockton Blvd	Broadway	11th Avenue	65.9	39	123	390
12	Stockton Blvd	11th Avenue	14th Avenue	65.3	34	108	340
13	Stockton Blvd	14th Avenue	San Francisco Boulevard	66.0	40	126	399
14	Stockton Blvd	San Francisco Boulevard	21st Avenue	64.6	29	91	289
15	Stockton Blvd	21st Avenue	Fruitridge Road	64.5	28	90	285
16	Stockton Blvd	Fruitridge Road	McMahon Drive	67.3	54	169	536
17	Stockton Blvd	McMahon Drive	Lemon Hill Avenue	66.7	47	148	467
18	Stockton Blvd	Lemon Hill Avenue	Dias Avenue	67.2	52	164	519
19	Stockton Blvd	Dias Avenue	Elder Creek Road	66.9	49	154	487
20	Stockton Blvd	Elder Creek Road	Fowler Avenue	67.4	55	174	551
21	Stockton Blvd	Fowler Avenue	65th Street	67.2	53	167	527
22	65th St	US 50 Off Ramp	4th Avenue	70.4	111	350	1105
23	65th St	4th Avenue	Broadway	70.4	110	348	1102
24	65th St	Broadway	San Joaquin Street	69.4	88	277	877
25	65th St	San Joaquin Street	14th Avenue	69.3	86	270	855
26	65th St	14th Avenue	18th Avenue	70.6	116	367	1160
27	65th St	18th Avenue	21st Avenue	70.6	116	367	1160
28	65th St	21st Avenue	Sacramento County Cemetery	70.0	100	316	999
29	65th St	Sacramento County Cemetery	Fruitridge Road	70.0	100	316	999
30	65th St	Fruitridge Road	McMahon Drive	69.4	87	275	871
31	65th St	McMahon Drive	Lemon Hill Avenue	69.7	94	298	943

No.	Roadway	From	To	CNEL at 100 feet from centerline dB	Distance (ft) to Contour		
					70 dB L _{dn}	65 dB L _{dn}	60 dB L _{dn}
32	65th St	Lemon Hill Avenue	Elder Creek Road	69.6	91	289	915
33	65th St	Elder Creek Road	53rd Avenue	69.7	93	295	934
34	65th St	53rd Avenue	Stockton Boulevard	66.7	46	147	464
35	65th St	65th Street	Walmart Dwy	64.3	27	85	270
36	65th St	Walmart Dwy	Sky Pkwy	64.5	28	89	280
37	65th St	65th Street	Florin Road	64.1	25	80	254
38	Martin Luther King Jr Blvd	Broadway	Keith B Kenny K8 School	59.6	9	29	91
39	Martin Luther King Jr Blvd	Keith B Kenny K8 School	14th Avenue	59.0	8	25	80
40	Martin Luther King Jr Blvd	14th Avenue	21st Avenue	61.2	13	42	132
41	Martin Luther King Jr Blvd	21st Avenue	26th Avenue	61.6	14	46	145
42	Martin Luther King Jr Blvd	26th Avenue	Fruitridge Road	60.8	12	38	120
43	Martin Luther King Jr Blvd	Fruitridge Road	Highway 99	62.3	17	54	172
44	47th Ave	Highway 99	44th Street	68.0	63	199	631
45	47th Ave	44th Street	Sampson Boulevard	67.3	53	169	534
46	47th Ave	Sampson Boulevard	Steiner Drive	66.8	48	151	478
47	47th Ave	Steiner Drive	Stockton Boulevard	66.2	42	132	418
48	Elder Creek Rd	Stockton Boulevard	65th Street	66.8	48	153	483
49	41st Ave	Highway 99	44th Street	45.6	-	1	4
50	Lemon Hill Ave	44th Street	Sampson Boulevard	43.0	-	1	2
51	Lemon Hill Ave	Sampson Boulevard	Dewey Boulevard	47.6	1	2	6
52	Lemon Hill Ave	Dewey Boulevard	Stockton Boulevard	54.8	3	10	30
53	Lemon Hill Ave	Stockton Boulevard	65th Street	47.9	1	2	6
54	Fruitridge Rd	Highway 99 Off Ramp	Martin Luther King Jr Blvd.	67.5	56	176	557
55	Fruitridge Rd	Martin Luther King Jr Blvd.	Mendocino Boulevard	67.4	55	175	555
56	Fruitridge Rd	Mendocino Boulevard	Del Norte Boulevard	67.4	55	175	555
57	Fruitridge Rd	Del Norte Boulevard	44th Street	67.3	54	170	539
58	Fruitridge Rd	44th Street	Ethel Way	67.4	55	173	546
59	Fruitridge Rd	Ethel Way	Lawrence Drive	66.7	46	146	463
60	Fruitridge Rd	Lawrence Drive	Stockton Boulevard	66.7	46	146	463
61	Fruitridge Rd	Stockton Boulevard	58th Street	64.8	30	95	301
62	Fruitridge Rd	58th Street	61st Street	63.7	24	75	237

No.	Roadway	From	To	CNEL at 100 feet from centerline dB	Distance (ft) to Contour		
					70 dB L _{dn}	65 dB L _{dn}	60 dB L _{dn}
63	Fruitridge Rd	61st Street	65th Street	65.3	34	106	337
64	21st Ave	Stockton Boulevard	53rd Street	61.1	13	41	129
65	21st Ave	53rd Street	58th Street	59.3	8	27	84
66	21st Ave	58th Street	65th Street	58.6	7	23	72
67	12th Ave	Highway 99 On Ramp	3rd Street	60.1	10	32	101
68	12th Ave	3rd Street	36th Street	56.1	4	13	40
69	12th Ave	36th Street	Martin Luther King Jr Blvd.	56.1	4	13	40
70	14th Ave	Martin Luther King Jr Blvd.	East Nicholas Avenue	62.8	19	61	192
71	14th Ave	East Nicholas Avenue	Stockton Boulevard	61.9	16	49	156
72	14th Ave	Stockton Boulevard	50th Street	63.2	21	66	207
73	14th Ave	50th Street	53rd Street	61.4	14	44	138
74	14th Ave	53rd Street	58th Street	58.9	8	25	78
75	14th Ave	58th Street	Tallac Shopping Mall	61.5	14	45	142
76	14th Ave	Tallac Shopping Mall	65th Street	61.6	15	46	146
77	Broadway	Stockton Boulevard	50th Street	58.9	8	25	78
78	Broadway	50th Street	53rd Street	59.1	8	26	81
79	Broadway	53rd Street	59th Street	61.2	13	42	132
80	Broadway	59th Street	61st Street	60.8	12	38	120
81	Broadway	61st Street	65th Street	62.0	16	50	157

Notes: CNEL = Community Noise Equivalent Level

All modeling assumes average pavement, level roadways (less than 1.5% grade), constant traffic flow, and does not account for shielding of any type or finite roadway adjustments. All noise levels are reported as A-weighted noise levels. For additional details, refer to Appendix D for detailed traffic data, and traffic-noise modeling input data and output results.

Source: ADT provided by Fehr & Peers in 2023; Data modeled by Ascent in 2023

Rail Noise

Light rail transit, which is a major component of the City's transit system, runs through the City along three routes and contributes to ambient noise. The nearest light rail station is the 29th Street Station, which is located at the northern end of the Specific Plan Area along 29/30th Streets and R Street. This stop serves the SacRT Gold Line (Downtown to Folsom).

Airport Noise

The Sacramento Executive Airport is the only airport within 3 miles of the Specific Plan Area. The noise contours for Sacramento Executive Airport do not extend into the Specific Plan Area, and the distance from the Specific Plan Area indicates that noise generation from this airport is minimal.

Stationary Sources

A wide variety of stationary noise sources are present in the Specific Plan Area. Residential areas are subject to noise through the use of heating and cooling equipment and through landscape maintenance activities such as leaf blowing and gasoline-powered lawnmowers. Commercial uses can also generate

noise through the operation of rooftop heating and cooling equipment, truck deliveries, and other operational activities. Daily activity of certain industrial uses generate noise as well, especially those that use heavy equipment as part of normal operations such as shipping and loading, concrete crushing, and recycling. Outdoor recreational facilities also produce noise.

3.7.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

Construction Noise

To assess potential short-term construction-related noise impacts, sensitive receptors and their relative exposure were identified. Project-generated construction noise levels were determined based on methodologies, reference emission levels, and usage factors from FTA's *Guide on Transit Noise and Vibration Impact Assessment* methodology (FTA 2018) and FHWA's *Roadway Construction Noise Model User's Guide* (FHWA 2006). Reference levels for noise emissions for specific equipment or activity types are well documented and the usage thereof common practice in the field of acoustics. Predicted noise levels at nearby noise-sensitive land uses were modeled using typical reference noise levels and load factors associated with construction equipment, derived from the FHWA's Roadway Construction Noise Model (Version 1.1) (FHWA 2006).

Construction Vibration

Construction vibration impacts are assessed relative to the increase in vibration levels that could result from the operation of specified construction equipment compared to existing conditions. Specific equipment, techniques, locations, timing, and other project-specific construction activity details associated with future development under the Specific Plan are not available. Analysis of temporary vibration effects that would result from implementation of the Specific Plan is based on construction equipment typically used in residential and urban development projects and identified sensitive receptors. Construction vibration levels at nearby sensitive land uses that would be associated with the proposed Specific Plan are estimated using the Caltrans *Transportation and Construction Vibration Manual* (2020) and FTA's *Guide on Transit Noise and Vibration Impact Assessment* methodology (FTA 2018). Reference levels for vibration emissions for specific equipment are well documented and the usage thereof common practice in the field of acoustics.

Construction activities have the potential to expose nearby buildings to levels of ground vibration that could result in structural damage and/or negative human response. These types of activities were assessed based on the types of construction equipment that could be used, the levels of ground vibration typically generated by these types of equipment, and proximity to nearby existing buildings. Referenced ground vibration levels for typical construction equipment are provided by the FTA *Transit Noise and Vibration Impact Assessment* manual (FTA 2018). The vibration modeling also assumes a threshold of 0.1 PPV in/sec for the potential for structural damage to historic buildings located within the Specific Plan Area.

Operational Noise and Vibration

Non-Transportation Noise

With respect to non-transportation noise sources (e.g., stationary noise sources) associated with implementation of the Specific Plan, the assessment of long-term (operational) impacts was based on reference noise emission levels, measured noise levels for activities and equipment associated with

operation (e.g., heating, ventilation and air conditioning [HVAC] units, delivery docks), and standard attenuation rates and modeling techniques.

Transportation Noise

Assessment of potential long-term (operational) noise impacts resulting from increases in traffic volumes on roadways in the Specific Plan area due to development under the project was conducted using calculations consistent with the FHWA Traffic Noise Model Version 2.5 (FHWA 2004) and project-specific traffic data provided by Fehr & Peers (Appendix D). To assess noise impacts, traffic noise levels under existing and existing plus project conditions for affected roadway segments were modeled. The analysis is based on the reference noise emission levels for automobiles, medium trucks, and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and ground attenuation factors. The modeling conducted does not account for the acoustic dampening effects of any natural or human-made shielding (e.g., vegetation, the presence of walls or buildings) or reflection off building surfaces; and thus, modeled noise levels may be overestimated where such shielding exists.

THRESHOLDS OF SIGNIFICANCE

The Appendix G thresholds rely on local standards for temporary and permanent increases in ambient noise, the definition of excessive vibration, and airport land use plan policies. Based on Appendix G of the State CEQA Guidelines, noise policies and standards in the Sacramento City Code, and Caltrans and FTA vibration and noise standards, implementation of the Specific Plan would result in a significant impact related to noise or vibration if it would:

- Generate a substantial temporary increase in noise levels that exceeds the following standards established by City Code Chapter 8.68;
 - Construction noise would result in a significant impact if activities were to take place between the hours of 6:00 p.m. and 7:00 a.m. Monday through Saturday or between the hours of 6:00 p.m. and 9:00 a.m. on Sunday, and exceed the noise standards detailed in Section 8.68.080 when measured at the adjacent property line.
 - Construction noise would result in a significant impact if it were to exceed the noise standards detailed in Table 3.7-4 in any one hour per City Code Section 8.68.060(D).
- Generate short-term construction vibration or expose sensitive land uses to long-term operational vibration that exceeds the following Caltrans and FTA guidance for vibration impacts related to structural damage and human response, respectively:
 - Structural damage (Table 3.7-2):
 - 0.08 in/sec PPV for historic resources
 - 0.2 PPV in/sec for normal dwelling houses
 - Human response (Table 3.7-1)
 - For frequent events (i.e., more than 70 events per day): 65 VdB
 - For occasional events (i.e., 30-70 events): 75 VdB
 - For infrequent (i.e., fewer than 30 events per day): 80 VdB
- Generate a substantial permanent increase in traffic noise levels at noise-sensitive land uses that exceed the following standards:

- Where noise levels currently do not exceed applicable exterior noise standards of 60 dB CNEL for single-family residential uses and 65 dB CNEL for multi-family residential per exterior noise standards identified in both the 2035 and 2040 General Plan Updates; or
- Where City noise standards are currently exceeded for applicable land uses, result in a substantial increase in noise (i.e., 3 dB) (Caltrans 2020).
- Generate a substantial permanent increase in stationary noise at noise-sensitive uses that exceeds the following standard established by City Code Chapter 8.68:
 - Exterior (City Code Section 8.68.110): 55 dB L_{eq} at any point at least 1 foot inside the property line of the affected residential or agricultural property and 3 to 5 feet above ground level.
 - Interior (City Code Section 8.68.070): 55 L_{max} dB for any period of time between 10:00 p.m. and 7:00 a.m.
- Expose people residing or working in the project area to excessive noise levels if the project is located within the vicinity of a private airstrip or an airport land use plan, or where such as plan has not been adopted, within two miles of a public airport or public use airport.

ISSUES NOT DISCUSSED FURTHER

Operational Vibration

Implementation of the Specific Plan would not result in any new or additional major sources of ground vibration, such as commercial railways, passenger rail transit lines, or major transit stations. Long-term operational activities associated with project implementation are not anticipated to result in permanent or substantial levels of ground vibration and are not discussed further.

Airport Noise

The Specific Plan Area is located approximately 2.3 miles east of the Sacramento Executive Airport. The *Sacramento Executive Airport Land Use Compatibility Plan* identifies normally acceptable exterior and interior noise levels of 65 CNEL and 45 CNEL, respectively, for sensitive land uses (SACOG 1999: 17). Based on noise contour maps provided in the Sacramento Executive Airport Land Use Compatibility Plan, the Specific Plan Area is outside of the 65 CNEL noise contour (SACOG 1999: Figure 7). Therefore, implementation of the Specific Plan would not result in the exposure of sensitive receptors to excessive aircraft-related noise levels. This issue is not discussed further.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.7-1: Generate a Substantial Temporary Increase in Noise Levels at Noise-Sensitive Land Uses in Excess of Standards Established by the City Code

Buildout of the Specific Plan would result in construction areas located in close proximity to existing noise-sensitive receptors. Most noise-generating construction activity would be performed during the daytime, construction-noise-exempt hours per Section 8.68.080 of the City Code; however, it is possible that construction activity may be required during the evening and nighttime hours. Activities such as large continuous concrete pours needed for development associated with Specific Plan implementation and/or utility improvements could be required outside of the construction timeframe restrictions established within Section 8.68.080 of the City Code. Thus, potential nighttime construction activities could expose nearby noise-sensitive receptors to noise levels that exceed City Code noise standards identified in 8.68.060. Mitigation Measures 3.7-1a and 3.7-1b would implement noise reduction measures to minimize construction noise and reduce noise exposure during nighttime activities. Compliance with these requirements would restrict construction operations to less sensitive time periods and would implement construction noise level reductions necessary for specific projects. Thus, the impact would be **less than significant with mitigation**.

Implementation of the Specific Plan would involve the construction of various land use developments, including residential mixed use and public/quasi-public projects, throughout the Specific Plan Area. Other development opportunities within the Specific Plan Area include the development of paved parking lots, the creation of community spaces, and infrastructure and streetscape improvements. Development projects under the Specific Plan would generate temporary noise level increases on, and adjacent to, individual construction sites. However, specific details regarding the timing, duration, and magnitude of construction activities for individual development are currently unknown. Construction activities would, in some cases, occur near existing residences and other noise-sensitive receptors and extend over the course of several weeks to months, or even longer depending on the individual development type and other project- and location-specific circumstances.

Construction noise can be characterized based on the type of activity and associated equipment needed and, in this analysis, is evaluated by considering noise levels associated with site preparation/foundation work, utility improvements (e.g., trenching, pipe/transmission line installation), roadway improvements (e.g., grading, paving), and vertical construction (e.g., residential, commercial, or other structures), with and without pile driving as these are common construction activities anticipated to result from the buildout of the Specific Plan. Reference noise levels for typical construction equipment required for these activities are shown below in Table 3.7-8.

Table 3.7-8 Reference Noise Levels from Typical Construction Equipment

Equipment	Typical Noise Level 50 ft from Source, dB
Air Compressor	80
Backhoe/Loader	80
Compactor	82
Concrete Mixer	85
Concrete Vibrator	76
Crane, Mobile	83
Dozer	85

Equipment	Typical Noise Level 50 ft from Source, dB
Generator/Pump	82
Grader	85
Jack Hammer	88
Paver	85
Pile-driver (Impact)	101
Pile-driver (Sonic)	95
Trucks	84

Source: FTA 2018: Table 7-1.

Assuming equipment operating simultaneously and typical reference noise levels for construction equipment, representative noise levels for various types of construction activity are shown in Table 3.7-9. The operation of each piece of off-road equipment within the Specific Plan Area would not be constant throughout the day, as equipment would be turned off when not in use. Most of the time during a typical workday, the equipment would be operating at different locations within the Specific Plan Area and would likely not be operating concurrently.

Table 3.7-9 Noise Levels from Construction Activities

Construction Activity	Noise Level (L_{eq} dB) @ 50 feet	Noise Level (L_{max} dB) @ 50 feet
Site Preparation/Foundation Work	87.5	91.5
Building Construction	86.2	90.9
Building Construction with Pile Driving	90.5	96.6
Roadway Construction/Improvements	87.2	91.1
Utility Installation/Improvements	88.1	92.1

Note: Assumes all equipment is fitted with a properly maintained and operational noise control device, per manufacturer specifications. Noise levels listed are manufacture-specified noise levels for each piece of heavy construction equipment.

L_{eq} = equivalent noise level; L_{max} = maximum instantaneous noise level

Source: FTA 2018.

As shown in Table 3.7-9, building construction with pile driving and utility installation/improvement activities under the Specific Plan would likely generate the highest noise levels. However, because not all projects under the Specific Plan would include pile driving, noise levels for building construction without pile driving are also considered. Based on reference noise levels for typical construction equipment and activities, building construction activities without pile driving could result in noise levels of up to approximately 86 dB L_{eq} and 91 dB L_{max} at 50 feet from the source, and construction activities that involve pile driving could result in noise levels up to approximately 91 dB L_{eq} to 97 dB L_{max} at 50 feet from the source. Utility installation/improvements could generate noise levels of up to 88 L_{eq} to 92 dB L_{max} at 50 feet from the source.

The City has established standards for acceptable exterior noise levels in Section 8.68.060 of the City Code. Additionally, the provisions within Section 8.68.080 of the City Code state that noise sources associated with construction between the hours of 7:00 a.m. and 6:00 p.m. Monday through Saturday and 9:00 a.m. to 6:00 p.m. on Sunday are exempt from the City Code noise standards.

The City currently allows nighttime construction only if permitted by the Director of Building Inspections. Further, Section 8.68.200 of the City Code determines that the operation of any pile drivers, hammers, and other appliances, the use of which is attended by loud or unusual noise, between the hours of

10:00 p.m. and 7:00 a.m. is unlawful. Construction activities would only be permitted during the nighttime hours if there are no other reasonable options, such as for some foundation designs that require a continuous pour until complete. In some instances, such a concrete pour may take 20 or more hours, requiring work to occur during the nighttime hours. Additionally, utility installation and roadway improvements associated with Specific Plan implementation could periodically occur during nighttime hours (for example to avoid causing traffic congestion) and thus could expose existing or future residential, schools, churches, or similar uses, and commercial/industrial uses to substantial noise levels during the sensitive times of the day. To ensure a comprehensive evaluation of potential environmental effects, this EIR assumes the potential for limited outdoor nighttime construction activity. Construction activities performed during these evening hours could result in adverse effects to occupants of nearby sensitive land uses because exterior ambient noise levels typically decrease during nighttime hours as community activities (e.g., commercial activities, vehicle traffic) decrease.

In the absence of noise standards specific for nighttime construction, nighttime construction noise scenarios are compared to City nighttime exterior noise standards included in Section 8.68.060 of the City Code. These noise levels have been adjusted according to the cumulative duration of the intrusive sound. For example, if the cumulative period is 5 minutes per hour, then the standard is adjusted by 10 dB to 60 dB during nighttime hours. If the cumulative period is 30 minutes per hour, no adjustments are made and the standard remains at 50 dB during the nighttime, functionally similar to the average hourly noise level of L_{eq} . The noise level that must not be exceeded for any time per hour is 70 dB during the night, functionally similar to a maximum noise level or L_{max} . Therefore, the analysis herein evaluates whether potential nighttime construction activity could exceed a nighttime exterior noise standard of 60 dB L_{eq} or 70 L_{max} between the hours of 10:00 p.m. to 7:00 a.m.

If a nighttime concrete pour were required (likely the most noise intensive nighttime construction activity that might occur under Specific Plan implementation), associated noise could expose nearby noise-sensitive receptors, including locations where people normally sleep, to noise levels that exceed applicable nighttime noise standards of 60 dB L_{eq} or 70 L_{max} within 377 feet and 1,500 feet, respectively. See Appendix C for modeling inputs and results.

Due to the programmatic nature of this analysis, individual construction activities and associated noise exposure at receiving land uses cannot be determined at this time. Because these details are not known, it is not possible to conclude that implementation of the Specific Plan would avoid generation of substantial temporary construction noise levels that exceed the standards of City Code Section 8.68.060 during non-exempt hours for all future development under the Specific Plan. Therefore, this impact would be **potentially significant**.

Mitigation Measures

Mitigation Measure 3.7-1a: Implement 2040 General Plan Policies

- **Project Design.** The City shall promote the incorporation of new technologies, materials, and design and construction techniques in private development projects that minimize air pollution, noise, excess heat, and other forms of pollution and its impacts (2040 General Plan Policy ERC-4.3).
- **Construction Noise Controls.** The City shall limit the potential noise impacts of construction activities on surrounding land uses through noise regulations in the City Code that address permitted days and hours of construction, types of work, construction equipment, and sound attenuation devices. (2040 General Plan Policy ERC-10.9)

Mitigation Measure 3.7-1b: New Policy for Goal E-1: Environment, Public Health, and Safety

The City shall include the following new policy in the Specific Plan:

- **Policy XX:** Implement additional measures to reduce construction-related noise.

For all projects in the Specific Plan Area that require a building permit, the City shall require that the contractor implement the following measures during all phases of construction:

- Construction hours shall be limited to 7:00 a.m. to 6:00 p.m. Monday through Saturday and between 9:00 a.m. and 6:00 p.m. on Sunday. Construction outside of these hours may be approved through a development permit based on a site specific “construction noise mitigation plan” and a finding by the Director of Community Development or their designee that the construction noise mitigation plan is adequate to prevent excessive noise disturbance of affected residential uses. The site-specific development permit would allow for work outside normally permitted hours (e.g., overnight) subject to conditions of approval, including performance standards, imposed by the City to limit noise impacts.
- All heavy construction equipment and all stationary noise sources shall have manufacturer-installed mufflers. Mufflers and noise suppressors shall be properly maintained and tuned to ensure proper fit, function, and minimization of noise.
- Heavy-duty equipment shall be operated at the lowest operating power possible and shall be restricted in close proximity to sensitive receptors.
- For construction activity that occurs during nighttime hours, where available and feasible, equipment with back-up alarms shall be equipped with either audible self-adjusting backup alarms or alarms that only sound when an object is detected. Self-adjusting backup alarms shall automatically adjust to 5 dB over the surrounding background levels. All non-self-adjusting backup alarms shall be set to the lowest setting required to be audible above the surrounding noise levels.
- To the extent that noise-generating outdoor construction activity needs to occur at night as part of a continuous construction activity, the activity shall be planned such that the portion that needs to take place closest to sensitive receptors takes place during less noise-sensitive daytime hours. Temporary noise barriers shall be constructed, if needed, to screen noise-generating equipment when located near noise-sensitive land uses.
- If impact pile driving is required, sonic pile drivers shall be used, unless engineering studies are submitted to the City that show this is not feasible, based on geotechnical considerations.

Significance after Mitigation

Mitigation Measure 3.7-1a requires implementation of 2040 General Plan policies, including Policy ERC-4.3 (Project Design), which promotes the use of new construction materials and equipment that minimizes noise impacts; and Policy ERC-10.9 (Construction Noise Controls), which limits construction noise impacts by requiring the City to adopt regulations that restrict hours of construction and the type of work that can be performed. Implementation of Mitigation Measure 3.7-1b would include additional measures that developments under the Specific Plan would need to adhere to in order to reduce construction-related noise to the extent feasible. Compliance with Mitigation Measures 3.7-1a and 3.7-1b would restrict construction operations to less sensitive time periods and implement the best available construction noise level reductions necessary for specific projects. Therefore, this impact would be **less than significant with mitigation**.

Impact 3.7-2: Generation of Excessive Groundborne Vibration or Groundborne Noise Levels

Construction activity associated with implementation of the Specific Plan would generate short-term increases in vibration. Construction activity would predominately occur during daytime hours when sensitive receptors would not be as affected by groundborne vibration. Additionally, Mitigation Measures 3.7-2a and 3.7-2b would require that all measures to reduce impacts from construction vibration would be implemented for projects under the Specific Plan by requiring minimum setbacks to sensitive land uses, impact monitoring during pile driving activity, and use of alternative equipment when appropriate and feasible. Thus, the impact would be **less than significant with mitigation**.

Construction activities generate varying degrees of temporary ground vibration, depending on the specific construction equipment used and activities involved. Construction-related vibration has the potential to damage structures, cause cosmetic damage (e.g., crack plaster), or disrupt the operation of vibration-sensitive equipment. Vibration can also be a source of annoyance to individuals who live or work close to vibration generating activities. The Specific Plan would encourage infill development, and thus would have the potential to result in construction vibration near sensitive receptors.

Typical construction activities, such as the site preparation and grading, may generate substantial vibration near the source. When evaluating construction-related vibration impacts, the activities with the greatest potential to cause impacts (i.e., structural damage or disturbance to sensitive land uses) are the primary focus. Table 3.7-10 includes reference vibration levels for construction activities that generate the highest levels of vibration.

Table 3.7-10 Vibration Source Levels for Construction Equipment

Equipment		Peak Particle Velocity (PPV) at 25 Feet, Inches per Second	Root Mean Square at 25 Feet (VdB)
Pile Driver (impact)	upper range	1.518	112
	typical	0.644	104
Pile Driver (sonic)	upper range	0.734	105
	typical	0.17	93
Clam shovel drop (slurry wall)		0.202	94
Hydromill (slurry wall)	in soil	0.008	66
	in rock	0.017	75
Vibratory Roller		0.21	94
Hoe Ram		0.089	87
Large bulldozer		0.089	87
Caisson drilling		0.089	87
Loaded trucks		0.076	86
Jackhammer		0.035	79
Small bulldozer		0.003	58

Source: FTA 2018: Table 7-4.

As discussed under Impact 3.7-1, specific construction activities, proximity of equipment to structures and sensitive land uses, and specific duration of individual construction projects are not known at this time; therefore, this analysis evaluates the potential for impacts to occur at a programmatic level based on typical construction equipment that could be used for building construction.

Based on the reference levels included in Table 3.7-10, pile driving generates the highest vibration levels. Pile driving could potentially be used during construction of new residential, commercial, or other land uses under the Specific Plan, as well as other infrastructure associated with development, and thus, is of greatest concern when evaluating construction-related vibration impacts. When vibration events occur from the same source more than 70 times per day, as would likely be the case with pile driving, they are considered “frequent events.” Frequent events in excess of 65 VdB are considered to result in a significant vibration impact (FTA 2018). According to the FTA, impact pile driving generates ground vibration levels of 1.518 in/sec at 25 feet, which would attenuate to 0.199 in/sec PPV at 97 feet.

Based on FTA’s recommended procedure for applying a propagation adjustment to these reference levels, vibration levels from impact pile driving could exceed the Caltrans threshold of significance of 0.2 in/sec PPV for structural damage to normal dwellings within 97 feet of pile-driving activities, and the applied threshold for historic buildings of 0.08 in/sec PPV within 180 feet. See Appendix C for modeling details.

Not all construction activity under the Specific Plan would involve pile driving; thus, this analysis also evaluates vibration levels resulting from construction activities that do not involve pile driving. Based on the reference vibration levels for typical construction equipment included in Table 3.7-10, the piece of equipment that could generate the second greatest level of ground vibration is a vibratory roller. According to the FTA, vibratory rollers generate ground vibration levels of 0.20 in/sec PPV at 25 feet. Based on the recommended procedure for applying a propagation adjustment, vibration levels from the use of a vibratory roller could exceed the threshold of significance of 0.2 in/sec PPV for structural damage to normal dwelling houses within 26 feet of vibratory roller activities, and the applied threshold of 0.08 in/sec PPV for historic buildings within 48 feet (see Appendix C for modeling details).

Vibration levels can also result in interference or annoyance impacts for residences or other land uses where people sleep, such as residences, hotels, and hospitals. According to FTA, vibration levels associated with pile driving are 112 VdB at 25 feet and 94 VdB at 25 feet for vibratory rollers (FTA 2018: 184). FTA vibration annoyance potential criteria depend on the frequency of vibration events. For construction activities involving pile driving, based on FTA’s recommended procedure for applying propagation adjustments to reference levels for a typical pile driver, vibration levels could exceed the threshold of significance for disturbance to a sensitive land use (65 VdB) within 925 feet of construction activities. Because the use of a vibratory roller would likely not require frequent use, this analysis applies the FTA criterion of 75 VdB threshold for occasional events. For construction activities that would include the use of a vibratory roller, vibration levels from construction could exceed the threshold of significance for disturbance to a sensitive land use within 108 feet of construction activities. See Appendix C for modeling details.

Because the specific construction activities that could result from implementation of the Specific Plan and their potential proximity to sensitive receptors, including historic buildings, the possibility remains for construction activities that generate vibration to occur within the distances identified above, resulting in disturbance to sensitive land uses or structural damage. For this reason, this impact would be **potentially significant**.

Mitigation Measures

Mitigation Measure 3.7-2a: Implement 2040 General Plan Policies

- Interior Vibration Standards. The City shall require construction projects that are anticipated to generate significant vibration levels to use appropriate methods (i.e., type of equipment, low-impact tools, modifying operations, increasing setback distance, vibration monitoring) to ensure

acceptable interior vibration levels at nearby residential and commercial uses based on the current City or Federal Transit Administration (FTA) criteria. (2040 General Plan Policy ERC-10.5)

- **Vibration.** The City shall consider the potential for vibration-induced damage associated with construction activities, highways, and rail lines in close proximity to historic buildings and archaeological sites. Where there is potential for substantial vibration-induced damage, the City shall require preparation of a Pre-Construction Survey and Vibration Management and Monitoring Plan, prepared by a qualified historic preservation specialist or structural engineer to document existing conditions, present appropriate methods to avoid or reduce potential vibration damage, monitor for excessive vibration, and ensure any damage is documented and repaired. (2040 General Plan Policy ERC-10.7)

Mitigation Measure 3.7-2b: New Policy for Goal E-1: Environment, Public Health, and Safety

The City shall include the following new policy in the Specific Plan:

- **Policy XX:** Implement additional measures to reduce construction-related vibration.

The following vibration control measures (or other equally effective measures approved by the City) shall be included in the plan:

- To prevent structural damage, minimum setback requirements for different types of ground vibration-producing activities (e.g., pile driving) for the purpose of preventing damage to nearby structures shall be established based on the proposed activities and locations, once determined. Factors to be considered include the specific nature of the vibration producing activity (e.g., type and duration of pile driving), local soil conditions, and the fragility/resiliency of nearby structures. Established setback requirements can be breached if a project-specific site-specific vibration analysis is conducted by a qualified geotechnical engineer or ground vibration specialist that indicates that no structural damage would occur at nearby buildings or structures.
- To prevent disturbance to sensitive land uses, minimum setback requirements for different types of ground vibration producing activities (e.g., pile driving) shall be established based on the proposed activities and locations, once determined.
- Alternatives to traditional pile driving (e.g., sonic pile driving, jetting, cast-in-place or auger cast piles, etc.,) shall be considered and implemented where feasible to reduce vibration levels.
- Phase pile-driving and high-impact activities so as not to occur simultaneously with other construction activities, to the extent feasible. The total vibration level produced could be significantly less when each vibration source is operated at separate times.

Significance after Mitigation

Mitigation Measure 3.7-2a requires implementation of 2040 General Plan policies, including Policy ERC-10.5 (Interior Vibration Standards), which requires construction projects anticipated to generate excessive vibration levels to ensure acceptable interior vibration levels at nearby residential and commercial uses are met through equipment type, monitoring, and other methods, and Policy ERC-10.7 (Vibration), which protects historic buildings from damage due to vibration by requiring the implementation of Pre-Construction Surveys and Vibration Management and Monitoring Plans where there is potential for substantial vibration-induced damage. Implementation of Mitigation Measure 3.7-2b would include additional measures that developments under the Specific Plan would need to adhere to in order to reduce construction-related vibration to the extent feasible.

Implementation of Mitigation Measures 3.7-2a and 3.7-2b would serve to reduce potential vibration impacts from the use of equipment during construction activities by requiring minimum setbacks to sensitive land uses, impact monitoring during pile driving activity, and use of alternative equipment when appropriate and feasible. These measures would ensure that construction activities within the Specific Plan Area would reduce the potential exposure to excessive groundborne noise and vibration levels and ensure that construction vibration levels would not impact persons or buildings. Therefore, this impact would be **less than significant with mitigation**.

Impact 3.7-3: Exposure of Existing Sensitive Receptors to Project-Generated Traffic Noise

Implementation of development associated with the Specific Plan would result in traffic increases along several modeled roadways in the vicinity of the Specific Plan Area, thus increasing traffic noise. A comparison of existing (2018) and future (2040) traffic noise identified seven roadways that would increase from below OPR's residential exterior noise thresholds (i.e., 60 dB CNEL and 65 dB CNEL for single-family and multi-family residential uses, respectively) under existing conditions beyond them with the buildout of the project. Additionally, noise from nine of the modeled roadways would increase by more than 3 dB. Implementation of Mitigation Measure 3.7-3 would require the implementation of 2040 General Plan policies, which would reduce noise impacts to sensitive receptors; however, it cannot be guaranteed at this time that long-term traffic noise associated with development under the Specific Plan would be reduced below the applicable thresholds. Therefore, this impact would be **significant and unavoidable**.

The Specific Plan establishes the land use development pattern for the future of the Specific Plan Area and accommodates growth and development, including new residential, commercial, and office land uses. Land use development that results in traffic increases can result in long-term traffic noise increases (or decreases) on roadways in the Specific Plan Area, and thus could result in exposure of existing receptors to substantial permanent noise increases. Traffic noise modeling was conducted for existing (2018) and future (2040) conditions using traffic data which was based on anticipated land use development contemplated under growth in the City through 2040.

For community noise assessments Caltrans considers it is "generally not significant" if no noise-sensitive uses are located within the project area, or if increases in community noise levels associated with implementation of a project would not exceed +3 dB at noise-sensitive locations in the project vicinity (Caltrans 2020). Existing and existing plus project modeled noise levels associated with roadway segments within the Specific Plan Area are shown in Table 3.7-11. The majority of roadway segments exceed the OPR threshold for single-family residential uses (60 dB CNEL), and almost half of the roadway segments exceed the OPR threshold for multi-family residential uses (65 dB CNEL) with absolute noise levels ranging from approximately 45.5 to 70.9 dB CNEL. Roadway segments that would experience a permanent increase in traffic noise levels either because they would exceed the OPR thresholds for exterior noise at residential receptors with the project or would result in an increase of 3 dB or more from existing conditions are identified in bold. See Appendix C for more detailed information regarding traffic noise calculations.

Table 3.7-11 Existing and Projected Traffic Noise Levels

Roadway	Segment		CNEL (dB)		Change (dB)
	From	To	Baseline	Future With Project (2040)	
Stockton Blvd	Alhambra Boulevard	34th Street	66.2	67.5	1.4
Stockton Blvd	34th Street	US 50 On Ramp	64.7	65.3	0.6
Stockton Blvd	US 50 On Ramp	US 50 Off Ramp	65.0	65.6	0.6
Stockton Blvd	US 50 Off Ramp	T Street	64.5	65.4	0.9
Stockton Blvd	T Street	39th Street	64.7	65.6	0.9
Stockton Blvd	39th Street	UC Davis Health Dept. Dwy	65.2	65.9	0.7
Stockton Blvd	UC Davis Health Dept. Dwy	X Street	65.1	65.9	0.8
Stockton Blvd	X Street	Y Street	63.6	66.1	2.5
Stockton Blvd	Y Street	2nd Avenue	63.6	66.1	2.4
Stockton Blvd	2nd Avenue	Broadway	64.9	64.3	-0.7
Stockton Blvd	Broadway	11th Avenue	65.9	64.6	-1.3
Stockton Blvd	11th Avenue	14th Avenue	65.3	64.3	-1.0
Stockton Blvd	14th Avenue	San Francisco Boulevard	66.0	65.8	-0.2
Stockton Blvd	San Francisco Boulevard	21st Avenue	64.6	64.6	0.0
Stockton Blvd	21st Avenue	Fruitridge Road	64.5	64.8	0.3
Stockton Blvd	Fruitridge Road	McMahon Drive	67.3	68.1	0.8
Stockton Blvd	McMahon Drive	Lemon Hill Avenue	66.7	67.4	0.7
Stockton Blvd	Lemon Hill Avenue	Dias Avenue	67.2	67.9	0.8
Stockton Blvd	Dias Avenue	Elder Creek Road	66.9	67.6	0.7
Stockton Blvd	Elder Creek Road	Fowler Avenue	67.4	67.9	0.5
Stockton Blvd	Fowler Avenue	65th Street	67.2	67.7	0.5
65th St	US 50 Off Ramp	4th Avenue	70.4	70.9	0.5
65th St	4th Avenue	Broadway	70.4	70.6	0.2
65th St	Broadway	San Joaquin Street	69.4	69.2	-0.2
65th St	San Joaquin Street	14th Avenue	69.3	69.2	-0.2
65th St	14th Avenue	18th Avenue	70.6	69.3	-1.4
65th St	18th Avenue	21st Avenue	70.6	69.3	-1.4
65th St	21st Avenue	Sacramento County Cemetery	70.0	68.6	-1.4
65th St	Sacramento County Cemetery	Fruitridge Road	70.0	68.6	-1.4
65th St	Fruitridge Road	McMahon Drive	69.4	68.3	-1.1
65th St	McMahon Drive	Lemon Hill Avenue	69.7	68.7	-1.0
65th St	Lemon Hill Avenue	Elder Creek Road	69.6	68.5	-1.1
65th St	Elder Creek Road	53rd Avenue	69.7	68.8	-0.9
65th St	53rd Avenue	Stockton Boulevard	66.7	65.8	-0.9

Roadway	Segment		CNEL (dB)		Change (dB)
	From	To	Baseline	Future With Project (2040)	
65th St	65th Street	Walmart Dwy	64.3	63.7	-0.6
65th St	Walmart Dwy	Sky Pkwy	64.5	63.9	-0.6
65th St	65th Street	Florin Road	64.1	63.4	-0.7
Martin Luther King Jr Blvd	Broadway	Keith B Kenny K8 School	59.6	60.7	1.1
Martin Luther King Jr Blvd	Keith B Kenny K8 School	14th Avenue	59.0	59.8	0.8
Martin Luther King Jr Blvd	14th Avenue	21st Avenue	61.2	62.1	0.9
Martin Luther King Jr Blvd	21st Avenue	26th Avenue	61.6	62.7	1.1
Martin Luther King Jr Blvd	26th Avenue	Fruitridge Road	60.8	61.8	1.0
Martin Luther King Jr Blvd	Fruitridge Road	Highway 99	62.3	63.2	0.9
47th Ave	Highway 99	44th Street	68.0	68.8	0.8
47th Ave	44th Street	Sampson Boulevard	67.3	68.1	0.8
47th Ave	Sampson Boulevard	Steiner Drive	66.8	67.5	0.7
47th Ave	Steiner Drive	Stockton Boulevard	66.2	66.8	0.6
Elder Creek Rd	Stockton Boulevard	65th Street	66.8	67.7	0.9
41st Ave	Highway 99	44th Street	45.6	50.0	4.4
Lemon Hill Ave	44th Street	Sampson Boulevard	43.0	45.5	2.5
Lemon Hill Ave	Sampson Boulevard	Dewey Boulevard	47.6	50.1	2.5
Lemon Hill Ave	Dewey Boulevard	Stockton Boulevard	54.8	56.0	1.2
Lemon Hill Ave	Stockton Boulevard	65th Street	47.9	49.9	2.0
Fruitridge Rd	Highway 99 Off Ramp	Martin Luther King Jr Blvd.	67.5	68.0	0.5
Fruitridge Rd	Martin Luther King Jr Blvd.	Mendocino Boulevard	67.4	68.5	1.1
Fruitridge Rd	Mendocino Boulevard	Del Norte Boulevard	67.4	68.5	1.1
Fruitridge Rd	Del Norte Boulevard	44th Street	67.3	68.3	1.0
Fruitridge Rd	44th Street	Ethel Way	67.4	68.2	0.8
Fruitridge Rd	Ethel Way	Lawrence Drive	66.7	67.4	0.8
Fruitridge Rd	Lawrence Drive	Stockton Boulevard	66.7	67.4	0.8
Fruitridge Rd	Stockton Boulevard	58th Street	64.8	64.8	0.0
Fruitridge Rd	58th Street	61st Street	63.7	63.6	-0.1
Fruitridge Rd	61st Street	65th Street	65.3	65.2	-0.1
21st Ave	Stockton Boulevard	53rd Street	61.1	62.0	0.9
21st Ave	53rd Street	58th Street	59.3	60.7	1.4
21st Ave	58th Street	65th Street	58.6	59.5	0.9
12th Ave	Highway 99 On Ramp	3rd Street	60.1	60.8	0.7
12th Ave	3rd Street	36th Street	56.1	57.5	1.4
12th Ave	36th Street	Martin Luther King Jr Blvd.	56.1	57.5	1.4
14th Ave	Martin Luther King Jr Blvd.	East Nicholas Avenue	62.8	64.5	1.6
14th Ave	East Nicholas Avenue	Stockton Boulevard	61.9	64.0	2.1

Roadway	Segment		CNEL (dB)		Change (dB)
	From	To	Baseline	Future With Project (2040)	
14th Ave	Stockton Boulevard	50th Street	63.2	66.4	3.2
14th Ave	50th Street	53rd Street	61.4	66.1	4.7
14th Ave	53rd Street	58th Street	58.9	63.9	5.0
14th Ave	58th Street	Tallac Shopping Mall	61.5	65.0	3.5
14th Ave	Tallac Shopping Mall	65th Street	61.6	64.9	3.3
Broadway	Stockton Boulevard	50th Street	58.9	63.7	4.8
Broadway	50th Street	53rd Street	59.1	64.1	5.0
Broadway	53rd Street	59th Street	61.2	64.2	3.0
Broadway	59th Street	61st Street	60.8	63.4	2.6
Broadway	61st Street	65th Street	62.0	63.7	1.8

Notes: dB = A-weighted decibels; CNEL = Community noise equivalent level

Bold = Noise level exceeding the OPR threshold for transportation noise levels at residential (low density, duplex, mobile home) receptors, or exceeding the significant increase thresholds of 3dB.

Source: Data provided by Fehr & Peers; Traffic noise modeled by Ascent in 2023.

As shown in Table 3.7-11, modeled traffic noise levels for the majority of roadway segments exceed OPR exterior noise thresholds for residential uses (i.e. 60 dB CNEL and 65 dB CNEL) under both baseline and future project scenarios. Increased traffic noise as a result of development associated with the Specific Plan would result in an increase in noise along a majority of studied roadway segments; a decrease in noise along 20 studied roadway segments, and no change to noise levels along two roadway segments. Additionally, there are nine modeled roadway segments that would result in an increase of +3 dB or more and seven that are below OPR's residential exterior noise standards under existing conditions but would exceed that with build out of the project (i.e., roadways that would increase from below 60 dB CNEL to above 60 dB CNEL or roadways that would increase from below 65 dB CNEL to above 65 CNEL). Therefore, impacts to traffic noise would be **significant**.

Mitigation Measures

Mitigation Measure 3.7-3: Implement 2040 General Plan Policies

- **Exterior Noise Standards.** The City shall require noise mitigation for all development where the projected exterior noise levels exceed those shown in Table ERC-1 [shown as Table 3.7-2 in this EIR], to the extent feasible. (2040 General Plan Policy ERC-10.1)
- **Interior Noise Standards.** The City shall require new development to include noise attenuation to assure acceptable interior noise levels appropriate to the land use, as follows:
 - 45 dB L_{dn} for residential, transient lodgings, hospitals, nursing homes, and other uses where people normally sleep; and
 - 45 dB L_{eq} (peak hour with windows closed) for office buildings and similar uses. (2040 General Plan Policy ERC-10.3)
- **Alternative Paving Materials.** The City shall continue to explore opportunities to use alternative pavement materials such as rubberized asphalt and porous pavement on residential roadways in order to reduce noise generation, extend maintenance cycles, and improve air quality and stormwater management. (2040 General Plan Policy ERC-10.8)

Significance after Mitigation

Mitigation Measure 3.7-3 requires implementation of 2040 General Plan policies, including Policy ERC-10.1 (Exterior Noise Standards), which requires mitigation at the project level for development which would exceed the General Plan's Noise Compatibility standards; Policy ERC-10.3 (Interior Noise Standards), which requires new development to attenuate interior noise levels to appropriate levels; and Policy ERC-10.8, which encourages the use of alternative pavement materials, which would reduce vehicular noise generation. Although the implementation of Mitigation Measure 3.7-3 would reduce traffic noise to the extent feasible, it is not possible to guarantee that long-term traffic noise associated with development under the Specific Plan would be reduced below the applicable thresholds. Therefore, this impact would be **significant and unavoidable**.

Impact 3.7-4: Expose Noise-Sensitive Land Uses to Operational Stationary Noise that Exceeds Applicable Standards

Implementation of the Specific Plan would result in the development of areas with a high intensity mix of residential, commercial, office, and public uses. Noise sources associated with these land uses include mechanical equipment such as heating, ventilation, and air conditioning (HVAC) units, backup generators, vehicular and human activity in parking lots, and activities at commercial/retail land uses. The City Code establishes noise standards for HVAC equipment. However, exact locations, building footprints, and building orientation have not been identified, and therefore, it is unknown specifically where future stationary noise sources could be located. Therefore, it is possible that new stationary noise sources could exceed City noise standards and result in excessive noise levels at existing sensitive receptors. The implementation of Mitigation Measures 3.7-1a and 3.7-3 would ensure that new stationary noise sources associated with development under the Specific Plan would be mitigated so as not exceed City exterior noise standards at sensitive receptors. This impact would be **less than significant with mitigation**.

This impact assesses the long-term exposure of existing sensitive receptors to increased long-term (operational) noise levels from proposed land use development. The Specific Plan Area is predominately designated Residential Mixed Use. As detailed in Chapter 2, "Project Description," the Residential Mixed Use land use designation is intended to foster walkable areas with a high intensity mix of residential, commercial, office, and public uses. Noise sources associated with these land uses include mechanical equipment such as HVAC equipment and vehicular and human activity in parking lots. Vehicular and human activity in parking lots, outdoor activities, and voices would be intermittent in nature and would vary considerably depending on the specific characteristics of the site. This activity also tends not to be of a level of frequency that would disturb existing sensitive receptors (e.g., residences, schools, or libraries) and would mostly occur during the daytime, when receptors are least sensitive. Therefore, this analysis focuses on noise from mechanical equipment.

Mechanical equipment could take the form of fans, pumps, or chillers. Noise levels associated with HVAC units and backup generators would be similar to those associated with other mechanical equipment such as pumps, air compressors, and exhaust pipes. Thus, this analysis of mechanical equipment is representative of typical noise sources associated with commercial land uses.

Noise levels from HVAC equipment vary substantially depending on unit efficiency, size, and location, but generally range from 45 to 70 dB L_{eq} at a distance of 50 feet (EPA 1971). City Code Section 8.68.110 regulates the noise levels of residential pumps, fans, and air conditioners. Specifically, the regulation states that noise levels from this equipment should not exceed 60 dB L_{eq} at 1 foot inside the property line of the affected residential property or exceed 55 dB L_{eq} in the center of a neighboring patio 3 to 5 feet above ground level or outside of the neighboring living area window nearest the equipment

location. For a more conservative analysis, HVAC units were assumed to operate at a reference noise level of 70 dB L_{eq} . At this noise level, HVAC units would exceed the City noise standard for residential mechanical equipment of 60 dB L_{eq} at one foot inside the residential property line and 55 dB L_{eq} outside of a neighboring patio or nearest living area window within 157 feet and 279 feet, respectively. Because the locations of HVAC units are not currently known, it is not possible to guarantee that HVAC units would be located far enough from sensitive receptors to avoid substantial noise exposure that would exceed City stationary noise standards for sensitive receptors.

Subsequent development under the Specific Plan would be required to comply with the applicable City guidelines, standards, and specifications related to operational noise. However, the specific location of new mechanical equipment associated with new mixed-use structures is not known at this time. Therefore, it is possible that new stationary sources associated with new development could expose existing sensitive land uses to noise levels that exceed City standards for sensitive land uses. Thus, this impact would be **potentially significant**.

Mitigation Measures

Implement Mitigation Measure 3.7-1a: Implement 2040 General Plan Policies.

Implement Mitigation Measure 3.7-3: Implement 2040 General Plan Policies.

Significance after Mitigation

The implementation of Mitigation Measures 3.7-1a and 3.7-3, as detailed above, would ensure that new stationary noise sources associated with development under the Specific Plan would be mitigated so as not exceed City exterior noise standards at sensitive receptors. This impact would be **less than significant with mitigation**.

CUMULATIVE IMPACTS

Impact 3.7-5: Potential for Implementation of the Specific Plan, in Combination with Other Development, to Contribute to a Significant Cumulative Noise Impact

Implementation of the Specific Plan, in combination with other cumulative development in the area, would involve a permanent increase in ambient noise. This permanent increase could contribute to significant noise impacts in the area. Although implementation of feasible mitigation measures would reduce plan-specific noise effects associated with implementation of the Specific Plan, all impacts may not be reduced to a less than significant level. Therefore, within the cumulative context, impacts would be **significant and unavoidable**.

The geographic context for cumulative impacts related to noise includes the Specific Plan Area and areas in the City and County of Sacramento adjacent to the Specific Plan Area. Cumulative noise impacts could occur if sensitive receptors are exposed to elevated noise and vibration levels simultaneously from multiple projects that are in close proximity to one another. Noise impacts are based on factors related to site-specific and project-specific characteristics and conditions, including distance to noise sources, barriers between land uses and noise sources, and other factors. Noise impacts are typically site-specific and only combine when cumulative development is in close proximity to one another.

Contribute to Cumulative Construction Noise and Vibration

Because construction noise and vibration are localized effects, only construction projects that occur close to one another could combine to result in a cumulative noise or vibration effect. Cumulative impacts from construction-generated noise and vibration could result if other future planned construction activities were to take place within close proximity to individual project sites within the Specific Plan Area. Vibration and noise associated with construction activities are of primary concern within proximity of sensitive land uses. At increasing distances from the source, vibration levels dissipate rapidly and have less potential to cause disturbance to people or damage to structures. Vibration and noise generated from construction would occur for brief and intermittent periods of time. In consideration of other future development, vibration impacts would remain local and would not combine with vibration sources from other construction activities, even if construction activities at other future development were to occur simultaneously with project construction activities. The Specific Plan would not result in a cumulatively considerable contribution to construction noise and vibration impacts. Therefore, impacts would be **less than significant**.

Contribute to Cumulative Traffic Noise Impact

As shown in Table 3.7-11, there are nine roadways within the vicinity of the Specific Plan area that would generate a significant increase (i.e., +3 dB) in traffic noise levels above existing conditions and seven roadways which would increase beyond OPR's residential exterior noise standards of 60 dB CNEL and 65 dB CNEL for single-family residential and multi-family residential uses, respectively. Therefore, cumulative traffic noise from implementation of the Specific Plan would exceed Caltrans noise standards, resulting in a cumulatively considerable contribution to the significant cumulative noise condition. This impact would be **significant**.

Contribute to Cumulative Operational Noise Impacts

Cumulative impacts related to on-site operational and stationary noise sources are site specific, dissipate with distance from the source, and typically result in cumulative impacts only when project-generated noise is located close to other off-site noise sources. The project would result in residential mixed-use land uses that include stationary noise sources such as HVAC units. Although at the project level, the specific locations of new stationary equipment are unknown and could exceed the City's threshold for stationary sources, stationary noise sources are generally limited to the vicinity of individual project sites and would generally not combine with other stationary equipment in the overall area to result in a cumulative effect. Therefore, the project would not contribute substantially to a cumulative impact related to stationary noise and this impact would be **less than significant**.

Mitigation Measures

Implement Mitigation Measure 3.7-3: Implement 2040 General Plan Policies

Significance after Mitigation

Mitigation Measure 3.7-3 requires implementation of 2040 General Plan policies, including Policy ERC-10.1 (Exterior Noise Standards), which requires mitigation at the project level for development which would exceed the General Plan's Noise Compatibility standards; Policy ERC-10.3 (Interior Noise Standards), which requires new development to attenuate interior noise levels to appropriate levels; and Policy ERC-10.8, which encourages the use of alternative pavement materials which would reduce vehicular noise generation. Although the implementation of Mitigation Measure 3.7-3 would reduce traffic noise to the extent feasible, it is not possible to guarantee that long-term traffic noise associated with development under the Specific Plan would be reduced below the applicable thresholds. Therefore, cumulative impacts would be **significant and unavoidable**.

3.8 PUBLIC SERVICES AND RECREATION

This section provides an overview of existing public services in the City of Sacramento and evaluates the effects of implementation of the proposed Specific Plan to affect availability, service level, and/or capacity of public services, including fire protection services, police protection services, schools, library facilities, and parks and recreation and, if such an effect is determined to occur, whether new or expanded facilities would be required that could result in a potentially significant impact to the environment.

No comments related to public services or recreation were received in response to the Notice of Preparation (NOP). A copy of the NOP along with comments received is included in Appendix A.

3.8.1 Regulatory Setting

FEDERAL

No federal plans, policies, regulations, or laws regarding public services and recreation are relevant to the Specific Plan.

STATE

California Fire Code

The 2022 California Fire Code, which incorporates by adoption the 2021 International Fire Code, contains regulations related to construction, maintenance, and use of buildings. Topics addressed in the California Fire Code 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 California Fire Code contains specialized technical regulations related to fire and life safety.

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 and childcare facility standards, and fire-suppression training.

California Building Standards Code (Title 24)

The California Green Building Standards Code (CALGreen) represents Part 11 of the California Building Standards Code under California Code of Regulations Title 24. CALGreen is intended to promote sustainable construction practices by reducing negative impacts associated with construction, applying design and methodology to encourage positive environmental impacts. The code is the State of California's first green building code, and applies to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure on a statewide basis (unless otherwise indicated).

California Division of Occupational Safety and Health (Cal/OSHA)

In accordance with California Code of Regulations (CCR), Title 8 Section 1270, “Fire Prevention,” and Section 6773, “Fire Protection and Fire Equipment,” the California Division of Occupational Safety and Health (referred to as Cal/OSHA) has established minimum standards for fire suppression and emergency medical services. The standards include guidelines on the handling of highly combustible materials, fire hose sizing requirements, restrictions on the use of compressed air, access roads, and the testing, maintenance, and use of all firefighting and emergency medical equipment.

Leroy F. Greene School Facilities Act

The Leroy F. Greene School Facilities Act of 1998 established a state program to provide per-pupil funding for new construction and modernization of existing school facilities. The act limits the power of cities and counties to require mitigation of school facilities as a condition of approving new development and authorizes school districts to assess fees (at various levels) to directly offset the costs associated with increased capacity as a result of new development.

California Government Code Section 66477

California Government Code Section 66477 (Quimby Act) allows local governments to impose land dedications or fees in lieu, or combination of both, for Neighborhood and Community Park purposes from new residential subdivisions. The land dedication or in lieu fees are placed as a condition on the tentative or subdivision map. The law prescribes a standard consistent with the circumstances of each park district based on a minimum of 3 acres and a maximum of 5 acres per 1,000 residents. The City of Sacramento oversees these requirements in the city under City Code Chapter 17.512.

LOCAL

City of Sacramento General Plan

The City of Sacramento 2040 General Plan is the City’s policy guide for future development.

City of Sacramento Department of Youth, Parks, & Community Enrichment Parks Plan 2040

The Department of Youth, Parks, & Community Enrichment (YPCE)’s Park Planning and Development Services division of the City is responsible for park planning, parkland acquisition, park master planning, and the design and development of new - or renovation of existing - neighborhood, community and regional parks. Park Planning and Development Services maintains and implements park design and development documents, including park design guidelines, recreation facility development standards, and the City of Sacramento Parks Plan 2040. The Landscape Architecture Section of the Department of YPCE is responsible for the design, renovation and construction of new or existing City of Sacramento parks, parkways, and off-street bikeways.

YPCE is currently preparing the Parks Plan 2040, as a subsequent project under the 2040 General Plan, which will update and replace the existing Parks and Recreation Master Plan 2005-2010 Technical Update. The Parks Plan 2040 proposes a Level of Service goal of 8.5 acre/1,000 residents for the 2040 General Plan population, which includes neighborhood, community, regional, parkway and open space parks. Based on the priorities and vision of residents, the Parks Plan 2040 will recommend policies to guide in the equitable acquisition, development, and maintenance of existing and future parks for the next 20 years.

Sacramento City Code

Chapter 2.20 of the Sacramento City Code sets forth the guidelines for Sacramento Police Department (SPD) and includes regulations regarding the powers and duties of the Chief of Police and the Police Department.

Chapter 2.24 of the Sacramento City Code sets forth guidelines for Sacramento Fire Department (SFD) and includes regulations associated with the powers and duties of the fire chief and the general organization of SFD, tampering with fire alarm systems, false alarms, and interference with fire alarm systems. In addition, this chapter establishes SFD rates and fees for associated services.

Chapter 15.36 of the Sacramento City Code adopts the 2022 California Fire Code with such deletions, amendments, and additions thereof as set forth in the chapter. Chapter 15.36 includes numerous codes relating to the inspection and general enforcement of the City of Sacramento fire code, control of emergency scenes, permits, general provisions for safety, fire department access, equipment, and protection systems, and many standards for fire alarm systems, fire extinguisher systems, commercial cooking operations, combustible materials, heat producing appliances, exit illumination, emergency plans and procedures, and so on.

Chapter 17.512 of the Sacramento City Code requires as a condition of approval of a tentative map or parcel map, that the subdivider shall dedicate land, pay a fee in lieu thereof, or both, at the option of the city, for park or recreational purposes as required in this chapter. Where a recreational or park facility is designated in the general plan or a specific plan, or the subdivider proposes to locate a recreational or park facility in whole or in part within the proposed subdivision to serve the immediate and future needs of the residents of the subdivision, the subdivider shall dedicate land for a local recreation or park facility sufficient in size and topography to serve the residents of the subdivision. Land acquisition for Neighborhood and Community parks is dedicated or acquired through the City's Quimby Ordinance (Quimby Ord. 2017-0009 § 14) (or payment of the City's Quimby in-lieu fee) and is therefore not included in the park impact fee (PIF) program.

Chapter 18.56 of the Sacramento City Code imposes a park development impact fee on new residential and non-residential development within the city. Fees collected pursuant to Chapter 18.56 are primarily used to finance the development of Neighborhood and Community Park facilities based on a citywide level of service goal of 3.5 acres of Neighborhood and Community Parks per 1,000 persons and 1.5 acres of Citywide/Regional Parks per 1,000 persons in all areas of the city; and 1.75 acres per 1,000 for Neighborhood and Community Parks in the Central City. The park fees that are assessed upon development projects provide a portion of the park improvement funds necessary to serve new residential and non-residential development in the city. The PIF funds a portion of the development of regional parks, parkways, and citywide facilities but not land acquisition. The PIF does not fund acquisition or development of open space. The balance of the city's level of service goal of 8.5 acres/1,000 and the PIF funded 5 acres/1,000 is funded through other means, including land dedication and grants.

3.8.2 Environmental Setting

FIRE PROTECTION AND EMERGENCY SERVICES

The SFD provides fire protection and emergency medical services (EMS) to the entire city and two contract areas (Pacific/Fruitridge and Natomas Fire Protection Districts) that include 47.1 square miles immediately adjacent to the city boundaries within the unincorporated county (Dyett & Bhatia 2020).

The SFD operates from 24 fire stations strategically located throughout its service area. Eight stations are located north of the American River, seven stations in the central downtown and eastern sections of the city, and nine stations in the southern portions of the city. Although each fire station operates within a specific response district encompassing the immediate geographical area around the station, all of the Sacramento County fire agencies (SFD, Sacramento Metro Fire District, Sacramento International Airport Fire, Cosumnes Fire District, and the Folsom Fire Department) share an automatic aid agreement so that the closest fire unit responds regardless of jurisdiction. The nearest stations to the Specific Plan Area are Station 4 to the north of Entry to Midtown subarea, Station 6 to the west of Traditional Neighborhoods Commercial Storefronts subarea, and Station 10 to the east of Little Saigon subarea.

When SFD is fully staffed, 173 personnel are on duty for fire and EMS first responder emergencies and 34 of these personnel are on duty for emergency ambulance transportation daily (Dyett & Bhatia 2020). The Fiscal Year 2023-2024 proposed budget for SFD includes authority to fill 760.5 full-time equivalent (FTE) positions, including 664 fire operations/ EMS positions (City of Sacramento 2023a).

SFD personnel respond to approximately 80,000 calls each year and provide service to approximately 480,000 residents and over 20,000 businesses located in the City of Sacramento (City of Sacramento 2023b). The City has not adopted specific, measurable, and outcome-based response time goals, either in its budget documents or its current and proposed General Plan. In the City's 2023-2024 budget document, SFD reported that 5 minutes 30 seconds is the 2022 actual, 2023 estimate, and 2024 target average response time (City of Sacramento 2023a). The accepted national standard for response times is 5 minutes in an urban environment. Response time is defined by 4 minutes travel time plus 1 minute turnout time, which is the time from dispatch received until time leaving the station (City of Sacramento 2023a). SFD is also responsible for performing fire plan review and fire inspection. In 2022, approximately 96.61 percent of the fire plan reviews were completed on time and 9,550 fire inspections were conducted. SFD has targets to complete 95 percent of the fire plan reviews on time and conduct 9,500 fire inspection in 2024 (City of Sacramento 2023a).

POLICE PROTECTION

Police protection services within the City of Sacramento are provided by the SPD. The SPD operates from the following four stations in the city:

- Sacramento Fire Department and Sacramento Police Department Headquarters: Public Safety Center, Chiefs Deise and Kearns Building at 5770 Freeport Boulevard
- North Area: William J. Kinney Police Facility at 3550 Marysville Boulevard
- South Area: Joseph E. Rooney Police Facility at 5303 Franklin Boulevard
- Central and East Commands: Richards Police Facility at 300 Richards Boulevard

The Specific Plan Area is served by the South Area station, which provides police protection services to the southern portion of the city, from Highway 50 on the north to the city limits on the west, south, and east. SPD also maintains mutual aid agreements as part of a statewide emergency response system. Locally, SPD has police security contracts to provide specialized police staff to Regional Transit, area hospitals, and school districts within the city.

According to the Commission on Peace Officer Standards and Training, the SPD is staffed with 691 full-time sworn personnel, 89 part-time personnel, and 75 dispatchers as of September 2023 (POST

2023). The Fiscal Year 2023-2024 proposed budget for SPD includes authority to fill 1,134.16 FTE positions (769 sworn and 365.16 professional staff) (City of Sacramento 2023a). Table 3.8-1 provides information on SPD performance measures.

Table 3.8-1 Sacramento Police Department Performance Measures 2021-2024

Measure	Fiscal Year 2021 Actual	Fiscal Year 2022 Actual	Fiscal Year 2023 Estimate	Fiscal Year 2024 Target
Part 1 Crimes ¹ Reported per 1,000 Residents	37.88	43.76	46.97	42.14
Part 1 Crimes Reported per Sworn FTE Position	26.22	29.98	32.85	29.33
Median Response Time for Priority 2 and 3 ² Calls (mm:ss)	11:36	12:09	12:16	11:44
Percentage (%) of 911 Calls Answered within 15 Seconds	97%	91%	88%	95%

1. Part 1 crimes are reported to the US Department of Justice as part of the UCR system and include: Homicide, Rape, Robbery, Aggravated (Felony) Assault, Burglary, Larceny (Theft), Motor Vehicle Theft, and Arson.

2. Priority 2 calls are emergency situations requiring immediate police response to preserve life or apprehend subjects. Priority 3 calls are crimes against a person occurring within 15 minutes or less; calls with potential to become violent; at-risk missing persons.

Source: City of Sacramento 2023a.

SCHOOLS

The Sacramento City Unified School District (SCUSD) is the primary provider of school services within the city. The Specific Plan Area is served by the SCUSD. The SCUSD includes elementary school, middle school, high school, charter school, and adult education. The SCUSD served approximately 43,066 students in the 2022-2023 school year (CDE 2023). Public schools within 1 mile of the Specific Plan Area and their enrollment and capacity are summarized in Table 3.8-2.

Table 3.8-2 Public Schools in the Vicinity of the Specific Plan Area

School Name	Enrollment	Capacity	Remaining Capacity
Success Academy (Grade 4-8)	21	N/A	-
Father Keith B. Kenny (K-8)	388	576	188
Fortune (K-12)	N/A	N/A	-
Total			188
Elementary School			
Camellia	462	480	18
Ethel I Baker	685	456	-229
Mark Twain	319	624	308
Nicholas	651	696	45
Oak Ridge	502	624	122
Peter Burnett	565	792	227
Tahoe	358	528	170
Total			661
Middle School			
Will C. Wood	693	1,008	315
Total			315

School Name	Enrollment	Capacity	Remaining Capacity
<i>High School</i>			
American Legion	269	120	-149
Hiram W. Johnson	1,497	2,184	687
West Campus	862	744	-118
Total			420

Note: Based on 2018 enrollment data.

N/A = Not Available. Information is currently not available online.

Source: Dyett & Bhatia 2020.

LIBRARIES

The Sacramento Public Library (SPL) is a joint powers agency between the cities of Sacramento, Citrus Heights, Elk Grove, Galt, Isleton, Rancho Cordova, and the County of Sacramento (SPL 2023). SPL operates a total of 28 branches, including 12 branches within the city and 16 branches outside the city. Residents of the city have access to all library branches both inside and outside of the city. The closest libraries to the Specific Plan Area are Colonial Heights at 4799 Stockton Boulevard, Southgate at 6132 66th Avenue, and Valley Hi-North Laguna at 7400 Imagination Parkway.

PARKS AND RECREATION

YPCE maintains over 4,300 acres of parkland, and over 230 parks, recreation, parkway and open space sites, 21 lakes, ponds or beaches, over 17 aquatic facilities, about 88 miles of off-street shared paths, and provides park and recreation services at City-owned facilities within the city (Dyett & Bhatia 2020). The City generally categorizes parks according to three distinct park types: (1) neighborhood, (2) community, and (3) regional/citywide (which includes parkways and open space). Each of the park types is described below.

Neighborhood Parks

Neighborhood parks are generally less than 10 acres in size and are intended to be used primarily by residents within a half-mile radius. Neighborhood parks contribute to a sense of community by providing gathering places for recreation, entertainment, sports, or quiet relaxation. Some neighborhood parks are co-located adjacent to elementary schools or with detention basins, and improvements are generally oriented toward the recreation needs of children. In addition to landscaping, improvements might include a tot lot, or unlighted sport fields or tennis courts. Pocket Parks and Play Lots generally fall under the category of neighborhood-serving parks and tend to be less than 5 acres in size. These parks are more appropriate for areas of denser urban and mixed-use development. Neighborhood parks within 1 mile of the Specific Plan Area include Fourth Avenue Park, Colonial Park, Lawrence Park, and Artivio Guerrero Park.

Community Parks

Community parks are generally more than 10 acres in size and have a service area of approximately 3 miles, which encompasses several neighborhoods and meets the requirements of a large portion of the city. In addition to neighborhood park elements, a community park might also have restrooms, onsite parking, a community center, a swimming pool, lighted sports fields or courts, and other specialized facilities not found in a neighborhood park. Some of the smaller community parks may be dedicated to one use, and some elements of the park and its facilities might be leased to community groups.

Community parks within 1 mile of the Specific Plan Area include Coloma Park, C.K. McClatchy Park, Oak Park, and Tahoe Park.

Citywide/Regional Parks

Citywide/Regional Parks are larger sites developed with a wide range of improvements usually not found in local neighborhood or community facilities to meet the needs of the entire city population. Regional parks can protect unique natural or cultural features and/or provide major recreation facilities that attract visitors from across the entire city and beyond. Designed for more intensive recreational use, these parks include on-site parking, restrooms, and similar support amenities for longer visits. They may include concessions or other revenue-generating activities and infrastructure, including facilities managed by other City Departments or leased to community groups. In addition to neighborhood and community park type improvements, regional parks may include a golf course, aquatic centers, marina, amusement area, zoo, nature area, shared-use trails, and other amenities. Some elements in the park may be under lease to community groups or non-profit organizations. Parkways are linear parks designed primarily for trail use and secondarily for passive recreation, open space, wildlife habitat, and flood control. Most include hard-surfaced trails for pedestrians and bicyclists, linking residential areas to schools, parks, and trail systems. Parkway are typically linear and narrow, may be situated along an existing corridor such as an abandoned railroad line, roadway, waterway, or other common corridors. The closest regional parks to the Specific Plan Area are Sutter's Landing Regional Park, William Land Regional Park, and Granite Regional Park located approximately 1.5 miles to the north, 2.3 miles to the west, and 2.6 miles to the east, respectively.

Park Service Level Standards

The 2040 General Plan and Parks Plan 2040 establish a level of service goal for the city's public parkland at 8.5 acres per 1,000 residents. The level of service includes all neighborhood, community, regional, parkway, and open space acres parks within the city's jurisdiction. The City's PIF service standard of 3.5 acres of neighborhood/community parks per 1,000 residents and regional parks at 1.5 acres/1,000 (City of Sacramento 2009) for new development remains. Land acquisition and dedications to reach the level of service goal for remaining regional, parkway, and open space parks is expected to be funded through other means, such as grants or dedication.

Neighborhood/Community Parks

The City's PRMP has established a service standard of 5 acres of neighborhood/community parks per 1,000 residents (City of Sacramento 2009). In 2017, the City approved the City of Sacramento Park Development Impact Fee 2017 Nexus Study Update (the Nexus Study). Park impact fees (PIF) are fees required by new development for the purpose of funding park and facilities improvements required to serve that development. The Nexus Study determined that there is a lack of funding for citywide park facilities (such as linear parks, parkways, open spaces, community centers, pools/aquatic complexes).

The Nexus Study determined that the city is lacking in available land in dense urban areas. The Nexus Study resulted in a fair share burden for neighborhood and community parks for new developments set at 1.75 acres per 1,000 population within the Central City Community Plan Area, and 3.5 acres per 1,000 population within the remainder of the city ("Remaining City") which includes Arden Arcade, East Sacramento, Fruitridge Broadway, Land Park, North Natomas, North Sacramento, Pocket, South Area, and South Natomas. This standard is set forth in City Code Chapter 17.512, the City's Quimby Ordinance.

According to the City's parks inventory taken in 2018, neighborhood- and community-serving park acreage comprises approximately 1,355.76 acres (35.77 percent of the total parks inventory). The

Central City contains 105.79 acres of existing neighborhood and community-serving parks while the Remaining City contains approximately 1,249.97 acres. The 2018 population estimate for the Central City is 35,547, which provides approximately 2.98 acres per 1,000 residents. This meets the PIF service level goal of 1.75 acres per 1,000 residents in the Central City. The 2018 population estimate for the Remaining City is 452,385, which provides approximately 2.76 acres per 1,000 residents. This does not meet the PIF service level goal of 3.5 acres of neighborhood and community-serving parks per 1,000 residents for the Remaining City.

Citywide/Regional Parks

The City's updated 2040 Parks Plan has established a regional parks service level standard of 2.75 acres per 1,000 persons and a parkways service goal of 1.5 acres per 1,000 residents. The City's existing service levels are approximately 3.44 acres of regional parks per 1,000 residents and 1.81 acres of parkways per 1,000 residents (City of Sacramento 2024).

Other Recreation Facilities

The City also has standards for 1 outdoor pool facility per 30,000 residents and 1 community center per 50,000 residents (New Economics & Advisory 2016). Currently, the City has 14 outdoor pool facilities and 18 community centers (City of Sacramento 2023c). With an estimated population of 685,694 residents in 2018, the City provides 0.61 outdoor pool facilities per 30,000 residents and 1.31 community centers per 50,000 residents (City of Sacramento 2021). The City currently meets the standard for community centers but does not meet the standard for outdoor pool facilities.

3.8.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

The evaluation of potential impacts to public services was based on applicable City standards and policies and a review of relevant documents. Impacts to public services and recreation were identified by comparing existing service capacity and facilities against future demand associated with implementation of the Specific Plan, based on forecast growth through 2040.

THRESHOLDS OF SIGNIFICANCE

The thresholds of significance were developed in consideration of the State CEQA Guidelines and other applicable policies and regulations. The Stockton Boulevard Plan would have a significant effect on public services and recreation if it would:

Public Services

- result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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,
 - police protection,
 - schools,

- parks, and
- other public facilities.

Recreation

- 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, or
- include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.

ISSUES NOT DISCUSSED FURTHER

There are no issues not discussed further with respect to public services and recreation.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.8 -1: Result in Substantial Adverse Physical Impacts Associated with the Provision of Fire Protection and Emergency Services

Growth anticipated in the Specific Plan Area through the 2040 planning horizon, including the development of residential housing, would increase the population in the area. The increase in population would increase the demand for fire protection and emergency services. However, the SFP has identified potential new fire stations to be constructed in the City and potential reopening of Station 99. Station 99 would provide additional services to the Specific Plan Area. In addition, future development within the Specific Plan Area would be required to comply with existing regulations related to fire protection, which would decrease the demand for SFP services. This impact would be **less than significant**.

As discussed in Section 2.7.3, “Growth and Buildout Projections,” the 2040 General Plan assumes development of 2,007 dwelling units within the Specific Plan Area. Based on 2.56 persons per household, 2,007 dwelling units could accommodate approximately 5,138 residents within the Specific Plan Area (DOF 2023a). The increased population in the Specific Plan Area would be expected to result in an incremental increase in the number of emergency fire and medical calls. To maintain or achieve targeted response time, fire plan review, and fire inspection performance measures for fire protection, it is reasonably foreseeable that new or expanded fire stations would be needed.

The SFP has indicated that new fire stations planned for Delta Shores, the Railyards, and Metro Air Park, as well as a possible re-opening of Station 99 (formerly Station 9) (Dyett & Bhatia. 2020). In addition, SFP is planning additional administrative, logistics and training facilities when funding is available. Although no planned fire stations are located within the Specific Plan Area, development of fire stations in Delta Shores, the Railyards, and Metro Air Park would provide additional facilities to respond to calls and free up staff in the fire stations (Stations 4, 6, and 10) in the vicinity of the Specific Plan Area to concentrate on their areas of operation. Station 99 is located approximately 2.6 miles east of the Little Saigon subarea. If Station 99 is re-opened, it would provide an additional facility to respond to calls for service in relative proximity to the Specific Plan Area and improve the response time throughout the SFD service area.

Future development associated with the Specific Plan would be required to meet SFD standards to ensure adequate capacity for meeting fire protection and suppression requirements, particularly those related to water supply, fire flow, fire hydrant system placement, and other design standards established in the California Fire Code and California Building Standards Code. SFD would review

project design plans and would be able to suggest appropriate fire prevention and protection measures for development allowed under the Specific Plan to comply with relevant fire protection and safety measures addressed in the California Fire Code, the California Building Standards Code, and other applicable regulations. SFP would also review construction plans and inspect ongoing construction work relevant to the Specific Plan to ensure compliance with the aforementioned requirements.

The potential population increase (5,138 residents) within the Specific Plan Area would occur incrementally throughout the General Plan horizon of approximately 20 years. It is anticipated new fire stations would be developed as development in the city occurs (including development in the Specific Plan Area). Development of new fire stations in combination with the California Fire Code, California Building Standards, SFP design plan review and inspection requirements would decrease the demand for SFD services in the Specific Plan Area. Therefore, impacts related to facility construction or operation of new fire protection facilities would be **less than significant**.

Mitigation Measures

No mitigation measures are required.

Impact 3.8 -2: Result in Substantial Adverse Physical Impacts Associated with the Provision of Police Protection

Growth anticipated in the Specific Plan Area through the 2040 planning horizon, including the development of residential housing, would increase the population in the area. The increase in population would increase the demand for police protection services. The SPD has identified new police facilities to be constructed in the city, including the South Area Police Facility. The South Area Police Facility would have the potential to house 200 total staff, which would provide sufficient services to the Specific Plan Area. In addition, the Specific Plan includes policies E-1 and E-2 to improve public safety in the Specific Plan Area. Therefore, implementation of the Specific Plan would not require the construction of additional police facilities beyond those identified by the SPD. This impact would be **less than significant**.

The Specific Plan would result in approximately 2,007 housing units, which would provide housing for an estimated 5,138 residents within the Specific Plan Area based on 2.56 persons per household (DOF 2023a), as well as non-residential users of the public/quasi-public land use area. This would increase demand for police protection services within the Specific Plan Area. Without additional staffing and facilities, the projected increase in population would decrease the existing level of service of the SFD.

The Specific Plan Area is served by the SPD South Area station. One of the new facilities identified by the SPD in the South Area is the South Area Police Facility. This facility is projected to house 200 total staff members and to include a public counter, offices, workstations, interview rooms, locker rooms, break rooms, gym, parking lot, and conference rooms. The City has not adopted a rate of sworn officers per 1,000 residents. Nationwide, the average rate of sworn officers was 2.4 per 1,000 residents and 3.4 law enforcement employees (civilian and sworn) per 1,000 residents in 2017 (FBI 2018). A population of 5,138 residents would require 17.5 law enforcement employees to meet the nationwide average rate of 3.4 employees per 1,000 residents. The South Area Police Facility's 200 staff members along with the South Area substation staff would provide sufficient police protection services to the Specific Plan Area. In addition, the Specific Plan includes implementation of Environment, Public Health, and Safety Policy E-1 to encourage installation of additional lighting along Stockton Boulevard to improve safety and Policy E-2 to promote coordination among various agencies, organizations, and individuals to address criminal activities in the Specific Plan Area. Implementation of the Specific Plan policies would improve safety and decrease the demand for police services. Development of the South Area Police

Facility in combination of the Specific Plan policies (Policy E-1 and Policy E-2) would provide adequate police protection to serve the Specific Plan Area. The Specific Plan does not anticipate a need for additional police facilities to serve the Specific Plan Area beyond the South Area Police Facility identified by SPD. Therefore, impacts related to facility construction or operation of new police protection facilities would be **less than significant**.

Mitigation Measures

No mitigation measures are required.

Impact 3.8 -3: Result in Substantial Adversely Physical Impacts Associated with the Provision of Schools

Growth anticipated in the Specific Plan Area through the 2040 planning horizon, including the development of housing, would increase the student population in the area. Implementation of the Specific Plan would generate approximately 524 students over the long-term buildout of the 2040 General Plan. The students would likely attend schools in the SCUSD. As indicated in Table 3.8 -2, public schools in the vicinity of the Specific Plan Area would have sufficient remaining capacity to accommodate the new students generated from the Specific Plan implementation. This impact would be **less than significant**.

Growth anticipated in the Specific Plan Area through the 2040 planning horizon would increase the local student population. Based on student generation rates provided by SCUSD, growth through the 2040 planning horizon would result in approximately 524 students, with 382 elementary school students, 61 middle school students, and 81 high school students.

Table 3.8-3 Estimated Student Generation

Type of School	Multifamily Generation Rate	Number of Multifamily Dwelling Units	Number of Students Generated	Public School Capacity ¹
Elementary	0.19	2,007	382	661
Middle	0.03		61	315
High	0.04		81	420
Total			524	1,396

Notes:

¹ within 1 mile of the Specific Plan Area

Source: SCUSD 2012.

The increase in the number of students would take place over the 2040 General Plan horizon (approximately 20 years). As indicated in Table 3.8-2, public schools (including elementary, middle, and high schools) in the vicinity of the Specific Plan Area would have remaining capacity to accommodate the students generated in the Specific Plan Area. In addition, students in the SCUSD may apply to attend a neighborhood school outside of their residence area, allowing for the redistribution of enrollment within SCUSD, as needed. Therefore, implementation of the Specific Plan would not require the provision of new school facilities. This impact would be **less than significant**.

Mitigation Measures

No mitigation measures are required.

Impact 3.8 -4: Result in Substantial Adverse Physical Impacts Associated with the Provision of Libraries

Implementation of the Specific Plan would have the potential to increase the level of development within the Specific Plan Area, including the development of housing that would increase the population in the area. The increased population would result in an increased demand for library facilities. Implementation of the SPLA Facility Master Plan would result in adequate library facilities to serve the potential population increase resulting from the Specific Plan. Implementation of the Specific Plan would not require construction of new or expanded library facilities. This impact would be **less than significant**.

Future residents of the Specific Plan Area would increase the demand for library services provided by SPL. The Sacramento Public Library Authority (SPLA) has established a threshold and a target of 0.40 and 0.50 square feet of library facilities per capita, respectively, in its Facility Master Plan 2007-2025 (SPLA 2007). In 2019, the SPL maintained approximately 0.57 square feet of library space per capita overall (Dyett & Bhatia 2020). SPL has planned for additional facilities in Citrus Heights (one), Rancho Cordova (three), Elk Grove (three), and Galt (one). Although these planned facilities are not located within the Specific Plan Area, residents in the Specific Plan Area could use any of these new facilities. Sacramento County is projected to have a population of 1,708,461 in 2040 (DOF 2023b). Using a service ratio of 0.4 square feet per resident, cumulative or buildout conditions would require 683,385 square feet of library space within the county (the SPLA service area). Based on the SPLA Facility Master Plan, SPL is expected to provide 1,007,274 square feet of library spaces in Sacramento County by 2025, which include the Specific Plan Area (SPLA 2007). This would result in a service ratio of 0.59 square feet per capita, which is above the targeted ratio of 0.5 square feet per resident. Additional library projects would likely occur beyond 2025. The increase in population in the Specific Plan Area is anticipated to be well-served by SPLA, since facilities located in the county would also serve City of Sacramento residents. Therefore, there would be adequate library facilities to serve the residents within the Specific Plan Area, and construction of new or expanded facilities would not be required as a result of Specific Plan implementation. Impacts of the project related to construction or expansion of libraries would be **less than significant**.

Mitigation Measures

No mitigation measures are required.

Impact 3.8 -5: Result in Substantial Adverse Physical Impacts Associated with the Demand for or Provision of New Parks and Other Recreational Facilities

Growth anticipated in the Specific Plan Area through the 2040 planning horizon, including the development of housing, would increase the population in the area. The increased population would result in an increased demand for parks and recreation facilities, which would exacerbate the City's current deficiency in parks and recreation facilities and would create a need for construction or expansion of recreational facilities. Implementation of the Mitigation Measures 3.8 -5a and 3.8 -5b, and contribution to PIF, would ensure that adequate parks and recreation facilities would be available to serve the Specific Plan Area as development occurs. This impact would be **less than significant with mitigation**.

As Sacramento grows to a population of approximately 651,480 by 2040, new neighborhood and community parks would be needed to ensure the applicable standards for these facilities are met. City Code requires that new residential developments either dedicate land for new park facilities or pay a Quimby in-lieu fee that can be used for acquisition of parkland. Additionally, new development would be subject to a PIF, which can be used to finance the development of new neighborhood and community

parks in the vicinity of the project site. Land dedicated to the City for new parks as part of the development process contributes toward meeting the minimum service level goals for neighborhood and community parkland; however, to achieve the level of service goal for all parkland, which includes regional parks, open space, parkways, the City would need to seek sources of funding in addition to the development process. Guidance on location and planning for future neighborhood and community parks and improvements would be determined as part of the update to the YPCE Parks Plan 2040.

With over 22 acres of vacant sites and many underutilized parcels, opportunities along the corridor may include creation of community spaces and neighborhood parks. The City is committed to expanding public gathering spaces in and around the Specific Plan Area through a range of policies and programs, in alignment with the 2040 General Plan. A key objective of both the 2040 General Plan and the Parks Plan 2040 is to ensure that accessible public parks and open spaces are conveniently located within a 10-minute walk from all residences. The Parks Plan 2040 will introduce policies aimed at promoting equitable acquisition, development, and maintenance of parks, as well as recreational programming, in accordance with the priorities and visions of Sacramento residents.

Growth anticipated in the Specific Plan Area through the 2040 planning horizon would have the potential to increase the population in the Specific Plan Area by 5,138 residents. The Specific Plan does not include new parks or other recreational facilities. Therefore, the increased population would incrementally increase the use of existing area parks and recreational facilities. As discussed in Section 3.8.2, “Environmental Setting,” the City is not meeting the service level standards for neighborhood/community parks, and outdoor pool facilities. The increased demand for parks and recreation facilities resulting from the Specific Plan implementation would exacerbate the City’s current deficiency in neighborhood and community parks and recreation facilities. Not meeting the level of service Goals is not considered a CEQA impact, but it suggests the need for new or expanded parks so that physical deterioration of existing parks and recreational facilities would not be accelerated. The impacts would be potentially **significant**.

Mitigation Measures

Mitigation Measure 3.8 -5a: Implement 2040 General Plan Policies

- **Parkland Dedication Requirements.** The City shall continue to require that new residential development projects contribute toward the provision of adequate parks and recreational facilities to serve the new residents, either through the dedication of parkland, the construction of public and/or private recreation facilities, or the payment of parkland in-lieu fees, consistent with the Quimby Ordinance. To achieve the level of service for all parkland in all areas of the city, the City shall seek other funding resources to prioritize park needs in park deficit areas. (2040 General Plan Policy YPRO-1.4)
- **Incentivizing Onsite Public Facilities.** The City shall continue to provide Park Impact Fee (PIF) credit for development projects that provide publicly accessible parks, plazas, and parkways onsite that promote active or passive recreational opportunities and serve as neighborhood gathering points. (2040 General Plan Policy YPRO-1.5)
- **Non-Conventional Park Solutions.** In densely built out urban areas of the city where the provision of large park spaces is not feasible, the City shall explore creative solutions to provide neighborhood park and recreation facilities that serve the needs of local residents and employees. Such solutions may include the following:
 - Publicly accessible, privately-owned open spaces and plazas;
 - Rooftop play courts and gardens;

- Freeway underpass, utility corridor, and wide landscape medians;
- Conversion of rails to trails with trails;
- Pocket parks and pedestrian areas in the public right-of-way; and
- The provision of neighborhood and community-serving recreational facilities in regional parks. (2040 General Plan Policy YPRO-1.8)

Mitigation Measure 3.8 -5b: Identify Park and Recreation Facilities

Through implementation of the 2040 Parks Plan, the City shall evaluate the equitable increase in public parkland and recreation facilities to serve the needs of the current and new residents within the Stockton Boulevard Specific Plan Area, that shall be developed as neighborhood parks or other non-conventional park solutions to be accessible within a 10-minute walk of residential land uses.

Significance after Mitigation

Mitigation Measure 3.8 -5a requires implementation of 2040 General Plan policies, including Policy YPRO-1.4 (Parkland Dedication Requirements), which requires new residential development to dedicate land or pay in-lieu fees for parks or recreation facilities; Policy YPRO-1.5 (Incentivizing On-Site Public Facilities), which requires the City to provide incentives such as public impact fee credit for development of projects that provide publicly accessible parks, plazas, and other accessible active or passive elements onsite which promote recreational opportunities and serve as neighborhood gathering points; and Policy YPRO-1.8 (Non-Conventional Park Solutions), which represent unique ways to provide for future parkland needs, including exploring creative solutions such as rooftop play areas or freeway underpasses in developed areas. Implementation of Mitigation Measures 3.8 -5a would ensure that the park and recreational facilities level of service standards can be met through the dedication of parks and open space, the payment of in-lieu fees, and incorporation of privately-owned open spaces and facilities in the design of future development in the Specific Plan Area. Furthermore, future development within the Specific Plan Area would be required to comply with the City's Quimby and PIF city codes, the City would use any funds collected to develop parks in the vicinity of the Specific Plan Area and acquire new land, as needed. Dedicated land or the payment of in-lieu fees in such a manner is only to be used to develop new or refurbish existing neighborhood and community parks or recreation facilities. PIF payments would be reflective of the types and intensity of development anticipated by the future development in the Specific Plan Area and would mitigate impacts caused by the need for construction or expansion of recreation facilities resulting from anticipated growth in the Specific Plan Area.

The population growth in the Specific Plan Area is anticipated to be consistent with the rate of growth forecast for the city in the 2040 General Plan, which serves as the basis for facility improvements in the Parks Plan 2040. For this reason, the Specific Plan is not anticipated to increase demand for park facilities beyond those programmed for development in the City's planning documents. In addition, fees assessed through implementation of Mitigation Measure 3.8 -5a would be used to fund new and improved facilities identified in the 2040 Parks Plan in accordance with the City's established standards for park development.

Mitigation Measure 3.8 -5b would require the City to evaluate the equitable increase in public parkland and recreation facilities to serve the needs of the current and new residents within the Specific Plan Area, that would be developed as neighborhood parks or other non-conventional park solutions to be accessible within a 10-minute walk of residential land uses. Physical changes associated with the improvements to facilities located on vacant and underutilized parcels within the Specific Plan Area

would be within the scope of the development evaluated throughout this EIR. Therefore, impacts associated with parks and recreation facilities would be **less than significant with mitigation**.

CUMULATIVE IMPACTS

Impact 3.8 -6: Potential for the Implementation of the Specific Plan, in Combination with Other Development, to Contribute to a Significant Cumulative Impacts to Public Services and Recreation

Implementation of the Specific Plan, in combination with other cumulative development in the area, could increase demand for public services and recreation in the area. However, through the contribution to impact fees in accordance with applicable ordinances (e.g., Quimby and PIF ordinances) and implementation of Mitigation Measures 3.8 -5a and 3.8 -5b, the contributions of the Specific Plan within the cumulative context would be less than cumulatively considerable. Impacts would be **less than significant with mitigation**.

The cumulative context for fire protection, police protection, and emergency services is the city of Sacramento, which is the service area for both SFD and SPD. The cumulative context for school services is the SCUSD; the cumulative context for library facilities is Sacramento County, which is the service area of SPLA; and the cumulative context for parks and recreational facilities is recreational facilities within the city and within 2 miles of the Specific Plan Area. Cumulative development in the region, including development within the Specific Plan Area, would result in the concentration of persons and structures within these local public service jurisdictions, and could increase demands for such services and recreation/park facilities. As discussed in Impact 3.8 -1 through Impact 3.8 -5 above, implementation of the Specific Plan would not result in significant impacts related to fire protection, police protection, schools, and library facilities, but would result in potentially significant impacts related to parks and other recreational facilities. As discussed in Section 3.8.2, "Environmental Setting" and Impact 3.8 -5 above, the City is currently not meeting the service level standards for neighborhood/community parks, citywide/regional parks, and outdoor pool facilities. The increased demand for parks and recreation facilities resulting from the Specific Plan implementation would result in additional demand for park and recreation amenities that would result in a considerable contribution to the existing significant cumulative impact associated with the provision of parks and other recreation facilities. The impacts would be **significant**.

Mitigation Measures

Implement Mitigation Measures 3.8 -5a and 3.8 -5b described above.

Significance after Mitigation

Implementation of Mitigation Measures 3.8 -5a and 3.8 -5b would ensure that there would be parks/recreational facilities available to serve the Specific Plan Area and would not result in demand for construction or expansion of these facilities. In addition, the contribution of impact fees for the provision of services to the City would further reduce the Specific Plan's incremental contribution to the need for public services and recreation/park facilities within the cumulative context. Therefore, the Specific Plan would not result in a considerable contribution to the existing significant cumulative impacts associated with the provision of parks and other recreation facilities and the impacts would be **less than significant with mitigation**.

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3.9 TRANSPORTATION AND CIRCULATION

This section describes the existing transportation system in the vicinity of the Specific Plan Area and evaluates the potential impacts on the system associated with implementation of the Specific Plan. Roadway, transit, bicycle, and pedestrian components of the overall transportation system and traffic safety considerations are included in the analysis. Impacts are evaluated under near-term (present-day) conditions with and without the Specific Plan, and cumulative (year 2036) conditions with Specific Plan.

3.9.1 Regulatory Setting

This section summarizes key federal, state, and regional and local regulations, laws, and policies relevant to evaluating the Specific Plan's potential impacts on transportation and circulation in the Specific Plan Area.

FEDERAL

No federal plans, policies, regulations, or laws regarding transportation are relevant to the Specific Plan transportation impact analysis. Federal regulations relating to the Americans with Disabilities Act (ADA), Title VI, and Environmental Justice will apply to the Specific Plan with respect to any modifications to public roadways, intersections, and transit service.

STATE

Senate Bill 743

Senate Bill (SB) 743, passed in 2013, required the Governor's Office of Planning and Research (OPR) to develop new State CEQA guidelines that address transportation impact metrics under CEQA. On December 28, 2018, the CEQA Guidelines were amended to add Section 15064.3, "Determining the Significance of Transportation Impacts," which states that generally, vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts. In addition to making VMT the preferred metric, Section 15064.3(a) also prohibited the use of delay from being used to determine environmental impacts stating, "Except as provided in subdivision (b)(2) (regarding roadway capacity), a project's effect on automobile delay shall not constitute a significant environmental impact." This prohibition is reinforced by the Public Resources Code section 21099(b)(2), "Upon certification of the guidelines by the Secretary of the Natural Resources Agency pursuant to this section, 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." Beginning on July 1, 2020, the provisions of 15064.3 and 21099 applied statewide.

Technical Advisory on Evaluating Transportation Impacts in CEQA

To aid in SB 743 implementation, OPR released the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Technical Advisory) (OPR 2018). The Technical Advisory provides advice and recommendations to CEQA lead agencies on how to implement SB 743 changes. This includes technical recommendations regarding the assessment of VMT, thresholds of significance, VMT mitigation measures, and screening thresholds for certain land use projects. Lead agencies may consider and use these recommendations at their discretion.

The Technical Advisory also provides guidance on impacts on transit. Specifically, the Technical Advisory suggests that lead agencies generally should not treat the addition of new transit users as an adverse impact. As an example, the Technical Advisory suggests that “an infill development may add riders to transit systems and the additional boarding and alighting may slow transit vehicles, but it also adds destinations, improving proximity and accessibility. Such development also improves regional vehicle flow by adding less vehicle travel onto the regional network.”

VMT is used to identify the project’s potentially significant transportation impacts for the purposes of this EIR.

California Department of Transportation

The California Department of Transportation (Caltrans) is responsible for planning, designing, constructing, operating, and maintaining the State Highway System (SHS). As part of these responsibilities, Caltrans reviews local development projects subject to CEQA to assess potential impacts on the SHS based on the following technical guidance.

- *Vehicle Miles Traveled-Focused Transportation Impact Study Guide* (VMT TISG) (Caltrans 2020a)
- *Traffic Safety Bulletin 20-02-R1: Interim Local Development Intergovernmental Review Safety Review Practitioners Guidance* (Caltrans Safety Impact Guidance) (Caltrans 2020b)

Vehicle Miles Traveled-Focused Transportation Impact Study Guide

The VMT TISG outlines how Caltrans will review land use projects with a focus on supporting state land use goals, state planning priorities, and greenhouse gas (GHG) emissions reduction goals. The VMT TISG endorses OPR’s Technical Advisory as the basis for transportation impact analysis methodology and thresholds, including the use of screening to streamline qualified projects because they help achieve the state’s VMT reduction and mode shift goals.

Caltrans Safety Impact Guidance

The Caltrans Safety Impact Guidance provides technical instructions on how to evaluate potential safety impacts on the SHS. This guidance largely focuses on the actions of Caltrans district staff in performing the analysis and providing relevant impact information to lead agencies. The interim guidance recommends that safety analyses include a review of three primary elements related to transportation safety—design standard compliance, collision history, and collision risk (consistent with the Federal Highway Administration’s Systemic Approach to Safety). The interim guidance does not establish specific analysis methods or significance thresholds for determining safety impacts under CEQA. Additionally, Caltrans notes that local agencies may use the interim guidance at their own discretion as a guide for review of local facilities.

California Department of Transportation Plans

Caltrans has developed the following plans and reports that set expectations for the performance of US Route 50 (US 50) and State Route 99 (SR 99) within the vicinity of the Specific Plan Area:

- SR 99 & Interstate 5 Corridor System Management Plan (Caltrans 2009)
- District System Management and Development Plan, Caltrans District 3 (Caltrans 2013).
- United States Route 50 Transportation Concept Report and Corridor System Management Plan, District 3 (Caltrans 2014)

- Transportation Concept Report, State Route 99, District 3 (Caltrans 2017)

Any improvements or modifications to the US 50 or SR 99 within and near the Specific Plan would need to be approved by Caltrans.

LOCAL

SACOG Metropolitan Transportation Plan/Sustainable Communities Strategy

The Sacramento Area Council of Governments (SACOG) is the metropolitan planning organization (MPO) governing the six-county Sacramento region consisting of El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba Counties and their 22 cities. SACOG is responsible for the preparation of, and updates to, the *Metropolitan Transportation Plan/Sustainable Communities Strategy* (MTP/SCS) and the associated Metropolitan Transportation Improvement Program (MTIP) for the six-county region. Adopted in November 2019, the SACOG 2020 MTP/SCS provides a 20-year transportation vision and corresponding list of transportation projects. The MTIP identifies short-term projects (i.e., projects with a 7-year horizon) in more detail.

The SACOG 2020 MTP/SCS provides the basis for air quality conformity findings related to the national Clean Air Act and determinations of whether the region is complying with GHG reduction targets for automobiles and light trucks established under SB 375. Major projects that are inconsistent with the 2020 MTP/SCS could jeopardize the plan's effectiveness for air pollution and GHG reduction. Consequently, consistency with the MTP/SCS is a potential basis for determining adverse impacts related to these environmental topics.

The SACOG 2020 MTP/SCS acknowledges the following:

A more compact land development pattern and providing alternatives to driving alone are critical strategies for reducing the amount of driving we do in our daily lives. Location within the region is likely the most important variable in determining how much time people spend in their vehicles. Communities within existing urban areas, and with a mix and density of uses, tend to produce less VMT per resident than places that are farther away and spread out. These "lower VMT" areas also tend to have the density and mix of uses to support better transit service and are friendlier to biking and walking for some trips. (SACOG 2019)

City of Sacramento General Plan

The City of Sacramento 2040 General Plan is the City's policy guide for future development.

Sacramento City Code

Title 10 of the Sacramento City Code sets forth guidelines for vehicles and traffic within the City, including regulations regarding traffic control, parking, and vehicle operators.

Title 12 of the Sacramento City Code sets forth guidelines for streets, sidewalks, and public spaces, including regulations associated with intersection and sidewalk visibility, special events, and airports/air travel.

Title 17 of the Sacramento City Code sets forth guidelines for planning and development within the City, including regulations regarding zoning districts, land use regulations, design and improvements standards, and other special districts.

City of Sacramento Bicycle Master Plan

The *City of Sacramento Bicycle Master Plan* (City of Sacramento 2016) establishes bicycle related investments, policies, programs, and strategies to establish a complete bicycle system throughout the City. The plan envisions a safe, comfortable, and continuous network of bikeways attracting and serving bicyclists of all ages and abilities from all neighborhoods and thereby integrating bicycling as a fundamental part of Sacramento's everyday transportation system. The plan includes the goals of increasing bicycle ridership, safety, connectivity, and equity. The plan additionally includes guidance on the selection of bicycle facility types based on vehicle volume and speed thresholds.

The plan includes a map which illustrates the location and type of existing and planned bicycle facilities throughout the city. The map identifies the following planned bicycle facilities in the vicinity of the Specific Plan Area:

- Separated bikeway on Stockton Boulevard from T Street to Broadway
- Bike route on 8th Avenue from MLK Jr Parkway to 65th Street
- Bike lane on 14th Street from Stockton Boulevard to 71st Street
- Bike route on Pierry Avenue from 44th Street to Stockton Boulevard
- Separated bikeway on Fruitridge Road from Franklin Road to 65th Street
- Bike lane on Lemon Hill Avenue from Lucero Drive to Stockton Boulevard
- Morrison Creek bikeway trail

City of Sacramento Vision Zero Action Plan

On August 14, 2018, Sacramento City Council adopted the *Vision Zero Action Plan* (City of Sacramento 2021a) as the City's action plan for traffic safety and achieving Resolution No. 2017-0032 to eliminate traffic fatalities and serious injuries by 2027. By adopting the *Vision Zero Action Plan*, the City rejects the notion that traffic crashes are simply accidents but are instead preventable incidents that can and must be systematically addressed. According to the City's Vision Zero Action Plan, Stockton Boulevard, Broadway, 14th Avenue, Fruitridge Road, Lawrence Drive, Lemon Hill Avenue, and 47th Avenue within the vicinity of the Specific Plan Area are part of the City's High Injury Network, which are corridors with the highest levels of fatal and serious crashes for pedestrians, bicyclists, and motorists. According to the plan, 79 percent of crashes in the city occur on City's High Injury Network, despite those roadways comprising only 14 percent of all roadway miles in the city, meaning collision rates on these roadways are disproportionately high.

The following policies from the *Sacramento Vision Zero Action Plan* are applicable to the Specific Plan:

- **Action 1.6** Incorporate Vision Zero safety principles into all future City plans and design documents.
- **Action 4.2** Improve safe pedestrian and bicycle access to transit stops along key bus routes and near light rail stations.
- **Action 5.6** Continue building the enhanced bikeway network consistent with the Bicycle Master Plan

Sacramento Regional Transit District Service Standards

The Sacramento Regional Transit District (SacRT) operates fixed-route bus, light rail, and ADA paratransit services throughout Sacramento County, including the cities of Sacramento, Citrus Heights, Elk Grove, Folsom, and Rancho Cordova. Per Federal Transit Administration (FTA) requirements, the *SacRT Service Standards* (SacRT 2013) establishes the following service standards and policies:

- Vehicle Loading Standards
 - SacRT considers a bus route to be overloaded if 25 percent or more of one-way vehicle trips are regularly overloaded.
 - Load factors (i.e., the ratio of total passenger capacity to total seats) generally range from a load factor of 1.0 to 2.0 based upon the number of seats and interior floor space of the vehicle.
 - For 40-foot low-floor buses (with a load factor of 1.4) have a maximum load of 22 people.
 - For light rail vehicles (with a load factor of 2.0) have a maximum load of 128-134 passengers per light rail car based on type.
- Productivity / Headway Standards
 - Regular headways should not exceed 60 minutes on any trunk or branch line.
 - Headway adjustments are based primarily upon productivity. Bus routes exceeding SacRT's maximum productivity standards are recommended for service increases while corrective action is recommended for routes that fail to meet SacRT's minimum productivity standards.
 - For regular weekday bus service, the minimum productivity standard is 20 boardings per hour and the maximum is 40 boardings per hour.
 - For weekend/holiday bus service, the minimum productivity standard is 15 boardings per hour and the maximum is 35 boardings per hour.
 - For weekday light rail service, the minimum productivity standard is 85 boardings per train hour and the maximum is a load of 400 passengers per train.
 - For weekend light rail service, the minimum productivity standard is 65 boardings per train hour and the maximum is a load of 400 passengers per train.
- On-Time Performance Standard
 - SacRT's target is for the bus system to be 85 percent on-time or better. Individual routes are expected to be within one standard deviation of 85 percent on-time or better.
 - A bus is considered on-time if it leaves its time point between 0 and 5 minutes late.
 - On-time performance for RT's light rail system is measured at the starting point of each trip. Trains are considered on-time if they depart 0 to 5 minutes late.
 - SacRT's target is for the light rail system to be 97 percent on-time or better.
- Service Area Coverage Standard
 - Within 0.75 mile from bus routes and rail stations, basic local service should cover 85 percent of the population and high frequency service (15 minutes or better) should cover 20 percent of the population.

- Within 0.25 mile from bus routes and .05 mile from rail stations, basic local service should cover 50 percent of the population and high frequency service (15 minutes or better) should cover 10 percent of the population.
- Transit Amenity Distribution Policy
 - SacRT's Title VI goal is for the percent of bus stops in minority areas equipped with benches to equal or exceed that for RT's overall service area.

Sacramento Regional Transit District Stockton Boulevard Implementation Plan

The *Stockton Boulevard Implementation Plan* was released in July 2023. The *Stockton Boulevard Implementation Plan* identifies and prioritizes near-term opportunities for isolated improvements to existing bus stops that may be implemented as funding becomes available or in conjunction with nearby development projects and City/County street improvements. It incorporates review of existing conditions and community coordination to identify improvements and prioritization for transit service and amenities along the Stockton Boulevard corridor.

With the plan, SacRT hopes to identify major capital and operational improvements along Stockton Boulevard to support existing ridership and encourage new ridership by making transit service along the corridor more accessible and equitable, and by providing greater mobility to underserved communities.

Stockton Boulevard Corridor Plan

The *Stockton Boulevard Corridor Plan* was adopted September 21, 2021. The *Stockton Boulevard Corridor Plan* incorporates technical analysis, community input, and best practices in roadway safety and design to identify improvements and cost estimates for the Stockton Boulevard corridor.

The plan divides the Stockton Boulevard corridor into five key cross sections:

1. From Alhambra Boulevard to 33rd Street, 2 to 3 travel lanes with a two way left turn center lane and buffered bike lane are suggested.
2. From T Street to 2nd Avenue, 4 travel lanes (removing the existing center turn lane) with a shared use path on the east side of the roadway are suggested.
3. From 2nd Avenue to Broadway, 4 travel lanes with a bike lane on the west side and cycle track on the east side of the roadway on UC Davis property are suggested.
4. From Broadway to 21st Avenue, 3 travel lanes and an additional bus bike lane in either direction are suggested.
5. From 21st Avenue to 47th Avenue, 5 travel lanes with a two way left turn lane, bike lanes, shared use path and street trees on both sides are suggested.

Other major design suggestions in the Corridor Plan included more and upgraded pedestrian crossings, continuous bike facilities, faster transit, maintaining access, reliable vehicle operations, pedestrian-scale lighting, and landscaping.

3.9.2 Environmental Setting

This section describes the existing environmental setting, which is the baseline scenario upon which project-specific impacts are evaluated. The baseline for transportation and circulation represents conditions based on data collection and field observations conducted in 2023. The environmental

setting for transportation includes baseline descriptions for roadway, bicycle, pedestrian, and transit facilities.

ROADWAY SYSTEM

A network of local roadways and freeway facilities form the roadway system in the vicinity of the Specific Plan Area. Key roadways in the vicinity of Specific Plan Area are described below.

Regional

- **United States Route 50** (US 50) is a cross-country east-west highway that provides regional access in the Sacramento region. Locally, US 50 connects the Specific Plan Area to Yolo County to the west and Rancho Cordova, Folsom, and El Dorado County to the east. In the Specific Plan Area, US 50 is a limited-access freeway and generally consists of four general traffic lanes in each direction.
- **State Route 99** (SR 99) is a north-south state highway that connects the Specific Plan Area to south Sacramento and Elk Grove to the south. In the Specific Plan Area, SR 99 is a limited-access freeway and generally consists of four general traffic lanes in each direction.
- **Capital City Freeway**, also known as Business 80, is an east-west special route that consists of two distinct segments. West of the US 50/SR 99 Oak Park interchange, it shares right-of-way with US 50. East of the US 50/SR 99 Oak Park interchange, it extends northeasterly toward the unincorporated Arden-Arcade and Carmichael communities in Sacramento County, eventually connecting to Interstate 80 (I-80).

Local

- **Stockton Boulevard** is a major arterial that runs from Alhambra Boulevard in the north to Power Inn Road in south Sacramento. West of Alhambra Boulevard, Stockton Boulevard becomes P Street, which extends through the grid of central Sacramento. It is a four-lane roadway with a posted speed limit of 30 to 40 miles per hour (mph) in the Specific Plan Area.
- **Alhambra Boulevard** is a minor arterial that runs from B Street in the east to 3rd Avenue in the west. It connects East Sacramento to the northern part of the Specific Plan Area where it is a two-lane roadway with on street parking on either side and a posted speed limit of 30 mph.
- **34th Street** is a minor collector that runs from J Street in the east to 32nd Street in the west. It serves the East Sacramento and Oak Park communities to the east and west of Stockton Boulevard corridor respectively. Near the Specific Plan Area, it is a two-lane roadway with street parking on either side and a posted speed limit of 25 mph.
- **T Street** is a major collector that serves the Elmhurst Neighborhood northeast of the Specific Plan Area. It extends from Alhambra Boulevard to Kroy Way just west of 65th Street. It also serves as the primary connection from the US 50 34th Street off-ramp to Stockton Boulevard. It is a two-lane roadway with street parking on either side and a posted speed limit of 30 mph in the Specific Plan Area.
- **X Street** is an east-west roadway that serves as one of the main accesses to the UC Davis Medical Center campus from Stockton Boulevard.
- **2nd Avenue** is an east-west major collector that extends from Franklin Boulevard to the UC Davis Medical Center campus, connecting the Curtis Park and Oak Park neighborhoods and the campus. It is a two-lane roadway with bike lanes and street parking, and a posted speed limit of 25 mph in the Specific Plan Area.

- **Broadway** is an east-west arterial that extends from Interstate 5 south of Downtown Sacramento to 65th Street. East of Stockton Boulevard, Broadway is a two-lane roadway with a posted speed limit of 30 mph that serves both commercial and residential uses. West of Stockton Boulevard, Broadway is a four-lane roadway with a posted speed limit of 35 mph.
- **14th Avenue** is an east-west minor collector that serves the Oak Park and Tahoe Park communities to the west and east of Stockton Boulevard respectively. It is a two-lane roadway with a posted speed limit of 30 mph in the project area.
- **21st Avenue** is a major collector that serves residential communities like Tahoe Park east of Stockton Boulevard. It is a two-lane roadway with bike lanes and street parking in both directions. It has a posted speed limit of 35 mph. To the west of Stockton Boulevard, it becomes Perry Avenue that serves residential communities like Fruitridge Oaks.
- **Fruitridge Road** is a major arterial that runs from Mayhew Road in the east to South Land Park drive in the west. It serves as a connection to SR 16 to the east and SR 99 to the west of the Specific Plan Area. It is a four-lane roadway with a posted speed limit of 40 mph in the Specific Plan Area.
- **Lemon Hill Avenue** is a minor collector that runs from Power Inn Road in the east to 44th Street in the west. It serves residential communities on either side of the Stockton Boulevard corridor. It is a two-lane roadway with a posted speed limit of 35 mph in the Specific Plan Area.
- **47th Avenue** is a major arterial that extends to 24th streets in the west and Stockton Boulevard in the east. It serves as a connection to SR 99 in the west and connects residential communities in south Sacramento to the Specific Plan Area. To the east of Stockton Boulevard, it becomes Elder Creek Road and extends to Excelsior Road. It is a four-lane roadway with a posted speed limit of 40 mph in the Specific Plan Area.

Vehicle Miles Traveled

Use of the roadway system is relevant for transportation impact analysis because the amount of VMT generated contributes to the understanding of how much fuel is consumed and how much air pollutant and GHG emissions are generated from vehicle use as well as the amount of walking, biking, and transit. In addition, VMT is correlated to the number and severity of collisions. To evaluate potential project impacts on VMT, VMT metrics are evaluated and compared against baseline conditions. These metrics generally involve traffic modelling to estimate vehicle trips and their length within a specific study boundary or from a specific trip generation source such as the project area.

VMT generation rates for households and workers in 2016 are presented in Table 3.9-1. This data compares the VMT metrics of Specific Plan Area, City of Sacramento, and the SACOG region.

Table 3.9-1 VMT Performance (2016 Baseline Conditions)

Analysis area	Household generated VMT per resident ¹	Work Tour VMT per employee ¹	Passenger vehicle VMT generated by Land Uses per capita ^{1,2}	Total VMT generated by Land Uses ^{1,2}
Specific Plan Area	14.77	16.21	14.90	63,203
City of Sacramento	17.81	17.31	41.13	23,225,271
SACOG Region	21.59	19.55	30.14	83,049,326

¹ Includes trips originating or destined outside the SACOG region.

² VMT generated from land uses within the analysis area.

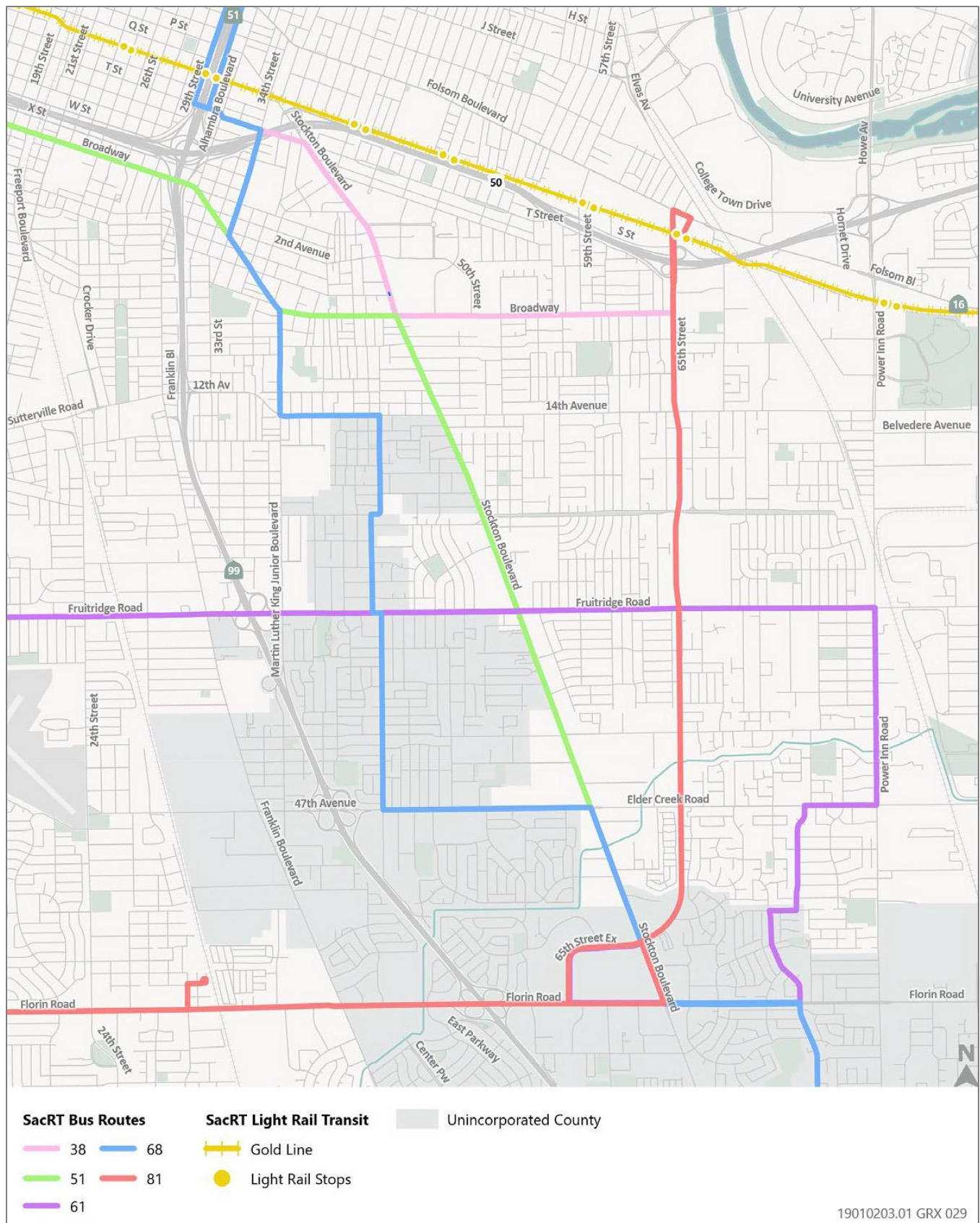
Source: Modified Version of SACOG MTP/SCS SACSIM19 Model developed for the City of Sacramento General Plan.

The Specific Plan Area and City of Sacramento have more concentrated development forms than the SACOG region, which generally results in lower VMT generation rates for Area residents and workers. However, the City is a regional center for shopping, entertainment, and government land uses that attracts people from longer distances. This produces a higher total VMT per capita in personal vehicles for trips with at least one stop within the City compared to the region.

TRANSIT SYSTEM

A wide range of transit services are provided in the Specific Plan Area. Transit services include public bus service, light rail transit, and commercial bus service. According to the US Census Bureau's 2017-2021 American Community Survey (ACS), 2.9 percent of commuters take transit to work in Sacramento, which is lower than the state average of 5.1 percent. The previous ACS transit commute estimate for Sacramento from 2007-2011 was 3.7 percent. In general, transit ridership has been declining nationally and in Sacramento since 2009 (SacRT 2018). Causes range from greater competition from ride sharing and micro-mobility (e.g., bike and scooter sharing), relatively low costs of purchasing and driving cars, and increasing distances between jobs and housing. COVID-19 responses exacerbated ridership declines as public health risk influenced the mode choices of travelers.

SacRT bus routes, including the 38, 51, 61 and the 109 Express, operate near or along Stockton Boulevard (Figure 3.9-1). Bus Route 51 has the highest ridership in the SacRT system, with over 2,000 daily riders. Route 51 is the most frequent route serving Stockton Boulevard, with 12- to 15-minute headways during peak travel times. Route 38, which travels along 39th Street, Stockton Boulevard, and Broadway in the Specific Plan Area, has 60-minute headways throughout the day. The busiest bus stops along Stockton Boulevard are those at Broadway, serving Routes 51 and 38, and Fruitridge Road, serving Routes 51 and 61. Of the 42 stops within the Specific Plan Area, almost half are equipped with benches and a bus shelter.



Source: Image produced and provided by Fehr & Peers.

Figure 3.9-1 Transit Facilities in the Vicinity of Specific Plan Area

SacRT's Gold Line Light Rail Transit, which runs parallel to US 50 near the Specific Plan Area, has 15-minute headways. The Gold Line light rail crosses Stockton Boulevard at grade level at 34th Avenue. The 39th Street/UC Davis Health Station is roughly a third of a mile north of the Stockton Boulevard/39th Street intersection.

BICYCLE SYSTEM

The City of Sacramento Bicycle Master Plan identifies existing and planned bicycle facilities within the Specific Plan Area (City of Sacramento 2016). The primary purpose of the Bicycle Master Plan is to identify the recreational and commute needs of bicyclists and to promote bicycling as an active form of transportation to reduce VMT and GHGs. The primary goal of the bikeway improvements proposed in the City's Bicycle Master Plan is to increase bicycle ridership for work and non-work trips. According to the 2021 ACS, about 1.6 percent of commuters bike to work, which is 60% higher than the state average of 1.0 percent. Bicycling trends in Sacramento show that total bicycle trips were declining through 2019 and then increasing through the COVID-19 period of limited driving activity.

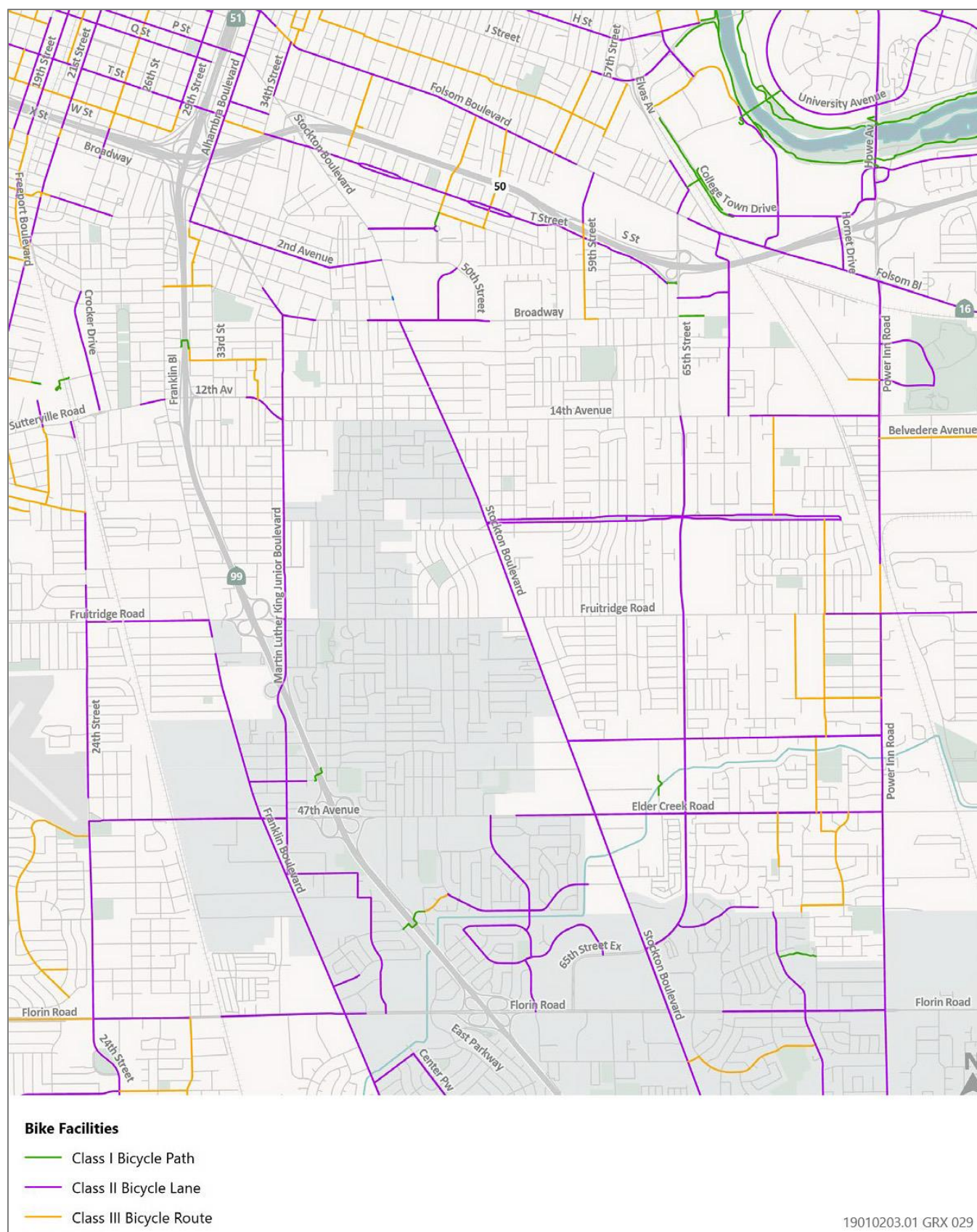
Stockton Boulevard is a key route in the city's bicycle network, with bike lanes present on the 5.4 miles from Broadway to Mack Road (Figure 3.9-2). No bike facilities are present on Stockton Boulevard from Alhambra Boulevard to Broadway. A few bicycle lanes, including those along Broadway, 47th Avenue, and Lemon Hill Avenue support east-west travel; however, they span just a few blocks and do not connect to other bicycle facilities east of the corridor. Streets with more than one lane per direction, speed limits above 25 mph, and traffic volumes greater than 6,000 ADT — all of which apply to Stockton Boulevard — generally require some level of physical separation for riders of all ages and abilities to feel comfortable bicycling. These facilities offer a greater level of physical protection from automobile traffic and may attract more riders to the area.

Sacramento's Bicycle Master Plan proposes adding separated bikeways along Stockton Boulevard from T Street to Broadway near the UC Davis Medical Center and along Fruitridge Road. The *Stockton Boulevard Corridor Plan* suggests bike lanes from Alhambra Boulevard to 33rd Street, shared use path from T Street to 2nd Avenue, cycle track from 2nd Avenue to Broadway, mixed bus/bike lane from Broadway to 21st Avenue, and shared use path from 21st Avenue to 47th Avenue.

PEDESTRIAN SYSTEM

In California, 2.4 percent of commuters walk to work; in Sacramento, the percentage of walkers is 2.9 percent (U.S. Census Bureau 2021). The City has implemented several programs and adopted policies to improve the pedestrian environment, including the Pedestrian Master Plan, Pedestrian Crossing Guidelines, Pedestrian Crossing Guidelines Treatment Applications Guide, Traffic Calming Guidelines, Pedestrian Safety Guidelines, and Pedestrian Friendly Street Standards. Pedestrian facilities, such as enhanced crosswalks, pedestrian count-down signals, new sidewalks, traffic calming measures, and streetscape enhancements are being installed throughout the city.

While people walk throughout the corridor, the intersection with the highest volume of pedestrian traffic is 2nd Avenue, according to traffic count data collected in May 2019. Roughly 60 to 100 people cross 2nd Avenue east of Stockton Boulevard during peak hours. Alhambra Boulevard, X Street, Broadway, and Fruitridge Road all saw pedestrian counts in the 20-30 range per peak hour.



Source: Image produced and provided by Fehr & Peers.

Figure 3.9-2 Bike Facilities in the Vicinity of the Specific Plan Area

Sidewalks & Crosswalks

Sidewalks are continuous throughout the corridor except for one stretch of approximately 80 feet, located along the west side of Stockton at 4th Avenue. Sidewalk width varies from less than 6 feet up to 13 feet. Landscape buffers between the street and the sidewalk are not consistently present throughout the corridor.

The spacing between marked crosswalks varies, with areas on the northern “Traditional Grid” section having shorter spacings and suburban areas having longer spacings.

EMERGING TRANSPORTATION TECHNOLOGY AND TRAVEL OPTIONS

Technology and sharing have contributed to new options for moving people and goods around Sacramento, including the Specific Plan Area. Examples are listed below.

- Commercial Ride-sharing services (e.g., Uber, Lyft)
- Food delivery services (e.g., Grubhub, Uber Eats, DoorDash; or independent restaurants and grocery stores offering their own delivery services)
- Car-sharing services (e.g., Zipcar)
- Micromobility (e.g., shared bikes and scooters offered by Bird, Lime)
- Parking-space finding and reservation applications (e.g., SacPark, ParkMobile)
- Microtransit (e.g., Sacramento Regional Transit SmART Ride service, Waze Carpool)

Uber and Lyft are active in the region, and food delivery services have grown substantially due to COVID-19, expanding services to grocery stores, convenience stores, and alcohol delivery. Zipcar, for example, offers services focused on the California State University Sacramento campus, Downtown Sacramento, and University of California Davis campuses, and provides services in parts of Sacramento central city and adjoining neighborhoods. Micro-mobility services are concentrated in the central City and less utilized in the vicinity of the Specific Plan.

SAFETY

The City has approved the *Vision Zero Action Plan* that seeks to eliminate traffic fatalities and serious injuries by 2027. The Vision Zero Action Plan identified Stockton Boulevard as part of its high-injury network, which are corridors with the highest levels of fatal and serious crashes for pedestrians, bicyclists, and motorists. The segment of Stockton Boulevard between Broadway and 13th Avenue was also identified for additional analysis as part of the Vision Zero Top Five Corridors Plan, adopted in 2021. This plan recommended a road diet separated or buffered bikeways bus boarding islands and advanced dilemma zone detection to improve safety outcomes.

3.9.3 Environmental Impacts and Mitigation Measures

This section describes the analysis techniques, assumptions, and results used to identify potential significant impacts associated with implementation of the Specific Plan on the transportation system. Transportation/traffic impacts are described and assessed, and mitigation measures are recommended for impacts identified as significant or potentially significant.

METHODOLOGY

The transportation impact analysis focuses on how implementation of the Specific Plan could change baseline transportation conditions and whether those changes are aligned with environmental outcome expectations established by the City. The Specific Plan would concentrate population and employment growth along Stockton Boulevard to better accommodate trips by walking, bicycling, and transit.

The Specific Plan's transportation impact analysis consists of quantitative and qualitative evaluations. Potential VMT impacts are evaluated using quantitative forecasts derived from a modified version of the SACSIM19 activity-based model. This information is intended to help determine whether the implementation of the Specific Plan would generate VMT at rates that exceed levels necessary to achieve state of California GHG reduction goals. The screening methodology, thresholds, and VMT generation rate expectations are based on the recommendations contained in the *Technical Advisory on Evaluating Transportation Impacts in CEQA*, California Governor's OPR, December 2018.

For the transit, bicycle, and pedestrian components of the transportation system, the analysis focuses on whether the implementation of the Specific Plan would disrupt baseline facilities or services or interfere with the implementation of planned improvements.

The safety evaluation also considers whether the potential modifications to these facilities that could result from implementation of the Specific Plan are consistent with applicable design standards.

Analysis Scenarios

The transportation modeling and analysis were conducted for the following scenarios, consistent with the scenarios developed for the 2040 General Plan Master EIR, using a modified version of the SACSIM19 model developed for the City of Sacramento General Plan update.

- **Baseline** conditions represent the existing setting based on transportation data collected primarily in April and May 2019, and travel demand forecasts generated from the 2016 base year SACSIM19 model. This scenario serves as the baseline or point of comparison for environmental impact significance determinations related to the implementation of the Specific Plan.
- **2040 No Project** conditions reflect 2040 land use forecasts and transportation infrastructure inputs for Sacramento based on the 2035 General Plan as represented in the SACSIM19 model developed for the 2020 MTP/SCS. For areas outside the City, the 2020 MTP/SCS control totals for land use related growth for 2040 conditions were also used, but a reallocation of the growth was applied to recognize new specific plans not accounted for in the 2020 MTP/SCS.
- **2040 Plus Project** conditions reflect 2040 land use forecasts and transportation infrastructure inputs for Sacramento based on the 2040 General Plan. For areas outside the City, the 2040 No Project conditions were held constant.

The SACSIM19 model is an activity-based model that predicts the travel demand and travel patterns for residents, workers, students, visitors, and commercial vehicles throughout the SACOG region (SACOG

2019). The model requires inputs such as population and employment to represent the general plan land use element as well as a detailed transportation network to represent the circulation element and circulation diagram associated with each scenario. The Specific Plan identifies where new population and employment growth may occur in the Specific Plan Area based on the land use designations associated with each development parcel. The Stockton Boulevard Corridor Plan identifies the lane configuration for each segment of Stockton Boulevard and is complemented by the City's bikeway and pedestrian plans and the Sacramento Regional Transit system plans, as reflected in the 2020 MTP/SCS.

Modifications in the Specific Plan (2040 Plus Project) would include both lane reductions and additions to baseline conditions. The transit networks contained in the 2020 MTP/SCS were not modified meaning that the same future networks would be developed under 2040 No Project or 2040 Plus Project conditions.

VMT

For purposes of transportation impacts, passenger vehicle VMT per capita generated by land uses in the city is used. The passenger vehicle VMT metric represents total VMT generated by trips in personal automobiles and light-duty trucks with at least one trip end (i.e., location of departure or arrival) in the Specific Plan Area. All automobile (i.e., passenger cars and light-duty trucks) vehicle-trips that have at least one trip end in the Specific Plan Area are traced from their origin to their destination. The cumulative total of VMT from these trips is divided by the resident population of the Specific Plan Area to create the per capita metric (2040 Plus Project scenario). The VMT per capita under the 2040 Plus Project is then compared to the Baseline conditions (citywide VMT per capita in 2016) to determine the significance of environmental impacts associated with VMT. This metric is directly related to how the Specific Plan would influence future personal vehicle travel through land use. This metric does not include commercial vehicle (e.g., truck) trips that may be generated by residential or commercial land uses (i.e., internet shopping deliveries).

Pedestrian and Bicycle Facilities

For the pedestrian and bicycle systems, the impact analysis focuses on whether implementation of the Specific Plan would disrupt existing facilities, interfere with the implementation of planned facilities, or fail to adequately provide access to facilities.

The Specific Plan would generate new demand for pedestrian and bicycle use. Any modifications to these transportation system components will conform to applicable design standards and city expectations for modifications to contribute towards Vision Zero goals.

Transit Service and Facilities

For transit facilities and service, the impact analysis considers whether implementation of the Stockton Boulevard Specific Plan would disrupt existing service or facilities, interfere with the implementation of planned service or facilities, or fail to adequately provide access to service or facilities. The analysis also considers whether the Specific Plan could conflict with transit performance standards established by the SacRT.

Future transit demand in the Specific Plan Area was estimated based on longitudinal employer-household dynamics data, Journey-to-Work Census data, and estimates of growth that would result from the Specific Plan. Generally, transit demand is linked to the availability and quality of transit service in combination with travel distance and the cost of travel. The estimated increase in transit demand presumes that future background travel conditions remain relatively constant and do not

account for potential changes associated with emerging travel technologies and trends. As noted earlier, these emerging travel trends are already contributing to changes in typical travel demand relationships, as exemplified in a 19 percent decline in bus and rail ridership on SacRT between 2015 and 2018, even before the COVID-19 pandemic.

Existing transit performance and anticipated transit performance under implementation of the Specific Plan is compared to the SacRT Service Standards (SacRT 2013). The performance standards used in this analysis include vehicle loading standards, productivity standards (headway standard), and on-time performance standards.

THRESHOLDS OF SIGNIFICANCE

A significant impact would occur if implementation of the Specific Plan would result in any of the following outcomes.

- Result in less than a 16.8 percent reduction of passenger vehicle VMT per capita compared to the citywide baseline.¹
- Adversely affect existing and planned public transit facilities or services or fail to adequately provide access to transit.
- Adversely affect existing and planned bicycle facilities or fail to adequately provide access by bicycle.
- Adversely affect existing pedestrian facilities or fail to adequately provide access for pedestrians.
- Result in a geometric design feature that is inconsistent with applicable design standards.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.9-1: Result in VMT Impacts on the Roadway System

Implementation of the Specific Plan would result in less than a 16.8-percent reduction of passenger vehicle VMT per capita compared to the citywide baseline. Even with implementation of mitigation measures, it cannot be guaranteed that a 16.8-percent VMT reduction would occur. This impact would therefore be **significant and unavoidable**.

The impact assessment for VMT considers whether implementation of the Specific Plan would result in a 16.8-percent per capita VMT reduction as compared to the citywide baseline. An efficiency metric, VMT per capita, is used to evaluate VMT impact. The SACSIM19 model that uses the 2040 General Plan land use and mobility elements as inputs to predict travel demand and patterns is used to estimate the VMT per capita associated with the Specific Plan.

As shown in Table 3.9-2, implementation of the Specific Plan would result in 38.85 VMT per capita for 2040 Plus Project conditions (cumulative analysis), which represents a 5.5-percent reduction in passenger vehicle VMT per capita compared to the citywide baseline. This is less than the 16.8 percent reduction established as the VMT impact threshold. This is a potentially significant cumulative impact.

¹ This threshold is recommended in the *California Air Resources Board 2017 Scoping Plan-Identified VMT Reductions and Relationship to State Climate Goals*, California Air Resources Board, January 2019 https://ww2.arb.ca.gov/sites/default/files/2019-01/2017_sp_vmt_reductions_jan19.pdf

Typically, the comparison of baseline conditions and Baseline Plus Project conditions would result in an evaluation of the worst-case scenario. This is a result of the fact that future-year analysis (cumulative analysis) includes additional development, which generally have the effect of shortening trips as the proximity of complementary land uses improves with increasing densities (e.g., houses are closer to stores and offices). As such, it can be presumed that a project would have a significant impact with respect to baseline conditions if it were determined to have a significant cumulative impact under the cumulative conditions. Therefore, it is reasonable to assume that implementation of the Specific Plan would result in potentially significant VMT impact.

Table 3.9-2 Passenger Vehicle VMT Impact Evaluation

Type of VMT ¹	City of Sacramento - Baseline (2016)	Stockton Boulevard Specific Plan – Cumulative (2040 Plus Project)
Passenger Vehicle VMT	19,442,920	2,143,399
Population	472,692	55,174
Passenger Vehicle VMT per capita	41.13	38.85
Passenger Vehicle VMT per capita reduction compared to baseline	—	-5.5 Percent

¹ Represents VMT generated by land uses in the city.

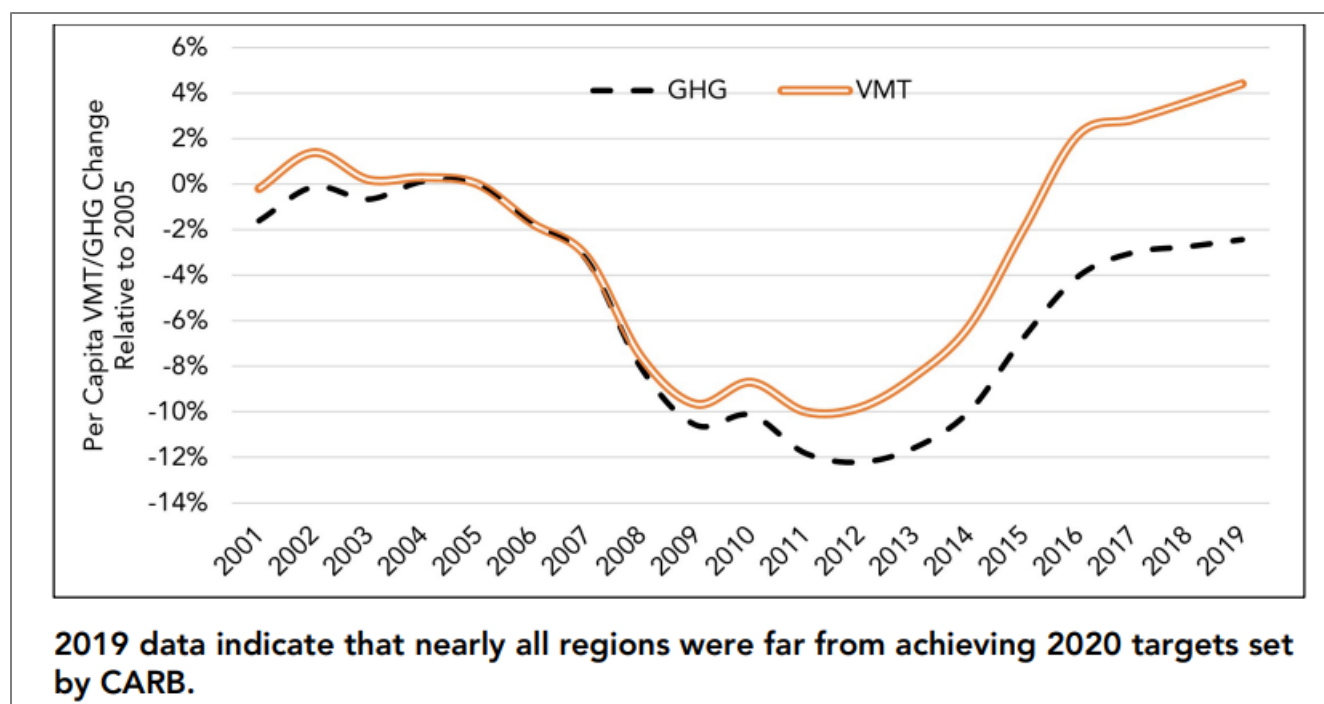
Source: Modified SACSIM19, provided by Fehr & Peers in 2023.

While SACSIM19 represents state of the practice or advanced practice, travel behavior and the transportation systems are changing quickly in response to emerging trends, new technologies, and different preferences, as noted in Section 3.9.2, “Environmental Setting.” These changes combined with the ongoing effects of the COVID-19 pandemic increase uncertainty about how VMT generation rates may change by the time the Specific Plan would be implemented.

When making a final VMT impact determination, other available evidence related to VMT trends in California should be considered. This analysis identified the following relevant studies.

- *2018 Progress Report, California’s Sustainable Communities and Climate Protection Act* (“2018 Progress Report”) (California Air Resources Board [CARB] 2018).
- *Draft 2022 Progress Report, California’s Sustainable Communities and Climate Protection Act* (“2022 Progress Report”) (CARB 2022a).
- *California Air Resources Board Improved Program Measurement Would Help California Work More Strategically to Meet Its Climate Change Goals* (“Audit Report”) (Auditor of the State of California 2021).
- *Final 2022 Scoping Plan Update* (“Scoping Plan”) (CARB 2022b).

The 2018 and Draft 2022 Progress Reports measure the effect of SB 375, revealing that VMT and GHG per capita increased in California between 2010 and 2019 and are trending upward (Figure 3.9-3).



Source: California Air Resources Board 2022.

Figure 3.9-3 Draft 2022 Progress Report, Light-Duty VMT and GHG Per Capita Relative to 2005 (California's 18 MPO Regions Aggregated)

The Audit Report is a recent assessment of California Air Resources Board's GHG reduction programs, which also found that VMT and associated GHG emissions were trending upward through 2018. Per the audit, the state is not on track to achieve 2030 GHG reduction goals, and emissions from transportation have not been declining. The 2020 Mobile Source Strategy (CARB 2021) also acknowledges the challenge of VMT reduction and states, "[w]ithout additional policy intervention, VMT may continue to rise."

The Scoping Plan reviews California's progress for meeting GHG reduction goals and sets forth strategies to achieve those goals based on past performance. The plan acknowledges that the state is not meeting its VMT reduction objectives and that VMT growth is returning after COVID-19 pandemic effects diminish.

After a significant pandemic-induced reduction in VMT during 2020, passenger VMT has steadily climbed back up and is now closing in on pre-pandemic levels. Driving alone with no passengers remains the primary mode of travel in California, amounting to 75 percent of the mode share for daily commute trips. Conversely, transit ridership, which was also heavily affected during the lockdown months, has not recovered at the same pace as VMT, and roughly averages two-thirds of pre-pandemic levels of ridership.

This evidence demonstrates the challenge of reducing VMT when background macro-level conditions are contributing to higher VMT generation rates.

A *Stockton Boulevard Corridor Plan* was developed as part of the Stockton Boulevard Plan (see Appendix F of the Stockton Boulevard Plan). The *Stockton Boulevard Corridor Plan* includes a conceptual design for the layout of Stockton Boulevard based on input from the community members. The conceptual design for Stockton Boulevard would include mechanisms that would provide

opportunities to active transportation, including improving crossings for more pedestrians, creating shared-use path for walking and bicycling, widening roadway to include bike lanes, and adding bus shelters. Implementation of the *Stockton Boulevard Corridor* would be expected to further reduce VMT per capita within the Specific Plan Area. In addition, the Specific Plan contributes to meeting the basic objectives of SB 743 by adding development in land use efficient areas. However, based on the quantitative analysis, implementation of the Specific Plan would result in a less than 16.8-percent reduction of passenger vehicle VMT per capita compared to the citywide baseline. Therefore, the VMT impact would be **significant**.

Mitigation Measures

Mitigation Measure 3.9-1a: Project applicants shall prepare and implement a Transportation Demand Management (TDM) Plan to guide implementation of TDM strategies for development, as outlined below.

Prior to issuance of building permits, future projects shall submit to the City either a project-specific transportation analysis that demonstrates that the project would obtain the City's VMT reduction target or a TDM Plan. Both documents shall be subject to review and approval by the City of Sacramento Department of Public Works. The TDM Plan shall be designed to reduce passenger vehicle VMT per capita to 34.22 (a 16.8-percent reduction from baseline passenger vehicle VMT per capita) or as close as deemed feasible by the City. The TDM Plan shall contain VMT reduction strategies identified in the *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (California Air Pollution Control Officers Association [CAPCOA] 2021) or an equivalent reference where the effectiveness of strategies is supported by substantial evidence.

The TDM Plan may include, but would not be limited to, the CAPCOA strategies listed in Table 3.9-3.

Table 3.9-3 Applicable CAPCOA Strategies

Category	Measure	Strategy Description	VMT Mitigation Reduction Potential
Land Use	T-1	Increase Residential Density	0 – 30.0 percent of GHG emissions from project VMT in Specific Plan Area, based upon how much the residential density of project exceeds 9.1 DU/acre
	T-2	Increase Job Density	0 – 30.0 percent of GHG emissions from project VMT in the Specific Plan Area, based upon job density of project development
	T-3	Provide Transit Oriented Development	6.9 – 31.0 percent of GHG emissions from project VMT in Specific Plan Area, based upon existing transit mode share in the city
	T-4	Integrate Affordable and Below Market Rate Housing	0 – 28.6% of GHG emissions from project multifamily residential VMT, based upon percent of multifamily units dedicated as affordable
Neighborhood Design	T-19A	Construct or Improve Bike Facility	0 – 0.8 percent of GHG emissions from vehicles on parallel roadways, based upon percent of plan VMT that occurs on the parallel roadway, number of key destinations near project, and facility type
	T-20	Expand Bikeway Network	0 – 0.5 percent of GHG emissions from vehicle travel in the community, based on trip lengths and mode share
	T-21-A/B	Implement Carshare Program (Conventional or Electric)	0 – 0.18 percent of GHG emissions from vehicle travel in the community, based upon number and type of vehicles deployed and project VMT

Category	Measure	Strategy Description	VMT Mitigation Reduction Potential
	T-22-A/B/C	Implement Bikeshare or Scootershare Program (Pedal or Electric)	0 – 0.07 percent of GHG emissions from vehicle travel in the community, based upon proximity to share stations
Trip Reduction Programs	T-23	Provide Community-Based Travel Planning	0 – 2.3 percent of GHG emissions from vehicle travel in the community, based upon residences in community
Parking or Road Pricing/ Management	T-24	Implement Market Price Public Parking (On-Street)	0 – 30 percent of GHG emissions from vehicle travel in the community, based upon VMT in the area without the measure, parking prices, and trips parking on the street
Transit	T-25	Extend Network Coverage or Hours	0 – 4.6 percent of GHG emissions from vehicle travel in the community, based upon transit service miles or hours in community before expansion
	T-26	Increase Transit Service Frequency	0 – 11.3 percent of GHG emissions from vehicle travel in the community, based upon increase in transit frequency, level of implementation, and mode share
	T-27	Implement Transit-Supportive Roadway Treatments	0 – 0.6 percent of GHG emissions from vehicle travel in the community, based upon percent of transit routes that receive treatments
	T-28	Provide Bus Rapid Transit	0 – 13.8 percent of GHG emissions from vehicle travel in the community, based upon increase in transit frequency due to BRT and level of implementation
	T-29	Reduce Transit Fares	0 – 1.2 percent of GHG emissions from vehicle travel in the community, based upon reduction in fare and percent of routes with reduced fares

Sources: *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* CAPCOA 2021, provided by Fehr & Peers in 2023.

Mitigation Measure 3.9-1b: Project applicants shall contribute to the City of Sacramento's development impact fee program an amount determined by City, subject to the following conditions:

- The contribution will only apply towards improvement projects that demonstrate VMT reduction potential per CAPCOA.
- The contribution, when combined with the other fee revenue and city revenues, shall be sufficient to construct the applicable improvements prior to build-out of the proposed Specific Plan.

Significance after Mitigation

Compliance with Mitigation Measures 3.9-1a and 3.9-1b would reduce project generated VMT by instituting a TDM plan and contributing to the construction of infrastructure and facilitation of programs associated with the reduction of vehicle trips generated by the Specific Plan. However, the effectiveness of TDM strategies is uncertain over time. Existing evidence indicates that the effectiveness of TDM strategies with regards to vehicle trip reduction can vary based on a variety of factors, including the context of the surrounding built environment (e.g., urban versus suburban/rural), individual travel behavior, and the aggregated effect of multiple TDM strategies deployed together. Moreover, many TDM strategies rely on implementation and/or adoption by private entities and by residents to use non-automobile modes to travel outside the project.

Implementation of a TDM Plan and contribution to the construction of applicable improvements would reduce project related VMT. However, even with TDM strategy implementation, the Specific Plan's passenger vehicle VMT would likely exceed the threshold of 34.22 personal vehicle VMT per capita.

Due to uncertainties regarding the ability for the mitigation measure to reduce VMT to a less-than-significant level, as well as TDM being dependent on individual property owners and tenants, the impact would remain **significant and unavoidable**.

Impact 3.9-2: Impacts to Transit Facilities, Services, or Access

The Specific Plan does not include goals, policies, and implementing actions that could adversely affect existing and planned public transit facilities or services or fail to adequately provide access to transit. However, implementation of the Specific Plan would have the potential to increase transit demand to exceed SacRT service and performance standards. Even with implementation of mitigation measures, it cannot be guaranteed that the impacts would be reduced to a less-than-significant level. This impact would therefore be **significant and unavoidable**.

The impact assessment for transit considers existing and planned transit facilities and reviews the Specific Plan to determine whether it would physically disrupt an existing facility, prevent the implementation of a planned facility or service, or fail to adequately provide access to transit. This assessment also considers whether the Specific Plan would cause transit demand to exceed SacRT service standards for system performance.

Growth resulting from implementation of the Specific Plan would increase demand for transit serving the corridor. An estimated 5,138 additional residents and 5,819 employees would utilize transit to commute to and from destinations in the Specific Plan Area. As a land use plan, the Specific Plan does not propose new or expanded transit service, thus, new transit passenger demand generated by the Specific Plan would rely on existing or planned transit serving the Specific Plan Area. Implementation of the Specific Plan would increase peak hour delays on Stockton Boulevard and surrounding roadways used by existing fixed-route bus service. These potential increases in overall travel time could adversely affect bus transit operations (i.e., on-time performance). Potentially degraded service quality could lead to losses of ridership if commuters decide to utilize other modes of travel (e.g., automobiles). This could result in environmental effects such as increased emissions.

Implementation of the Specific Plan would not interfere with the implementation of planned transit service or facilities identified in the *Stockton Boulevard Corridor Plan* (City of Sacramento 2021b), *Stockton Boulevard Implementation Plan* (Sacramento Regional Transit District 2023), City of Sacramento General Plan, or the SacRT Short Range Transit Plan. The Specific Plan would also not interfere with planned regional transit projects identified in the SACOG 2020 MTP/SCS. The Stockton Boulevard Specific Plan contains policies supporting efficient, high-quality services to meet the needs of residents and businesses. The land use goals in the Plan have been designed to complement high levels of transit accessibility and mobility and create an interconnected neighborhood that supports and facilitates travel by transit. The Plan does not directly include policies or goals related to public transit facilities or services; rather, transit facility recommendations are included in the associated *Stockton Boulevard Corridor Plan*.

The SacRT Service Standards establish vehicle loading standards for SacRT bus and light rail service based on maximum load factors (i.e., the ratio of total passenger capacity to total seats) for each vehicle type. The load factor standard for standard 40-foot fixed-route buses with a seated capacity of 34 passengers is 1.8 (equal to a maximum load of 60 passengers per bus) and the load factor standard for light-rail vehicles is 2.0 (equal to a maximum load of 128 passengers per light rail car). SacRT considers a route to be overloaded if 25 percent or more of one-way vehicle trips are regularly overloaded.

The SacRT Service Standards establish productivity standards for each service type, where routes exceeding SacRT's maximum productivity standards are recommended for service increases while corrective action is recommended for routes that fail to meet SacRT's minimum productivity standards. The three primary SacRT services that serve the Specific Plan Area currently meet the established SacRT productivity standards.

SacRT ridership and service levels have experienced substantial changes in recent years. Even before the COVID-19 pandemic, between 2015 and 2018, combined SacRT bus and light rail ridership decreased by 19 percent², similar to ridership declines experienced by transit operators around the country. In March 2020, the emergence of the COVID-19 pandemic caused SacRT to substantially reduce service levels and ridership plummeted. As of Fall 2023, service levels have been partially restored to pre-COVID-19 levels while ridership is slowly rebounding. Additionally, emerging disruptive transportation trends (e.g., commercial Ride-sharing services, car-sharing services, parking-space finding and reservation applications) have not developed to a level of maturity to understand their effects on future transit ridership and service levels. Altogether, these factors introduce uncertainties regarding future SacRT ridership and service levels over the course of the Specific Plan planning horizon, regardless of the implementation of the Specific Plan. Therefore, it is not possible to accurately determine the extent to which transit passenger demand generated by the Specific Plan, together with background SacRT ridership and service levels, would affect SacRT performance with respect to established loading and productivity standards. Thus, it is unknown if the Specific Plan would cause Route 38, Route 51, the Gold Line, or other potential future SacRT services to fail to meet established loading or productivity standards, or exacerbate performance for routes that already fail to meet these standards, over the course of the Specific Plan planning horizon.

An exceedance of established transit service standards would cause transit services to operate below acceptable service level, quality, and/or performance targets, which could be deleterious to the transit passenger experience (i.e., poor reliability, long travel times, crowding on buses, etc.). For passengers who are sensitive to these factors, a degradation of service quality could cause them to choose other modes of transportation that generally cause greater adverse effects on the environment (e.g., driving). Passengers choose to use transit due to a variety of factors and personal preferences, including community context (e.g., urban versus suburban), accessibility, convenience, travel time, and costs of options. Because transit passenger expectations regarding service quality will vary, the extent to which a degradation of service quality would affect existing and prospective transit ridership, as well as associated adverse environmental effects, is uncertain.

SacRT receives funding from local sources (RydeFreeRT), regional sources, state sources (Transit Development Act [TDA] funds), federal sources (Federal Transportation Administration), and through fare collection. State and federal funds are generally allocated based on population, with a portion of TDA funds derived from a ¼-cent general sales tax and a sales tax on diesel fuel. Therefore, implementation of the Specific Plan would increase funding for transit through these sources because of population growth. This impact would be **potentially significant**.

² Based on 2015 and 2018 annual agency profile data for SacRT from the Federal Transit Administration's National Transit Database. From <https://www.transit.dot.gov/ntd/transit-agency-profiles/sacramento-regional-transit-district>.
2015 Annual Ridership = 25,768,473. 2018 Annual Ridership = 20,890,308.
2015 to 2018 Ridership Decline = $1 - (20,890,308/25,768,473) = -18.9\%$

Mitigation Measures

Mitigation Measure 3.9-2a: Monitor transit service performance and implement strategies to minimize delays to transit service. The City of Sacramento shall coordinate with SacRT and other relevant transit operators to establish baseline on-time performance metrics for routes operating on Stockton Boulevard in the vicinity of the Specific Plan Area consistent with established standards and methods.

Mitigation Measure 3.9-2b: Monitor transit service performance and implement transit service and/or facility improvements. The City of Sacramento shall coordinate with SacRT and other relevant transit operators to establish baseline transit performance (i.e., loading, productivity, and on-time performance) and safety metrics for routes operating within the vicinity of the Specific Plan Area consistent with established standards and methods.

Significance after Mitigation

Implementation of Mitigation Measures 3.9-2a and 3.9-2b would reduce the significance of this impact. However, the improvements that are necessary to improve transit performance identified in Mitigation Measure 3.9-2a would require implementation by SacRT. Moreover, the effectiveness of the TDM strategies identified in Mitigation Measure 3.9-2a are not known and subsequent vehicle trip reduction effects and, in turn, reductions to delays to transit, cannot be guaranteed. Since the City of Sacramento cannot guarantee that these improvements would be implemented and/or effective, this impact would remain **significant and unavoidable**.

Impact 3.9-3: Impacts to Bicycle and Pedestrian Facilities or Access

The Specific Plan would not adversely affect existing and planned bicycle and pedestrian facilities or fail to adequately provide access for bicycles and pedestrians. This impact would therefore be **less than significant**.

The impact assessment for bicycle and pedestrian travel considers existing and planned bicycle and pedestrian facilities and reviews the Specific Plan to determine whether it would physically disrupt an existing facility or prevent the implementation of a planned facility. This assessment also considers whether the Specific Plan would fail to adequately provide access by active travel modes.

The Specific Plan contains policies supporting streetscape beautification, efficient land use, and lighting to improve safety. Implementation of the Specific Plan would not physically disrupt an existing bicycle facility or interfere with implementation of a planned bicycle facility identified in the *City of Sacramento Bicycle Master Plan* (City of Sacramento 2016) and *Stockton Boulevard Corridor Plan* (City of Sacramento 2021b). Policies within the Specific Plan support the proposed bicycle and pedestrian facilities within the *Stockton Boulevard Corridor Plan*, including continuous bike facilities (with a combination of bike lanes buffered bike lanes cycle tracks and shared use paths), and additional pedestrian crossing opportunities.

Based on this information, the Specific Plan's bicycle and pedestrian impact would be considered **less than significant**.

Mitigation Measures

No mitigation measures are required.

Impact 3.9-4: Result in Geometric Design Features Inconsistent with Applicable Design Standards

The Specific Plan would not modify the baseline transportation system in a manner inconsistent with applicable design standards. This impact would therefore be **less than significant**.

The impact assessment for physical hazards considers whether the Specific Plan would modify the baseline transportation system in a manner that is not consistent with applicable design standards. While the Specific Plan would have the potential to add new vehicle, bicycle, and pedestrian trips to the network transportation system, modifications to transportation system, if required, would be required to comply with applicable city design standards. The mix and speed of traffic is expected to remain similar to baseline conditions although speeds may decline, and delay may increase during peak periods (this issue is not within the purview of CEQA).

The City Code and Street Design Standards include design criteria to ensure that development-related public right-of-way and private street improvements are designed to meet or exceed uniform levels of sound engineering practice. The design criteria address speed, sight distance, minimum and maximum roadway grade, minimum curve radius, and lighting. As part of general engineering practice, all roadway facilities would also be designed to meet applicable industry standards from the *Caltrans Highway Design Manual* (HDM), the *California Manual on Uniform Traffic Control Devices* (CAMUTCD), and the American Association of State Highway and Transportation Officials' (AASHTO) *A Policy on Geometric Design of Highways and Streets*. Each development application would be subject to review and approval by the City. The City's Fire Department would review the project's consistency with the City's design criteria to accommodate vehicle access, including for emergency vehicles.

Further, the planning and design of the transportation network associated with the *Stockton Boulevard Corridor Plan* anticipate a mix of traffic types and would include facilities to accommodate changes in travel demand over time.

Based on this information, the Specific Plan's bicycle and pedestrian impact would be considered **less than significant**.

Mitigation Measures

No mitigation measures are required.

CUMULATIVE IMPACTS

Impact 3.9-5: Potential for the Implementation of the Specific Plan, in Combination with Other Development, to Contribute to a Significant Cumulative Impacts to Transportation and Circulation System

The incremental contribution from cumulative development along with the Specific Plan would result in significant cumulative impacts to VMT and transit facilities, services and access. The Specific Plan would result in significant and unavoidable impacts related to VMT and transit facilities, services and access. Even with implementation of mitigation measures, the impacts would not be reduced to a less-than-significant level. The cumulative impact is **significant and unavoidable**.

The cumulative context for transportation and circulation system is SACOG region. Past, present and future development in the region, including the buildout of the Specific Plan has the potential to impact the transportation and circulation system in the region.

The 2040 Plus Project conditions reflect buildout of the Specific Plan Area which includes cumulative conditions. As discussed in Impact 3.9-1, the cumulative VMT impact resulting from the Specific Plan would be significant and unavoidable.

Implementation of the Specific Plan would result in a significant and unavoidable impact on public transit facilities as discussed in Impact 3.9-1. The Specific Plan, in combination with the cumulative development in the region, would have the potential to increase demand for public transit services. Because future public transit services are provided by regional and local transit agencies outside the jurisdiction of the City of Sacramento, the potential exists that the Specific Plan along with cumulative development would increase public transit demand to exceed regional and local transit services and performance standards (e.g., SacRT). Therefore, the Specific Plan together with the cumulative development would result in a significant cumulative impact.

There are existing and planned bicycle and pedestrian facilities in the vicinity of the Specific Plan Area. The Specific Plan would not adversely affect existing and planned bicycle and pedestrian facilities. The Specific Plan contains policies that support the proposed bicycle and pedestrian facilities within the *Stockton Boulevard Corridor Plan*, including continuous bike facilities (with a combination of bike lanes buffered bike lanes cycle tracks and shared use paths) and additional pedestrian crossing opportunities. Cumulative development in the region would be required to be consistent with applicable bicycle and/or pedestrian plans. In addition, future discretionary projects would be subject to CEQA review. Impacts to bicycle and pedestrian facilities would be identified and mitigation measures would be developed to reduce impacts. As such, the Specific Plan together with the cumulative projects would not result in a substantial incremental effect that would result in a significant cumulative impact related to bicycle and pedestrian facilities and access.

As discussed in Impact 3.9-4 above, the Specific Plan would result in less-than-significant impacts related to geometric design features inconsistent with applicable design standards. Cumulative development would be required to comply with the same regulations discussed in Impact 3.9-4 above to ensure that project designs would meet state and local regulations related to emergency access and design. Therefore, implementation of the Specific Plan together with the cumulative development would not result in a substantial incremental effect that would result in a significant cumulative impact related to geometric design features inconsistent with applicable design standards.

Based on the discussion above, implementation of the Specific Plan would result in a considerable contribution to significant cumulative impacts related to VMT and transit facilities, services and access. The cumulative impact would be **significant**.

Mitigation Measures

Implement Mitigation Measures 3.9-1a, 3.9-1b, 3.9-2a, and 3.9-2b described above.

Significance after Mitigation

As described above in Impacts 3.9-1 and 3.9-2, mitigation measures, including implementation of TDM Plan and monitoring transit services performance, and would reduce impacts related to VMT and transit facilities, services and access but not to a less-than-significant level. The cumulative impact would be **significant and unavoidable**.

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3.10 TRIBAL CULTURAL RESOURCES

This section evaluates the potential impacts associated with implementation of the Specific Plan on known and unknown (undiscovered or unidentified) tribal cultural resources. Tribal cultural resources (TCRs), as defined by Assembly Bill (AB) 52, Statutes of 2014, in Public Resources Code (PRC) Section 21074, are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a tribe. A tribal cultural landscape is defined as a geographic area (including both cultural and natural resources and the wildlife therein) associated with a historic event, activity, or person or exhibiting other cultural or aesthetic values.

One comment letter regarding TCRs was received in response to the Notice of Preparation (see Appendix A). The Native American Heritage Commission (NAHC) requested AB 52 and Senate Bill (SB) 18 compliance information. SB 18 is not a CEQA requirement and therefore is not discussed in this section. AB 52 compliance is described below.

3.10.1 Regulatory Setting

FEDERAL

There are no federal regulations that apply.

STATE

California Register of Historical Resources

All properties in California that are listed in or formally determined eligible for listing in the National Register of Historic Places (NRHP) are also listed in the California Register of Historical Resources (CRHR). The CRHR is a listing of State of California resources that are significant in the context of California's history. It is a Statewide program with a scope and with criteria for inclusion similar to those used for the NRHP. In addition, properties designated under municipal or county ordinances are also eligible for listing in the CRHR.

A historical resource must be significant at the local, State, or national level under one or more of the criteria defined in the California Code of Regulations Title 15, Chapter 11.5, Section 4850 to be included in the CRHR. The CRHR criteria are tied to CEQA because any resource that meets the criteria below is considered a significant historical resource under CEQA. As noted above, all resources listed in or formally determined eligible for listing in the NRHP are automatically listed in the CRHR.

The CRHR uses four evaluation criteria:

- Criterion 1. Is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.
- Criterion 2. Is associated with the lives of persons important to local, California, or national history.
- Criterion 3. Embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of a master; or possesses high artistic values.
- Criterion 4. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

Similar to the NRHP, a historical resource must meet one of the above criteria and retain integrity to be listed in the CRHR. The CRHR uses the same seven aspects of integrity used by the NRHP: location, design, setting, materials, workmanship, feeling, and associations.

California Environmental Quality Act

CEQA requires public agencies to consider the effects of their actions on “tribal cultural resources.” PRC Section 21084.2 establishes that “[a] project with an effect that may cause a substantial adverse change in the significance of a TCR is a project that may have a significant effect on the environment.” PRC Section 21074 states:

- a) “Tribal cultural resources” are either of the following:
 - 1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
 - A) Included or determined to be eligible for inclusion in the CRHR.
 - B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
 - 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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.
- b) A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.
- c) A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a “nonunique archaeological resource” as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

AB 52, signed by the California Governor in September of 2014, established a new class of resources under CEQA: “tribal cultural resources,” defined in PRC Section 21074. Pursuant to CEQA requirements, lead agencies undertaking CEQA review must, upon written request of a California Native American tribe, begin consultation before the release of an EIR, negative declaration, or mitigated negative declaration.

Health and Safety Code, Section 7050.5

Section 7050.5 of the Health and Safety Code requires that construction or excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If they are determined to be those of a Native American, the coroner must contact NAHC.

California Native American Historical, Cultural, and Sacred Sites Act

The California Native American Historical, Cultural, and Sacred Sites Act (PRC Section 5097.9) applies to both State and private lands. The act requires, upon discovery of human remains, that construction or excavation activity cease and that the county coroner be notified. If the remains are those of a Native American, the coroner must notify the NAHC, which notifies (and has the authority to designate) the

most likely descendants (MLD) of the deceased. The act stipulates the procedures the descendants may follow for treating or disposing of the remains and associated grave goods.

Public Resource Code Section 5097

PRC Section 5097 specifies the procedures to be followed in the event of the unexpected discovery of human remains on nonfederal land. The disposition of Native American human burials falls within the jurisdiction of the NAHC. Section 5097.5 of the Code states the following:

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, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor.

LOCAL

City of Sacramento General Plan

The City of Sacramento 2040 General Plan is the City's policy guide for future development.

3.10.2 Environmental Setting

TRIBE(S)

The following is an excerpt from the Technical Background Report from the 2040 General Plan (Dyett & Bhatia 2020):

The first settlements in the Sacramento Valley likely occurred during the late Pleistocene and early Holocene (14,000 to 8,000 B.P.) period. Sacramento's location within a great valley and at the confluence of two rivers, the Sacramento River and the American River, shaped its early and modern settlements. However, the archaeological record of such use is sparse. It is likely that Paleo-Indian populations occupied the area with villages located near watercourses. The Sacramento Delta was one of the first regions in California to attract intensive archeological fieldwork. Between 1893 and 1901, a vocational archeologist, J.A. Barr, excavated many prehistoric mounds in the Stockton area. He collected nearly 2,000 artifacts during the course of his investigations. H.C. Meredith was another vocational archeologist of the period who pursued collecting in the same Stockton locality. Meredith (1899, 1900) published a compilation of his own and Barr's findings, and these appear to constitute the earliest accounts of archeology within the Delta. Holmes (1902), from the Smithsonian Institution, further elaborated on the delta or "Stockton District" archeology, presenting illustrations of artifacts collected by Meredith and Barr.

For thousands of years, the Sacramento area has been occupied by Native American groups. Tribal cultural resources, including human burials, have been found throughout the city. Areas of high sensitivity for tribal cultural resources are located within close proximity to the Sacramento and American rivers and other watercourses.

This section analyzes and evaluates the potential impacts of the project on Tribal cultural resources, both identified and undiscovered. Tribal cultural resources, as defined by Assembly Bill (AB) 52, Statutes of 2014, in Public Resources Code (PRC) Section 21074, are sites, features, places, cultural landscapes, sacred places and objects, with cultural value to a Tribe. A Tribal cultural landscape is defined as a geographic area (including both cultural and natural resources and the wildlife therein), associated with a historic event, activity, or person or exhibiting other cultural or aesthetic values. The unanticipated find of Native American human remains would also be considered a Tribal cultural resource, and are therefore analyzed in this section.

The proposed project area is situated within the lands traditionally occupied by the Valley Nisenan, or Southern Maidu. Many descendants of Valley Nisenan throughout the larger Sacramento region belong to the United Auburn Indian Community, Shingle Springs, Lone Band, Colfax-Todds Valley, and Wilton Rancheria Tribes. The Tribes actively participate in the identification, evaluation, preservation, and restoration of Tribal Cultural Resources.

KNOWN ETHNOGRAPHIC VILLAGES NEAR PROJECT SITE

Villages along the Sacramento and American rivers include Pujune, Momol, Sahmah, Demba, Yamahepu, and Sa'cum. Pujune is located on the north side of the American River, about 0.25 mile east of its confluence with the Sacramento River. Momol is located on the south side of the American River, opposite the village of Pujune. Sahmah is located the east side of the Sacramento River, south of its confluence with the American River. Demba is located on the south side of the Sacramento River about one-half mile east of the Interstate 80 bridge crossing over the river. Yamahepu is located on the north side of the American River near the Highway 160 bridge crossing over the river. Sa'cum is located at Cesar Chavez Park in Sacramento.

In addition, tribes have identified lake Wanoho Pakan as culturally important. A lake, originally named Wanoho Pakan by Native American tribes, formerly extended from 3rd Street to 5th Street and north of I Street; the area is now occupied by the Southern Pacific railroad depot. Wanoho Pakan was and continues to be a place of cultural significance and value to tribes. Subsequent to Euroamerican settlement and development of Sacramento, Wanoho Pakan became known as Sutter Lake and later as China Slough (JCC 2020:4.4).

The presence and distribution of the six villages and Wanoho Pakan indicate that the area encompassed by modern Sacramento was a landscape occupied and successfully used by Native Americans. Indeed, beyond any physical presence (e.g., archaeological sites and artifacts) of Native American occupation, the landscape is part of the history of Native Americans in the Sacramento area. The development and change of the landscape over time tells a story important to and valued by the Native American community and also the history of Sacramento and the Central Valley (JCC 2020:6.5,6.7).

CONTEMPORARY NATIVE AMERICAN SETTING

Defining TCRs involves the knowledge and expertise of living California Native Americans. As the embodiment of a continuous connection between tribal history and the landscape, they are uniquely qualified to act as the interpreters and stewards of their culture, including the ability to define the significance of the material remains and landscapes of their ancestor's lifeways.

The Specific Plan is located on land traditionally inhabited by the Valley Nisenan. Although boundaries with neighboring tribes were often fluid and overlapping, traditional Valley Nisenan lands are generally

described as extending from present-day Old Sacramento, up the American River and its tributaries to the crest of the Sierras. Today, many descendants of Valley Nisenan still reside on lands once inhabited by their ancestors or on lands set aside for tribal communities by the federal government in California which may or may not be traditionally inhabited by their ancestors. Contemporary Californian Native American tribes with ancestral connections to the Specific Plan Area and Valley Nisenan heritage include the United Auburn Indian Community (UAIC), Shingle Springs Band of Miwok Indians (SSBMI), Lone Band of Miwok, and Wilton Rancheria.

These tribes today maintain connection to their history and culture in a multitude of ways, including through ceremony, language and traditional knowledge instruction, community service, and tribal governance. For example, a “Big Time” is typically celebrated every September to mark the start of autumn and acorn gathering time at Chaw’s Grinding Rock State Park in Pine Grove. This celebration includes serving traditional foods, traditional dancing, healing rituals, and worship in the roundhouse. Language and traditional skill classes are offered by most of the tribes, including by the SSBMI which has a Traditional Ecological Knowledge department to assist members with learning about respectful and traditional uses of plants and animals, and the UAIC who has a Pre-K through 8th grade school where key aspects of Indian culture and critical thinking are taught to prepare tribal members to face future challenges (Private School Review 2022; SSBMI 2022a).

Tribal community service departments provide family support services to adults and children in order to promote the health and well-being of tribal community members and their families as well as connection to their heritage. Common services offered by all tribes include Indian Child Welfare Act (ICWA) advocacy and intervention, housing assistance, health care assistance, Elder programs, and grants and scholarships for higher education (Lone Band of Miwok Indians 2022; SSBMI 2022a; UAIC 2022; Wilton Rancheria 2022a). Governance on tribal lands is typically outlined by tribally prepared constitutions, codes and/or ordinances, and are carried out by tribal departments which are in turn typically overseen by the tribal council. This includes the office of Tribal Historic Preservation Officer. Because tribes retain inherent sovereign powers over their members and territory, SSBMI and the Wilton Rancheria also have tribal Courts which serve as culturally- sensitive, independent judicial forums where tribal cultural values are held at the forefront of dispute resolutions (SSBMI 2022b; Wilton Rancheria 2022b).

The United Auburn Indian Community (UAIC) is a federally recognized Tribe comprised of both Miwok and Maidu (Nisenan) Tribal members who are traditionally and culturally affiliated with the project area. The Tribe has a deep spiritual, cultural, and physical ties to their ancestral land and are contemporary stewards of their culture and landscapes. The Tribal community represents a continuity and endurance of their ancestors by maintaining their connection to their history and culture. It is the Tribe’s goal to ensure the preservation and continuance of their cultural heritage for current and future generations.

RECORDS SEARCHES AND CONSULTATION

Records Search

On September 7, 2023, a records search of the Specific Plan Area and a 0.25-mile buffer was conducted at the North Central Information Center, at California State University, Sacramento. The following information was reviewed as part of the records search:

- NRHP and CRHR,
- California Office of Historic Preservation Historic Property Directory,
- California Inventory of Historic Resources,

- California State Historic Landmarks,
- California Points of Historical Interest, and
- Historic properties reference map.

Sacred Lands File Search

A search of the NAHC Sacred Lands File returned as positive for the presence of Native American resources within the project area. A list of Native American individuals and tribes to contact for more information was also provided with the results.

Tribal Consultation

On March 18, 2021, in compliance with AB 52 requirements, the City of Sacramento sent letters to the Buena Vista Rancheria, Shingle Springs Band of Miwok Indians, United Auburn Indian Community of the Auburn Rancheria (UAIC), and Wilton Rancheria; a response was only received from the UAIC. Because tribal consultation involves the locations and details of sites, the specific details of the consultations are confidential pursuant to California law. A summary of events related to communication between the tribes and the City is provided below:

- March 19, 2021: UAIC responded on March 19, 2023, and officially request consultation on March 23, 2023.

TRIBAL CULTURAL RESOURCES

No TCRs have been identified within the study area; however, the entire region encompassing the plan alignment is considered to be highly sensitive for the presence of TCRs, including human remains, based on tribal oral traditions, tribal knowledge, and the results of past investigations contained in the NCIC record search results.

3.10.3 Impacts and Mitigation Measures

METHODOLOGY

Information related to TCRs is based on findings reported in the NAHC Sacred Lands File database search, the records search results (NCIC File Number File no. SAC-23-168) and the results of Native American consultation under AB 52. The analysis is also informed by the provisions and requirements of State and local laws and regulations that apply to cultural resources.

PRC Section 21074 defines “tribal cultural resources” as “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe” that are listed or determined eligible for listing in the CRHR, listed in a local register of historical resources, or otherwise determined by the lead agency to be a TCR.

UAIC conducted a records search for the identification of Tribal Cultural Resources for this project which included a review of pertinent literature and historic maps, and a records search using UAIC’s Tribal Historic Information System (THRIS). UAIC’s THRIS database is composed of UAIC’s areas of oral history, ethnographic history, and places of cultural and religious significance, including UAIC Sacred Lands that are submitted to the Native American Heritage Commission (NAHC). The THRIS resources shown in this region also include previously recorded indigenous resources identified through

the California Historic Resources Information System Center (CHRIS) as well as historic resources and survey data.

For the purposes of this impact discussion, “historical resource” is used to describe historic-era, built-environment resources while the term “unique archaeological resource” is used to describe archaeological sites. TCRs, which may qualify as “historical resources” pursuant to CEQA, are analyzed separately from built-environment historical resources and unique archaeological resources, which are analyzed in Section 3.5, “Cultural Resources,” of this EIR.

THRESHOLDS OF SIGNIFICANCE

Based on Appendix G of the State CEQA Guidelines, the project would result in a potentially significant impact on TCRs if it would:

- cause a substantial adverse change in the significance of a TCR, defined in PRC 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.

ISSUES NOT DISCUSSED FURTHER

All potential TCRs impacts are evaluated below.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.10-1: Cause a Substantial Adverse Change in the Significance of a TCR

Future development under the Specific Plan could result in adverse impacts to resources with cultural value to a California Native American tribe. Implementation of mitigation measures would reduce impacts but not to a less-than-significant level. The impact would be **significant and unavoidable**.

Future development that would occur under the Specific Plan could result in substantial adverse changes in the significance of a TCR (site, feature, place, cultural landscape, sacred place, or object) with cultural value to a California Native American tribe. The Specific Plan Area has been occupied both historically and during prehistoric times by Native American inhabitants and due to this prior habitation, it is probable that TCRs could be present and may be disturbed or inadvertently destroyed during construction associated with future development.

Consistent with AB 52 requirements, the City has engaged in consultation with one Native American tribe (UAIC) and consultation is continuing. In addition, future development projects for which the City prepares a mitigated negative declaration or environmental impact report would be subject to AB 52 consultation requirements that could lessen the potential for impacts through the identification of TCRs and potential solutions to avoid or otherwise remain unmodified/unaltered.

Through adherence with required tribal notification and consultation requirements and the identification of mitigation measures on a project-specific basis, potential impacts associated with future development under the Specific Plan would be reduced. However, the protection of all TCRs including unanticipated TCRs that have yet to be identified, would not be known in advance, and could be discovered and/or destroyed during construction could not be assured. Therefore, because the loss of every known or unanticipated TCR in the Specific Plan Area could not be prevented, this impact would be considered **significant**.

Mitigation Measures

Mitigation Measure 3.10-1a: Protect Discovered Cultural Resources

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

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

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

- Each resource will be evaluated for California Register of Historical Resources (CRHR) eligibility through application of established eligibility criteria (California Code of Regulations 15064.636), in consultation with consulting Native American Tribes, as applicable.
- If a cultural resource is determined to be eligible for listing in the CRHR, the City will avoid damaging effects to the resource in accordance with California PRC Section 21084.3, if feasible. The City shall coordinate the investigation of the find with a qualified archaeologist (meeting the Secretary of the Interior's Professional Qualifications Standards for Archeology) approved by the City. As part of the site investigation and resource assessment, the City and the archaeologist shall assess the significance of the find, make recommendations for further evaluation and treatment as necessary and provide proper management recommendations should potential impacts to the resources be determined by the City to be significant. A written report detailing the site assessment, coordination activities, and management recommendations shall be provided to the City representative by the qualified archaeologist. These recommendations will be documented in the project record.

Mitigation Measure 3.10-1b: Protect Discovered Human Remains

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

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

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

Mitigation Measure 3.10-1c: Implement 2040 General Plan Policies

- **Early Project Consultation.** The City will continue to strive to minimize impacts to historic and cultural resources by consulting with property owners, land developers, tribal representatives, and the building industry early in the development review process as needed. (2040 General Plan Policy HCR-1.6)
- **Indigenous Cultures.** The City shall seek ways to recognize the peoples who first lived in, traveled, and traded in what is now the Sacramento area, by working with tribal representatives to preserve their identity, culture, and artifacts. Methods for recognizing tribal history and imagery may include, but are not limited to, the following:
 - Public art that provides a Native American perspective including works by Native artists;
 - Naming of parks and places that reflects local Native American heritage and/or restores tribal names;
 - Parks and recreation programming that increases awareness of tribal heritage and culture (including through interpretive displays) and allows opportunities for craft sharing;
 - Incorporation of traditional native plants into landscape design palettes. (2040 General Plan Policy HCR-1.13)
- **Archaeological, Tribal, and Cultural Resources.** The City shall continue to comply with federal and State regulations and best practices aimed at protecting and mitigating impacts to archaeological resources and the broader range of cultural resources as well as tribal cultural resources. (2040 General Plan Policy HCR-1.14)
- **Treatment of Native American Human Remains.** The City shall treat Native American human remains with sensitivity and dignity and ensure compliance with the associated provisions of California Health and Safety Code and the California Public Resources Code. The City shall

collaborate with the most likely descendants identified by the Native American Heritage Commission. (2040 General Plan Policy HCR-1.15)

- Endemic Traditions. The City shall seek ways to recognize the endemic traditions of various communities in Sacramento, including African American, Hispanic, Native, and Asian American communities, to promote the retention of Sacramento's intangible cultural heritage, which may include oral traditions, performing arts, social practices and festive events, legacy businesses, knowledge and practices concerning nature and the universe, and traditional craftsmanship. (2040 General Plan Policy HCR-1.16)
- Evaluation of Archeological Resources. The City shall work in good faith with interested communities to evaluate proposed development sites for the presence of sub-surface historic, archaeological, and tribal cultural resources that may be present at the site. These efforts may include the following:
 - Consideration of existing reports and studies,
 - Consultation with Native American tribes as required by State law,
 - Appropriate site-specific investigative actions, and
 - Onsite monitoring during excavation if appropriate. (2040 General Plan Policy HCR-1.17)

Significance after Mitigation

Compliance with the required tribal notification and consultation requirements and the implementing action aimed at protecting TCRs in Mitigation Measures 3.10-1a through 3.10-1c would help reduce the significance of the impact. However, because there is no feasible mitigation available to ensure damage or destruction of a TCR would not occur, the impact remains **significant and unavoidable**.

CUMULATIVE IMPACTS

Impact 3.10-2: Potential for the Project, in Combination with Other Development, to Contribute to a Significant Cumulative Impact to Tribal Cultural Resources

Future development under the Specific Plan would result in significant and unavoidable impacts to TCRs. Even with implementation of mitigation measures, the impacts would not be reduced to a less-than-significant level. The incremental contribution from future development under the Specific Plan to the cumulative loss of TCRs is considerable. The cumulative impact is **significant and unavoidable**.

Future development in the city of Sacramento, along with past and present development including that which would occur under the Specific Plan has the potential impact TCRs. The cumulative effect this future development is the continued loss of TCRs including artifacts and landscapes with significant cultural meaning to Native American tribes. All significant cultural resources including TCRs are unique and non-renewable; therefore, all adverse effects or negative impacts contribute to a dwindling resource base resulting in a significant cumulative impact. Should unanticipated TCRs be encountered, direct impacts would be required to be addressed, to the extent feasible, by mitigation consistent with the legal requirements of CEQA.

Future projects occurring in the Specific Plan Area would be subject to the state requirements and regulations, including stopping work, contacting appropriate agencies, and coordinating with the County Coroner in the event a TCR or Native American remains are unearthed. Future development in the Specific Plan Area would also be required to comply with applicable general plan goals, policies, and implementation actions concerning the protection and preservation of TCRs. Please refer to Impact 3.10-

1 for a description of applicable mitigation measures intended to protect and preserve TCRs and ensure that Native American perspectives are known and considered during the development review process.

Future development within the city of Sacramento (including within the Specific Plan Area) could potentially impact TCRs through direct modification of sites and structures, landscaping and trees, and open space areas that are significant to Native American tribes. The cumulative effect of this future development is the continued loss of TCRs. Therefore, while the potential to impact TCRs within the Specific Plan Area is reduced through adherence with existing laws and regulations as well as Mitigation Measures 3.10-1a through 3.10-1c, the potential for significant impacts remains. In addition, due to the broad geographic scope of the cumulative analysis, it is reasonable to assume that the incremental contribution from future development under the Specific Plan to the cumulative loss of TCRs is considerable. The cumulative TCRs impact would be **significant**.

Mitigation Measures

Implement Mitigation Measures 3.10-1a through 3.10-1c.

Significance after Mitigation

Compliance with the required tribal notification and consultation requirements, and implementation of Mitigation Measures 3.10-1a through 3.10-1c would help reduce the significance of the impact. However, because there is no feasible mitigation available to ensure damage or destruction of a TCR would not occur, the cumulative impact would remain **significant and unavoidable**.

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3.11 UTILITIES AND SERVICE SYSTEMS

This section evaluates the availability of existing utility and infrastructure systems (including water, wastewater, stormwater, electricity, natural gas, and telecommunications) to serve future development in the Specific Plan Area and the impact of the proposed Specific Plan on these systems. The analysis is based on documents obtained from the City of Sacramento and technical reports prepared to address water supply and sewer conveyance adequacy related to implementation of the proposed Specific Plan. Please refer to Section 3.3, “Energy,” for a discussion of energy demand.

Comments related to utilities and service systems were received in response to the Notice of Preparation from the Sacramento Municipal Utility District (SMUD) and the Sacramento Regional County Sanitation District (Regional San). The letters expressed concerns related to new utilities infrastructure, overhead and underground transmission and distribution line easements, utility line routing, electrical load needs/requirements, energy efficiency, climate change, cumulative impacts related to increased electrical delivery, and the needs to relocate or remove SMUD infrastructure. Comments regarding energy efficiency are addressed in Section 3.3, “Energy.” Comments regarding climate change are addressed in Section 3.8, “Greenhouse Gases and Climate Change.” A copy of the Notice of Preparation along with comments received is included in Appendix A.

3.11.1 Regulatory Setting

FEDERAL

Safe Drinking Water Act

As mandated by the Safe Drinking Water Act (Public Law 93-523), passed in 1974, the US Environmental Protection Agency (EPA) regulates contaminants of concern to domestic water supply. Such contaminants are defined as those that pose a public health threat or that alter the aesthetic acceptability of the water. These types of contaminants are regulated by EPA primary and secondary maximum contaminant levels (MCLs). MCLs and the process for setting these standards are reviewed triennially. Amendments to the Safe Drinking Water Act enacted in 1986 established an accelerated schedule for setting drinking water MCLs. EPA has delegated responsibility for California’s drinking water program to the State Water Resources Control Board (SWRCB) Division of Drinking Water. SWRCB Division of Drinking Water is accountable to EPA for program implementation and for adoption of standards and regulations that are at least as stringent as those developed by EPA.

Clean Water Act

The Clean Water Act (CWA) employs a variety of regulatory and non-regulatory tools to reduce direct pollutant discharges into waterways, finance municipal wastewater treatment facilities, and manage polluted runoff. Those portions of the CWA that relate to wastewater and stormwater discharges are discussed below.

National Pollutant Discharge Elimination System

The National Pollutant Discharge Elimination System (NPDES) permit program was established under the CWA to regulate municipal and industrial discharges to surface waters of the US. NPDES permit regulations have been established for broad categories of discharges including point source waste discharges and nonpoint sources (nonpoint source discharges are further discussed in Section 4.10, “Hydrology and Water Quality”). Each NPDES permit identifies limits on allowable concentrations and

mass loadings of pollutants contained in the discharge. Sections 401 and 402 of the CWA contain general requirements regarding NPDES permits. Section 307 of the CWA describes the factors that EPA must consider in setting effluent limits for priority pollutants.

NPDES permits cover various industrial and municipal discharges, including discharges from storm sewer systems in larger cities, stormwater generated by industrial activity, runoff from construction sites disturbing more than 1 acre, and mining operations. Point source dischargers must obtain a discharge permit from the proper authority (usually a state, sometimes EPA, a tribe, or a territory). So-called “indirect” point source dischargers are not required to obtain NPDES permits. “Indirect” dischargers send their wastewater into a public sewer system, which carries it to the municipal sewage treatment plant, through which it passes before entering any surface water.

The CWA was amended in 1987 with Section 402(p) requiring NPDES permits for nonpoint 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 the NPDES stormwater regulations is to improve the water quality of stormwater discharged to receiving waters to the “maximum extent practicable” using structural and nonstructural best management practices (BMPs). BMPs can include educational measures (e.g., workshops informing the public of what impacts can result when household chemicals are dumped into storm drains), regulatory measures (e.g., local authority of drainage-facility design), public-policy measures (e.g., labeling storm-drain inlets as to impacts of dumping on receiving waters), and structural measures (e.g., filter strips, grass swales, and detention ponds).

Environmental Protection Agency’s National Combined Sewer Overflow Control Policy

The EPA initiated its Combined Sewer Outflow (CSO) Control Policy (40 CFR 122) in April 1994. The CSO Control Policy provides a national level framework for the control and management of CSOs. The CSO Control Policy provides guidance regarding how to achieve CWA goals and requirements when faced with management of a CSO. Key components of the CSO Control Policy that are relevant to the project include a requirement for Nine Minimum Controls (NMCs), which apply to every combined sewer system (CSS) in the nation. The NMCs are minimum technology-based actions or measures that are designed to reduce CSOs and their effects on receiving water quality. The intent of the NMCs is to be implementable without extensive engineering studies or major construction. The policy requires that at least 85 percent of the average annual CSS storm flow must be captured and routed to at least primary treatment with disinfection before discharge.

STATE

Safe Drinking Water Quality Regulations

The California Department of Public Health (DPH) establishes “primary” and “secondary” Domestic Water Quality Standards for drinking water supplied by public water systems such as the city. The standards are required by state law to meet or exceed standards adopted by EPA. The concentrations of specified constituents are limited to maximum contaminant levels and are established on a constituent basis for bacteriological contaminants (such as coliform), organic chemicals (such as benzene), inorganic chemicals (such as total dissolved solids), and radioactivity (such as gross alpha particle activity). Primary standards are set at levels necessary to protect public health and may not be exceeded. Secondary standards are based on aesthetic criteria, such as taste and odor, and are composed of (1) recommended limits that may be exceeded but are not recommended to be exceeded; (2) upper limits that may be exceeded for a limited duration with prior DPH approval; and (3) short term limits that may not be exceeded. Public water systems also must obtain a domestic water supply permit from DPH that must be amended to reflect changes to the water supply system.

Urban Water Management Planning Act

The Urban Water Management Planning Act (California Water Code [CWC] Sections 10610-10610.4) requires urban water suppliers that provide water for municipal purposes to more than 3,000 customers, or more than 3,000 acre-feet per year (AFY) of water, to prepare an urban water management plan (UWMP). UWMPs assist water supply agencies in water resource planning given existing and anticipated future demands and must include a water supply and demand assessment comparing total water supply available to the water supplier with the total projected water use over a 20-year period. The Act requires that the plans be updated every 5 years and submitted to the California Department of Water Resources (DWR). The purpose of the plans is to support long-term resource planning and ensure adequate water supplies are available to meet existing and future water demands. The City's 2020 UWMP is discussed below.

Sustainable Groundwater Management Act

The Sustainable Groundwater Management Act (SGMA) became law on January 1, 2015, and applies to all groundwater basins in the state (Water Code Section 10720.3). (SGMA is composed of three separate bills: SB 1168, SB 1319, and AB 1739. All three were signed into law by the Governor on September 16, 2014.) By enacting SGMA, the legislature intended to provide local agencies with the authority and the technical and financial assistance necessary to sustainably manage groundwater within their jurisdiction (CWC Section 10720.1).

Pursuant to SGMA, any local agency that has water supply, water management, or land use responsibilities within a groundwater basin may elect to be a groundwater sustainability agency (GSA) for that basin (Water Code Section 10723). SGMA requires GSAs in high- and medium-priority basins to develop and implement groundwater sustainability plans (GSPs) or to develop Alternatives to GSPs. The GSP must outline how the GSA will implement, manage, and measure specific actions for the health and viability of the basin. DWR will evaluate the GSP and provide the GSA with an assessment of the plan and any necessary recommendations within 2 years for initial establishment. The DWR will also review plans as updated by GSAs every 5 years.

Water Supply Assessment

PRC Section 21151.9 requires that a water supply assessment (WSA) be prepared for proposed projects 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 "water-demand project," which means (CWC Section 20912[a]):

- a proposed residential development of more than 500 dwelling units;
- a proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet (sq. ft.) of floor space;
- a proposed commercial office building employing more than 1,000 persons or having more than 250,000 sq. ft. 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 sq. ft. of floor area;
- a mixed-use project that includes one or more of the projects specified in the above bullets; or

- a project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500-dwelling unit project.

Completion of a WSA requires 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, delineation of proposed water supply sources, and an evaluation of water supply sufficiency under normal, single-dry year and multiple-dry year conditions.

A WSA is required to be prepared by the public water system that will serve the project, unless there is no public water system, in which case the WSA is prepared by the CEQA lead agency. A “public water system” is defined in Section 15155 as a system that provides piped water for human consumption and has at least 3,000 connections.

NPDES Permit for the Sacramento Regional Water Treatment Plant

In April 2016, the Central Valley Regional Water Quality Control Board (RWQCB) issued Waste Discharge Requirement (WDR) Order No. R5-2016-0020 (NPDES No. CA 0077682) to the Regional San for its Sacramento Regional Wastewater Treatment Plant (SRWTP), which treats wastewater from its service area before discharging it to the Sacramento River. The original permit for the SRWTP was issued in October 1974. This is a NPDES self-monitoring permit that outlines performance standards for the effluent into the Sacramento River. The water quality objectives established in the Central Valley RWQCB Basin Plan are protected, in part, by NPDES Permit No. CA 0077682.

The quality of the effluent that can be discharged to waterways within the Sacramento area is established by the Central Valley RWQCB through WDRs that implement the NPDES permit. WDRs are updated at least every 5 years. A new permit must be issued in the event of a major change or expansion of the facility.

NPDES Permit for the Combined Sewer System

In April 2015, the Central Valley RWQCB issued WDR Order No. R5-2015-0045 (NPDES No. CA 0079111) to the City of Sacramento for its Combined Wastewater Collection and Treatment System. The system was previously regulated by Order R5-2010-0004, which expired on January 1, 2010. Depending on flow volumes, wastewater and stormwater flows in this system are conveyed to the SRWTP, Combined Wastewater Treatment Plant (CWTP) at South Land Park Drive and 35th Avenue, and Pioneer Reservoir at Front and V streets near the Sacramento River. The Order does not apply to operations at SRWTP.

This Order implements the EPA CSO Control Policy, which establishes a consistent national approach for controlling discharges from CSOs to the nation's water through the NPDES permit program. This policy requires implementation of a long-term control plan (LTCP) to comply with water quality-based requirements of the CWA. The City of Sacramento adopted their LTCP, also known as the Combined Sewer System Improvement Plan (CSSIP), in 1995, which contained the infrastructure improvement portion of the LTCP.

WDR Order No. R5-2015-0045 identifies effluent limitations and discharge specifications for discharges from the CWTP and Pioneer Reservoir to the Sacramento River. Discharge from the system to surface waters or surface water drainage courses is prohibited during non-storm events. However, in the event that the capacity of the system is exceeded during a storm event, this Order allows for the discharge of overflows into the Sacramento River. The City is required to implement pollution prevention programs to reduce contaminants in CSOs.

NPDES Permit for Dewatering Activities

In May 2013, the Central Valley RWQCB issued WDR Order No. R5-2013-0074 (NPDES No. CAG995001) for short-term discharges of small volumes of wastewater from certain construction-related activities (General Dewatering Permit). Where groundwater levels tend to be shallow, dewatering during construction is sometimes necessary to keep trenches or excavations free of standing water when improvements or foundations/footings are installed. Clean or relatively pollutant-free water that poses little or no risk to water quality may be discharged directly to surface water under certain conditions. Permit conditions for the discharge of these types of wastewaters to surface waters are specified in “General Order for Dewatering and Other Low-Threat Discharges to Surface Waters” (Order No. R5-2013-0074, NPDES No. CAG995001). Discharges may be covered by the General Dewatering Permit provided they are (1) either 4 months or less in duration or (2) the average dry weather discharge does not exceed 0.25 million gallons per day (mgd) and meet the effluent limitations provided in the order for pH, turbidity, total suspended solids, and biological oxygen demand. Construction dewatering, well development water, pump/well testing, and miscellaneous dewatering/low-threat discharges are among the types of discharges that may be covered by the General Dewatering Permit. The General Dewatering Permit also specifies standards for testing, monitoring, and reporting, receiving water limitations, and discharge prohibitions. When project construction would exceed 4 months in duration or 0.25 mgd, a project-specific permit from the Central Valley Water Board is required.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act (Porter-Cologne Act) is California’s statutory authority for the protection of water quality. Under the Porter-Cologne Act, the state must adopt water quality plans, policies, and objectives that will provide protection to the state’s waters for the use and enjoyment of the people of California. In California, the SWRCB has authority and responsibility for establishing policy for water quality control issues for the state. Regional authority for planning, permitting, and enforcement is delegated to the nine RWQCBs. The Porter-Cologne Act authorizes the SWRCB and RWQCB to issue NPDES permits containing WDRs, and to enforce these permits. SWRCB and RWQCB regulations implementing the Porter-Cologne Act are in Title 27 of the CCR.

General Waste Discharge Requirements for Sanitary Sewer Systems

The General Waste Discharge Requirements for Sanitary Sewer Systems (SWRCB Order No 2006-0003-DWQ) apply to sanitary sewer systems that are greater than 1 mile long and collect or convey untreated or partially treated wastewater to a publicly owned treatment facility. The goal of Order No. 2006-0003 is to provide a consistent statewide approach for reducing Sanitary Sewer Overflows (SSOs), accidental releases of untreated or partially treated wastewater from sanitary sewer systems, by requiring that:

1. In the event of an SSO, all feasible steps be taken to control the released volume and prevent untreated wastewater from entering storm drains, creeks, etc.
2. If an SSO occurs, it must be reported to the SWRCB using an online reporting system developed by the SWRCB.
3. All publicly owned collection system agencies with more than 1 mile of sewer pipe in the state must develop a sewer system management plan, which must be updated every 5 years.

California’s Integrated Waste Management Act of 1989

The California Integrated Waste Management Act (CIWMA) of 1989 created the California Integrated Waste Management Board, now known as the California Department of Resources Recycling and

Recovery (CalRecycle). CalRecycle is the agency designated to oversee, manage, and track California's 92 million tons of waste generated each year. CalRecycle provides grants and loans to help cities, counties, businesses, and organizations meet the state's waste reduction, reuse, and recycling goals. CalRecycle promotes a sustainable environment in which these resources are not wasted but can be reused or recycled. In addition to many programs and incentives, CalRecycle promotes the use of new technologies to divert resources away from landfills. CalRecycle is responsible for ensuring that waste management programs are carried out primarily through local enforcement agencies.

The CIWMA is the result of two pieces of legislation: AB 939 and SB 1322. The CIWMA was intended to minimize the amount of solid waste that must be disposed of through transformation and land disposal by requiring all cities and counties to divert 25 percent of all solid waste from landfill facilities by January 1, 1995, and 50 percent by January 1, 2000.

The 50 percent diversion requirement is measured in terms of per capita disposal expressed as pounds per day per resident and per employee. The per capita disposal and goal measurement system uses an actual disposal measurement based on population and disposal rates reported by disposal facilities, and it evaluates program implementation efforts.

Mandatory Recycling Requirements

AB 341 (2011) amended the California Integrated Waste Management Act of 1989 to include a provision declaring that it is the policy goal of the state that not less than 75 percent of solid waste generated be source-reduced, recycled, or composted by the year 2020, and annually thereafter. In addition, AB 341 required CalRecycle to develop strategies to achieve the state's policy goal.

Mandatory Commercial Organics Recycling Requirements

In October 2014, AB 1826 Chesbro (Chapter 727, Statutes of 2014) was signed into law, requiring businesses to recycle their organic waste on and after April 1, 2016, depending on the amount of waste they generate per week. This law also requires that on and after January 1, 2016, local jurisdictions across the state implement an organic waste recycling program to divert organic waste generated by businesses, including multifamily residential dwellings of five or more units (multifamily dwellings are not required to have a food waste diversion program, however). Organic waste means food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste.

Construction and Demolition Waste Materials Diversion Requirements

SB 1374, Construction and Demolition Waste Materials Diversion Requirements, requires that jurisdictions summarize their progress realized in diverting construction and demolition waste from the waste stream in their annual AB 939 reports. SB 1374 required CalRecycle to adopt a model construction and demolition ordinance for voluntary implementation by local jurisdictions.

Short-Lived Climate Pollutant Reduction Strategy

In September 2016, SB 1383 (Lara, Chapter 395, Statutes of 2016) was signed into law, establishing methane emissions reduction targets in a statewide effort to reduce emissions of short-lived climate pollutants in various sectors of California's economy. Actions to reduce short-lived climate pollutants are essential to address the many impacts of climate change on human health, especially in California's most at-risk communities, and on the environment.

As it pertains to solid waste, SB 1383 establishes targets to achieve a 50-percent reduction in the volume of statewide disposal of organic waste from 2014 levels by 2020 and a 75-percent reduction by 2025. The law grants CalRecycle the regulatory authority required to achieve the organic waste

disposal reduction targets and establishes an additional target that not less than 20 percent of currently disposed edible food is recovered for human consumption by 2025. SB 1383 requires that, by January 1, 2022, every jurisdiction provide organic waste collection services to residents and businesses.

California Code of Regulations, Energy Efficiency Standards

Energy consumption in new buildings in California is regulated by the state's Building Energy Efficiency Standards, part of the California Building Standards Code, contained in the CCR, Title 24, Part 2, Chapter 2-53. Title 24 applies to all new construction of both residential and nonresidential buildings, and regulates energy consumed for heating, cooling, ventilation, water heating, and lighting. Updated every 3 years, the 2019 Building Energy Efficiency Standards were most recently approved and adopted by the California Building Standards Commission in 2022 and became effective in January 2023 and have improved efficiency requirements from previous codes.

PG&E Gas Rules

PG&E's Gas Rules 15 and 16 provide policies and procedures for the extension of gas services and distribution mains necessary to furnish permanent services to customers. It outlines responsibilities for installation and extension of gas lines, as well as financial contributions by project applicants.

LOCAL

City of Sacramento General Plan

The City of Sacramento 2040 General Plan is the City's policy guide for future development.

City of Sacramento Municipal Code

Chapter 15.92, "Water Efficient Landscape Requirements," is based on the State's Model Efficient Landscape Ordinance. The Ordinance requires more efficient irrigation systems, including meters on parcels over a certain size, restrictions on overhead water use, and flow sensors on landscaped areas over 5,000 square feet. The Ordinance also limits the area that can be planted with high water use plants to 55 percent for residential landscape projects and 45 percent for non-residential landscapes. The City requires project applicants to submit a landscape documentation package for review and approval by the City. The landscape documentation package must contain project information that demonstrates compliance with the Ordinance, including a water-efficient landscape worksheet, a soil management report, a landscape design plan, an irrigation design plan, and a grading design plan.

City of Sacramento Urban Water Management Plan

The City's 2020 UWMP was adopted in 2021, as required by the California Urban Water Management Planning Act, which requires all urban water suppliers with more than 3,000 connections or distributing more than 3,000 acre-feet of water to complete an UWMP every 5 years. As of the close of the 2020 calendar year, the City had over 142,946 residential, commercial, industrial, and institutional water service connections and produced nearly 100,483 acre-feet (af) of water. The City submitted the adopted UWMP to DWR, as required.

Wastewater Impact Fees

The City adopted the Combined Sewer Development Fee (City Code 13.08.490) which is an impact mitigation fee that requires mitigation of any significant increase in wastewater flows over the present level. If a proposed development project is determined to have a significant impact on the CSS, an acceptable mitigation plan is required by the City. The current CSS Development Fee is \$175.53 per equivalent single-family dwelling (ESD) for up to 25 ESD and \$4,380.30 per ESD for more than 25

ESDs (fees subject to change every July 1st). The payment of the fees mitigates the project's sewer impacts.

Dewatering

All new groundwater discharges to CSS or separated sewer system are regulated and monitored by the City's Utilities Department pursuant to Department of Utilities Engineering Services Policy No. 0001, adopted as Resolution No. 92-439 by the Sacramento City Council. Groundwater discharges to the City's sewer system are defined as construction dewatering discharges, foundation or basement dewatering discharges, treated or untreated contaminated groundwater cleanup, discharges, and uncontaminated groundwater discharges.

The City requires that any short-term discharge be permitted, or an approved Memorandum of Understanding (MOU) for long-term discharges be established, between the discharger and the City. Short-term limited discharges of 7 days duration or less must be approved through the City Department of Utilities by acceptance letter. Long-term discharges of greater duration than seven days must be approved through the City Department of Utilities and the Director of the Department of Utilities through an MOU process. The MOU must specify the type of groundwater discharge, flow rates, discharge system design, a City-approved contaminant assessment of the proposed groundwater discharge indicating tested levels of constituents, and a City-approved effluent monitoring plan to ensure contaminant levels remain in compliance with State standards or the Sacramento County Regional Sanitation District (Regional San) and Central Valley Water Board-approved levels. All groundwater discharges to the sewer must be granted a Regional San discharge permit. If the discharge is part of a groundwater cleanup or contains excessive contaminants, Central Valley Water Board approval is also required.

Stormwater Management and Discharge Control Code

The Stormwater Management and Discharge Control Code (Chapter 13.16 of the Sacramento Municipal Code) protects and promotes the health, safety and general welfare of the citizens of the City by controlling non-stormwater discharges to the stormwater conveyance system, by eliminating discharges to the stormwater conveyance system from spills, dumping, or disposal of materials other than stormwater, and by reducing pollutants in urban stormwater discharges to the maximum extent practicable. The code is intended to assist in the protection and enhancement of the water quality of watercourses, water bodies, and wetlands in a manner pursuant to and consistent with the Federal Water Pollution Control Act (Clean Water Act, 33 U.S.C. Section 1251 et seq.), Porter-Cologne Act (Water Code Section 13000 et seq.) and NPDES Permit No. CAS082597, as such permit is amended and/or renewed.

The Stormwater Management and Discharge Control Code requires prior written approval from the City's Department of Utilities for discharges of pumped groundwater not subject to a NPDES permit, provides measures to reduce pollutants in stormwater, requires compliance with best management practices, and requires containment and notification of spills.

Sacramento Regional Solid Waste Authority

The Sacramento Regional Solid Waste Authority (SWA) was initially formed in 1992 to oversee solid waste, recycling, and disposal needs in the greater Sacramento area. The SWA is a Joint Powers Authority that is funded by franchise fees. The SWA is overseen by a Board of Directors, which is composed of elected officials from member cities (currently the City of Sacramento) and Sacramento County. The SWA regulates commercial solid waste collection by franchised haulers through

ordinances. SWA ordinances include the requirement that franchised haulers achieve a 30 percent recycling rate and to offer recycling services to businesses and multi-family dwelling units.

3.11.2 Environmental Setting

Public utilities in the Specific Plan Area are provided by various entities, as identified in Table 3.11-1 and discussed in detail below.

Table 3.11-1 Utilities Providers for the Project Area

Utility	Agency/Provider
Water Supply	City of Sacramento Department of Utilities
Wastewater Collection and Conveyance	City of Sacramento Department of Utilities (Combined and Non-combined Sewer Systems)
Wastewater Treatment	Sacramento Regional County Sanitation District (SRCSD)
Stormwater Conveyance	City of Sacramento Department of Utilities (Combined Sewer System) and Sacramento Area Sewer District (SASD)
Solid Waste Collection	City of Sacramento Recycling and Solid Waste Division Sacramento Regional Solid Waste Authority
Electrical Service	Sacramento Municipal Utility District
Natural Gas	Pacific Gas & Electric Company

Source: Data compiled by Ascent Environmental in 2023.

WATER SUPPLY

The City provides domestic water to the Specific Plan Area and utilizes both surface water and groundwater to meet water demands. The City treats surface water diverted from the Sacramento River and American River through SRWTP and the E.A. Fairbairn Water Treatment Plant (FWTP), respectively. Additionally, the City extracts groundwater from both the North Sacramento and Central Sacramento basins. The current reliable water production capacity is approximately 280 mgd (City of Sacramento 2023).

Along with supplying domestic water to retail customers, the City also has agreements in place to supply water on a wholesale and wheeling basis to other districts and water purveyors including Sacramento Suburban Water District, California-American Water Company, Fruitridge Vista Water Company, and the Sacramento County Water Agency. To comply with the State's Urban Water Planning Management Act, the City of Sacramento has developed an UWMP to pursue the conservation and efficient use of available water supplies and to ensure an appropriate level of reliability in its water service sufficient to meet the needs of its customers (City of Sacramento 2021).

Surface Water Supply and Water Treatment Plants

SRWTP began operation in 1924 with an initial capacity of 32 mgd and treats water diverted from the Sacramento River approximately 0.5 miles downstream of the confluence of the American River. A new water intake structure, located approximately 700 feet downstream of the old intake structure, was completed in 2003. Other expansions and modifications completed by the City since the 1920s increased the treatment plant design capacity to 160 mgd. The most recent project was completed in 2016, which replaced many of the older facilities at the SRWTP in order to maintain the 160 mgd capacity into the foreseeable future.

The FWTP is located adjacent the American River approximately 7 miles upstream with the Sacramento River. The FWTP began operation in 1964 and has a current diversion limit of 200 mgd following an expansion completed in 2005. Currently, the California Department of Public Health has permitted a capacity of 160 mgd. However, the amount of water diverted is further limited by the so-called Hodge Flow Criteria which restricts diversions from the FWTP under certain low river flow conditions. Hodge conditions have historically occurred about 50 percent of the time and can be present in any month of the year. During the time of peak demand, most often in June, July, or August, the Hodge Flow Criteria could limit the diversion rate at the FWTP to 100 mgd. As a result of this constraint, sufficient pipe capacity to move the 160 mgd into the distribution system has not been constructed. The current facility is physically constrained to approximately 130 mgd when Hodge is not triggered.

City of Sacramento and US Bureau of Reclamation Agreement

The City also has a water rights settlement contract entered into in 1957 by the City and the US Bureau of Reclamation (USBR), following the USBR's construction of Folsom Dam which provided improved flood control to downstream communities. The essence of the City/USBR 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 cubic feet per second (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. The contract also specifies an annual build-up schedule to this maximum amount.

In return, the contract requires USBR to make available at all times enough water in the rivers to enable the agreed-upon diversions by the City. The City agreed to make an annual payment to USBR for Folsom Reservoir storage capacity used to meet the USBR'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 settlement contract is permanent and not subject to deficiencies. The USBR contract, in conjunction with the City's water rights, provides the City with a reliable and secure water supply.

Extremely Dry Years (Conference Years)

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 started 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 6 years of intense interest-based negotiations, the Water Forum participants approved the 2000 WFA.

As part of the WFA, each water purveyor signed a purveyor specific agreement (PSA) that specified that purveyor's Water Forum commitments. The City's PSA limits the quantity of water diverted from the American River at the FWTP during two hydrologic conditions: extremely dry years (i.e., "Conference Years") and periods when river flows are below the so-called "Hodge Flow Criteria." The Hodge Flow Criteria are based on the case of *EDF v. East Bay Municipal Utility District* (Superior Court, Alameda County, 1990, No. 425955), where the court (Judge Hodge) established minimum flow levels that would have to be met in the American River in order 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.

The City's PSA defines extremely dry years (i.e., "Conference Years") as years in which DWR projects an annual unimpaired flow into Folsom Reservoir of 550,000 AFY or less, or the projected March through November unimpaired flow into Folsom Reservoir is less than 400,000 AFY. During 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 historical hydrology.

In addition to Conference Years, the City's PSA 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: 2,000 cfs from October 15 through February; 3,000 cfs from March through June; and 1,750 cfs from July through October 14.

Based on CALSIM-II9 analysis of the 1922 to 1994 climate data, in 59 percent of years the American River is predicted to experience flows that are less than Hodge flow 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 PSA allows diversions of American River water up to the FWTP's current maximum rate of 310 cfs (200 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 Fairbairn WTP and 180,000 AFY at the Sacramento WTP, the current drought limiting scenario allows a surface water production of 230,000 AFY.

Groundwater Supply

The City currently operates 28 permitted municipal groundwater supply wells within the City limits that pump from the North American and South American Groundwater Subbasins. The City wells supply the city with about 20 mgd of reliable water for municipal use. The actual total capacity is larger, but varies due to maintenance activities, water quality of produced groundwater and other factors. The City's average groundwater deliveries from 2006 to 2017 were approximately 17,932 AFA or 16 mgd. The City also operates 22 non-potable wells that are primarily used for parks irrigation.

Recycled Water

In 2015, the City collaborated with Regional San and the Sacramento Power Authority (SPA), a significant City water customer, on recycled water planning which was used for the Recycled Water Feasibility Study to determine the feasibility of providing recycled water to the southwest portion of the City and to SPA's cogeneration plant (Cogen Facility). In April 2016, following completion of this study, the City and Regional San executed a Principles of Agreement for a Water Recycling Program which serves as an interim document that describes the proposed institutional structure for Regional San and the City Water Recycling Program. Regional San and SPA, in coordination with the City, cooperated in the development of a Phase 1 water recycling project that delivers recycled water via a new transmission pipeline from the Sacramento Regional Wastewater Treatment Plant to the Cogen Facility. This transmission pipeline was upsized to provide additional capacity to serve potential future recycled water users within the City. Construction of the SPA Cogen Facility is now complete and operations testing of the pipeline was conducted in 2020.

In 2017, the City conducted a Recycled Water Program Cost Analysis in an effort to better understand costs and benefits of a recycled water program. This effort would assist the City when considering

participation in future phases of a recycled water program. One of the conclusions of the report was that per unit of water, a recycled water program is not cost-competitive for the City compared to potable water costs.

Water Demand

Existing water demand within the City is primarily residential, but also includes commercial, institutional, and landscape irrigation. Generally, water demand decreased from 2000 to 2010, because of a combination of factors, including increased conservation efforts, deployment of water conserving fixtures, replacement of leaky pipelines, increased public awareness over drought conditions, the City's meter retrofit program, and the effects of the recent recession. At present, almost all of City water connections are on water meters. The City also sells water to other regional agencies including Sacramento International Airport, Sacramento Suburban Water District, California American Water Company, and Sacramento County Water Agency.

Table 3.11-2 provides a projection of total water demand by the City for 2025 through 2045. Table 3.11-3 presents a summary of water demands and available supply during multiple dry years as outlined in the City's UWMP.

Table 3.11-2 City Maximum Total Water Demand through 2045 (AFY)

	2025	2030	2035	2045
Potable and Raw Water	177,265	197,468	206,799	219,615
Recycled Water	1,000	1,000	1,000	1,000
Total	178,265	198,468	207,799	220,615

Note: AFY = acre-feet per year

Source: City of Sacramento 2021.

Table 3.11-3 City Multiple Dry Year Supply and Demand Comparison, 2025 through 2045 (AFY)

Year Scenario	Water Supply or Demand	2025	2030	2035	2045
1 st Year, Multiple Dry Year Scenario	Supply Total	288,288	294,419	294,419	294,419
	Demand Total	130,548	139,882	149,213	162,029
	Excess Supply	157,740	154,537	145,206	132,390
2 nd Year, Multiple Dry Year Scenario	Supply Total	288,288	294,419	294,419	294,419
	Demand Total	130,548	139,882	149,213	162,029
	Excess Supply	157,740	154,537	145,206	132,390
3 rd Year, Multiple Dry Year Scenario	Supply Total	288,288	294,419	294,419	294,419
	Demand Total	130,548	139,882	149,213	162,029
	Excess Supply	157,740	154,537	145,206	132,390

Note: AFY = acre-feet per year

Source: City of Sacramento 2021.

Water Storage and Distribution

Water storage is used to meet water demand for periods when peak hour demand exceeds maximum daily supply rates. These high demand periods usually occur for 4 to 6 hours during hot summer days, and for potentially longer periods during large fire events. The City of Sacramento has ten above-ground storage reservoirs; each with a capacity of 3 million gallons (mg) and one underground reservoir

with a capacity of 15 mg for a total capacity of 45 mg. The reservoirs are at different locations throughout the City's water distribution system. In addition, 44 mg of on-site storage exists at the water treatment plants (NV5 2022).

The City operates pumping facilities throughout the City. There are 18 high lift service pumps at SRWTP and FWTP. The City also maintains pumping facilities at ten of the City's storage reservoirs, and each of the groundwater wells. These pump stations are of varying sizes and capacities.

The City differentiates the water mains into two distinct categories: water distribution mains and water transmission mains. Water distribution mains are smaller pipelines located in the streets and alleys utilized for water services. Water transmission mains are larger pipelines utilized to convey water to the distribution mains (NV5 2022).

It is City policy to only utilize the water distribution mains for water services, fire services, and fire hydrants. These pipes are typically 4-inches to 12-inches in diameter. If no smaller pipe is available, existing water mains 14-inches and 16-inches in diameter may be considered distribution mains. These pipes may be tapped only with the approval of the City Department of Utilities. Considering each service tap is a potential weakening of the water main, the City currently has the policy to restrict the installation of service taps until after a project has been reviewed and approved by the City. This is to restrict the number of taps to the mains to those that are in the ultimate location per an approved development plan. This reduces the number of service taps that are abandoned because of changes in the development plans (NV5 2022).

WASTEWATER AND STORMWATER

The Specific Plan Area is served by CSS north of 14th Avenue. The southern half of the Specific Plan Area is served by collection systems that convey storm drainage and sanitary sewer flows separately (NV5 2022).

CSS is the legacy storm drain and sanitary sewer system that conveys both stormwater and sanitary sewer flows. It encompasses approximately 7,500 acres of the Downtown, East Sacramento, and Land Park areas. Another 3,700 acres including the River Park, California State University, and eastern Sacramento areas utilize the system for sanitary sewer only. The City discontinued constructing combined sewer and storm systems in 1946, although continued connections to the existing CSS are allowed (NV5 2022).

Wastewater Treatment Facilities

Wastewater flows collected from the Specific Plan Area are ultimately transported into SRWTP, which is located in Elk Grove and is owned and managed by Regional San. Currently, SRWTP has a NPDES permit issued by the Central Valley RWQCB for discharge of up to 181 mgd of treated effluent into the Sacramento River.

In Spring 2023, Regional San completed the EchoWater Project, a major upgrade to SRWTP. The EchoWater Project was carried out to meet new water quality requirements that were issued by the Central Valley RWQCB as part of Regional San's 2010 discharge permit. The requirements are designed primarily to help protect the Delta ecosystem downstream by removing most of the ammonia and nitrates and improving the removal of pathogens from wastewater discharge. The upgrade includes deployment of new treatment technologies and facilities that have increased the quality of effluent discharged into the Sacramento River and ensure that the SRWTP discharge constituents are below permitted discharge limits specified in the NPDES permit. Flows to SRWTP have decreased as a result

of water conservation efforts over the last 10 years. Further, adequate capacity for wastewater is anticipated well into the future. Flows in 2014 were approximately 141 mgd, compared to the capacity of 181 mgd stated above. It is not anticipated that Regional San would need to consider further improvements to SRWTP until after 2050.

Combined Sewer System

The CSS is a collection system of pipes that convey both sanitary sewage and stormwater in a single pipeline. The piping system is greatly oversized for the sanitary sewer component, but inadequate for the City's current storm drainage design standard of 10-year capacity.

Currently all flows into the CSS are conveyed west to two pumping stations (Sump 2 and 1/1A) located adjacent to the Sacramento River. For secondary treatment and disinfection of the flow, the City has a MOU with the SRWTP to convey 60 mgd. This treatment capacity is currently sufficient for dry weather flows and small storm events.

During heavy storms where the capacity is exceeded, the CWTP at South Land Park Drive and 35th Avenue is utilized to provide primary treatment of an additional 130 mgd. Excess flows from SRWTP and CWTP are diverted to Pioneer which can provide primary treatment of 250 mgd and flow capacity of up to 500 mgd depending on the river stage. When all three treatment facilities (SRWTP, CWTP, and Pioneer) have exceeded their treatment capacity of 440 mgd, excess flows may be directly discharged into the Sacramento River without treatment via Sump 2. Sump 1 also has the ability to discharge flows directly to the river.

Combined Sewer System Improvement Plan

The CSS service area is currently regulated by the Central Valley RWQCB per Cease and Desist Order No. 85-342 (Order). The Order, including its amendments, requires the City to make operational improvements to reduce combined sewer and runoff overflows and to ultimately provide 10-year capacity for the CSS.

In 2014, the CSSIP Update Report was completed which identified several storage improvement projects that would help alleviate outflows and flooding in the CSS area during a 10-year storm event and prevent structure flooding (as well as outflows) during the 100-year event. Outflows happen when surcharges to the CSS flow onto the streets. Outflows can occur during a heavy rain event, such as a 10-year storm event, when the collection system has reached maximum capacity.

The City has developed an improvement program to reduce CSO events. These improvements include rehabilitating and expanding Sumps 1/1A and 2, rehabilitating and converting Pioneer Reservoir into a treatment facility, rehabilitating and up-sizing of the sewer mains in the CSS, and rehabilitating the CWTP. Many of these projects have been completed. This CSSIP Update Report is an ongoing, multi-year project intended to evaluate and provide recommendations for projects to alleviate flooding in the CSS area during a 10-year event and to prevent structure flooding during the 100-year event. The CSSIP Update Report analysis of the system improvements includes an allowance of increased sewer flows from future development.

Recommendations for specific project improvements that provide localized or system-wide reductions to flooding have been identified. The projects are prioritized based on considerations such as flood reduction benefits, cost-effectiveness, ensuring no increase in untreated discharges, sewer condition/age, cost-sharing opportunities, and City/community interests.

The CSSIP has identified three projects within or directly adjacent to the Specific Plan Area. These include:

1. WA2-3: 4th Avenue Park Storage
2. WA4-3: P Street Linear Storage
3. WA4-4: Casita Way Linear Storage

Wastewater Treatment Infrastructure within the Specific Plan Area

In the Specific Plan Area north of US 50, the CSS collection system generally flows west towards downtown, with a large, 66-inch pipeline located in Alhambra Boulevard that flows to the south out of the Specific Plan Area. Caltrans owns and operates a storm drainage collection system in the area of the US 50 interchange, with a 48-inch storm drainage pipeline along the south edge of the highway.

South of US 50, the CSS generally collects the drainage and sewer flows in smaller 8-inch to 12-inch pipelines located in the street which then increase in size to larger collector pipelines (15-inch to as large as 30-inch) and connect to larger diameter pipelines that generally convey the combined flows to the west out of the Specific Plan Area. There is a 63-inch pipeline at Sherman Way, a 45-inch and a 66-inch pipelines at Broadway, and a 48-inch pipeline at 13th Avenue (NV5 2022).

South of 14th Avenue, the Specific Plan Area is served by a separated sanitary sewer system served by SASD. This storm drain system flows into the CSS. There are several small drainage basins in the separated southerly half of the SBP area including Basins 5, 8, 19, 96, 147, G258, and G263. The area between Fruitridge Road and 47th Avenue is collected and discharged into the County of Sacramento system to the west. Sump 19 gravity flows to Sump 96, but pumps to the CSS during large storm events (NV5 2022).

The collection pipelines in the separated storm drainage system generally range in size from 8-inch to 15-inch with larger collector pipelines ranging in size from 18-inch to 36-inch. The pipelines generally follow the roadway alignment, sometimes on both sides of Stockton Boulevard (NV5 2022).

The collection pipelines in the separated sanitary sewer system generally range in size from 6 inches to 12 inches with larger trunk pipelines ranging in size from 15 inches to 42 inches. The pipelines generally follow the roadway, alignment sometimes on both sides of the road (NV5 2022).

There is a 24-inch sewer pipeline located in Fruitridge Road. The collection system has numerous locations where the pipelines enter and leave the Specific Plan Area along the alignment of Stockton Boulevard (NV5 2022)

SOLID WASTE

The City collects all single-family residential solid waste for customers within the City. Refuse from the south region of the City is transported to the Sacramento Recycling and Transfer Station (SRTS) at 8491 Fruitridge Road; refuse collected in the north region is transported to the Sacramento County North Area Recovery Station. Refuse is then hauled from both locations to the Sacramento County Kiefer Landfill.

In 2022, the total reported amount of solid waste produced by the City of Sacramento was approximately 647,239 tons of solid waste. Approximately 50 percent of the waste is recycled and the other 50 percent is disposed of in a landfill (CalRecycle 2023a). Several facilities provide solid waste

disposal services to the City of Sacramento. Commercial and multifamily residential solid waste collection and recycling is administered by the Sacramento Regional Solid Waste Authority and collection is provided by 15 different private franchised haulers. Commercial solid waste is disposed of at various facilities including the Sacramento County Kiefer Landfill, the Yolo County Landfill, L and D Landfill, and Florin Perkins Landfill. As of 2023, these 4 sites have approximately 188 million cubic yards of remaining capacity (CalRecycle 2023b). This is enough to continue provide service through the next 400 years. General contractors and industrial solid waste generators often haul solid waste directly to disposal facilities.

In addition to collecting municipal refuse every week, the City collects garden refuse (green waste) on a weekly basis, expanded recently to include residential organic waste, and curbside recycling every other week.

ELECTRICITY AND NATURAL GAS

SMUD is responsible for the acquisition, generation, transmission and distribution of electrical service to customers for the City of Sacramento including the Specific Plan Area. SMUD's 900 square mile service territory also includes most of Sacramento County and a portion of Placer County.

TELECOMMUNICATIONS

Telecommunication service to the Specific Plan Area is provided by AT&T Inc., Central Valley Broadband LLC, Comcast, Consolidated Communications Inc., Digital Path Inc., Encore Business Systems Inc., Frontier Communications Corporation, Integra Telecom Holdings Inc., Internet Free Planet, Level 3 Communications LLC, MetroPCS Wireless, New Edge Holding Company, Platinum Equity LLC, Ruralnet Wireless LLC, Sonic Telecom LLC, Sprint, Succeed.Net, T-Mobile, and Verizon Communications Inc.

3.11.3 Environmental Impacts and Mitigation Measures

ANALYSIS METHODOLOGY

Water Supply and Water Treatment

The analysis of water supply and treatment is based on information included in the *SB 610/SB 221 Water Supply Assessment* (City of Sacramento 2023). The methodology is intended to identify increases in water demand and the capacity of existing and proposed water sources to accommodate that demand. To do this, the Water Supply Assessment specifically used the full buildout conditions of the Specific Plan to assess the full future demand for water under the proposed plan to determine whether utility capacity would hinder redevelopment in the Specific Plan Area. The water conveyance adequacy analysis is based on information included in the *Stockton Boulevard Plan Infrastructure Utility Report* (NV5 2022).

Wastewater and Stormwater Infrastructure

The wastewater analysis is conducted based on the wastewater generation rates identified in the *Stockton Boulevard Plan Infrastructure Utility Report* (NV5 2022). Future wastewater generation from proposed plan land uses is calculated utilizing the identified wastewater generation rates for residential and non-residential land uses and compared to the capacity of the existing wastewater treatment plant. To do this, the full buildout conditions of the Specific Plan were used to determine whether wastewater

treatment capacity would hinder redevelopment in the Specific Plan Area. Because the majority of the Specific Plan Area is developed with impervious surfaces (i.e., roof tops, roadways, and sidewalks), the stormwater runoff flows resulting from implementation of the Specific Plan would not be anticipated to increase substantially.

Solid Waste

The potential for increased waste generation was based on generation rates as reported by *Estimated Solid Waste Generation Rates* (CalRecycle 2023b).

Electricity, Natural Gas, and Telecommunications

Impacts related to electricity, natural gas and telecommunications were based on information included in the *Stockton Boulevard Plan Infrastructure Utility Report* (City of Sacramento 2023). Future energy demand resulting from full buildout in the Specific Plan Area was analyzed by assessing existing facilities servicing in the area and determining increased demand on services. The need for additional infrastructure and its effects on the environment was also evaluated.

THRESHOLDS OF SIGNIFICANCE

A utilities and service systems impact would be significant if implementation of the proposed Specific Plan 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 insufficient 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 that serves or may serve the project that it has inadequate 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
- fail to comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

ISSUES NOT DISCUSSED FURTHER

All the issues identified in the thresholds of significance are addressed in the following analysis.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.11-1: Require or Result in the Relocation or Construction of New or Expanded Water Infrastructure or Have Insufficient Water Supplies

Existing water supplies would be adequate to serve the short-term and long-term needs of the project. Project-generated water demands would not exceed water supplies available during normal, dry, and multiple dry years. The existing water transmission and distribution system within the Specific Plan Area is adequate to serve the anticipated demand for water with the redevelopment of the area. Therefore, impacts related to water supply and infrastructure would be **less than significant**.

The types of future development envisioned in the Specific Plan Area are high-density urban infill type projects, with residential units consisting of townhomes, midrise multifamily/mixed use, urban walk-up mixed use, and garden-style apartments. The redevelopment of existing land uses within the Specific Plan Area under the Specific Plan is anticipated to result in an additional 4,007 residential dwelling units and 372,116 square feet of non-residential development at full buildout (NV5 2022). Based on the City's Water Study Design Manual, which provides a table of gross unit water use factors for various residential and non-residential land uses, and assuming that the dwelling units anticipated under the Specific Plan would qualify as Residential High units, the anticipated increase in residential water demand is 489.2 afy ($= 4,007 \text{ DUs} \times 0.12 \text{ afy/du}$) (NV5 2022). Assuming an average of 340 square feet per employee, the anticipated 372,116 square feet of non-residential development would equate to approximately 1,094 employees. The anticipated increase in the non-residential average water is 98.5 afy ($= 1,094 \text{ Employees} \times 0.09 \text{ afy/employee}$) (NV5 2022). The small increase of public/park/recreation building uses is offset by the anticipated reduction commercial/industrial uses and is considered negligible compared to the increase in residential uses (an increase of less than 1 AFY). Therefore, at full buildout, the total anticipated increase in the average water demand is estimated to be 587.7 acre-feet per year (NV5 2022).

As shown in Tables 3.11-2 and 3.01-3, above, the City's projected water supply is anticipated to exceed demand by 293,831.3 AFY in 2030 and 2045. The City's 2020 UWMP determined the City's multiple dry-year supplies are adequate to meet projected demands. Based on the City's 2020 UMWP projections, the project-generated water demand increase of 587.7 AFY would not exceed City water supplies, and existing water supply would be adequate to serve the development envisioned under the Specific Plan.

Of note, implementation of water conservation efforts, such as compliance with the State Water Conservation Act and the City's water efficient landscape ordinance, would further reduce water demand. In addition, the City's ongoing efforts to improve water supply would continue to increase the City's reliable water supply. As a result, adequate water supplies are available to serve the projected demands of the City, including the Specific Plan Area.

Water Infrastructure and Conveyance

The Specific Plan Area is generally well served by the existing water transmission and distribution system. Implementation of the Specific Plan would include improvements to water infrastructure as discussed in Section 2.8.1, "Infrastructure Needs and Recommended Improvements." These include upsizing 6-inch water mains, and extending mains within Stockton Boulevard and Young Street. As explained therein, construction and operation of this infrastructure is a component of the plan evaluated in this analysis. In addition, new developments associated with the Specific Plan that are not located near an existing City water main would require connection to the existing water distribution system. Water main improvements could include upsizing the water mains and extending the dead-end water

mains to individual project locations within the Specific Plan Area. The water main improvements would be sized according to the capacity necessary for individual structures/development. All projects would be subject to impact fees as deemed applicable by the City of Sacramento Department of Utilities.

Impact fees would be used to fund water infrastructure improvements that are evaluated in this EIR. All upgrades would be designed and implemented in a manner consistent with the City's adopted General Plan, which establishes policies that address potential concerns related to ground disturbance, as well as applicable regulations. All improvements within the Specific Plan Area would also be subject to the Specific Plan policies and mitigation measures established in this SEIR, which address and reduce potential impacts. The Stockton Boulevard Plan would not require or result in the construction or relocation of new or expanded water facilities with the potential to result in environmental effects beyond those disclosed throughout this EIR.

Conclusion

As discussed above, the City's existing water supply would be sufficient to serve project-generated water demands during normal, dry, and multiple-dry years. Implementation of the Specific Plan may require improvements to the exiting water distribution system depending on the location of the projects. Any necessary utility connections would be provided as part of individual project design and construction. Projects would be subject to impact fees as deemed applicable the City of Sacramento Department of Utilities. Water system upgrades identified in the Specific Plan have been evaluated for environmental effects as part of the analysis in this EIR. Potential environmental impacts from these minor improvements are evaluated throughout this EIR. No additional environmental effects would occur. Therefore, impacts related to water supplies and facilities would be **less than significant**.

Mitigation Measures

No mitigation measures are required.

Impact 3.11-2: Require or Result in the Relocation or Construction of New or Expanded Wastewater Treatment and Stormwater Drainage Infrastructure

Implementation of the Specific Plan would result in increased wastewater generation in areas. SRWTP would have adequate capacity to treat wastewater generated from development within the Specific Plan Area. However, development within the Specific Plan Area may require improvements to existing wastewater conveyance and stormwater drainage infrastructure. Improvements to wastewater conveyance and stormwater drainage infrastructure would be implemented in accordance with the City's Design and Procedure Manual and would be required to pay CSS impact fees. Individual project compliance with existing regulations would ensure that impacts associated with infrastructure improvement would be **less than significant**.

The Specific Plan Area is largely developed with a variety of land uses including office, commercial, and residential and served by the City's CSS. The Specific Plan would result in a net increase of 4,007 dwelling units and 372,116 square feet of non-residential development square feet of non-residential development (NV5 2022).

Wastewater Treatment Capacity

Sanitary sewer flows are expected to increase because of the future increased density of the residential land uses. The anticipated future development in the Specific Plan Area is expected to increase the sanitary sewer flows primarily due to the increase in residential uses. The small increase of public/park/recreation building uses is offset by the anticipated reduction commercial uses and is

considered negligible compared to the increase in residential uses for this report. The addition of new residences would affect the existing sewer system.

The City of Sacramento Design Standards for sewer generation rates contain average daily flow rates and factors for residential and non-residential uses. The recently adopted standard for sewer generation is 310 gallons per day (gpd) per ESD.

A factor of 0.75 ESD per residential unit was selected based on the nature of the high-density, urban infill residential. The factor is consistent with other recent planning studies for the Central City Specific Plan and the River District Specific Plan. This factor, when multiplied by 310 gpd per ESD yields a sewer generation rate of 232.5 gpd per residential unit. For the non-residential land uses, a factor of 0.5 ESD per 1,000 gross square feet is used as an average for anticipated uses. Given the anticipated development of 4,007 dwellings units and 372,116 square feet of non-residential use in the Specific Plan Area, the anticipated increase in the residential average dry weather flow is estimated to be approximately 0.95 mgd ($4,007 \text{ DUs} \times 0.75 \text{ ESDs} \times 310 \text{ gpd/ESD}$) and the non-residential average dry weather flow is estimated to be approximately 0.06 mgd ($0.5 \text{ ESD/1,000 square feet} \times 372,116 \text{ square feet} \times 310 \text{ gpd/ESD}$) (NV5 2022). Therefore, implementation of the Specific Plan would generate approximately 1.01 mgd of dry weather flow in total. Wastewater flows to SRWTP in 2014 were approximately 141 mgd, compared to the capacity of 181 mgd. Therefore, it is anticipated that SRWTP would have available capacity to serve the development associated with the Specific Plan. Implementation of the Specific Plan would not necessitate the expansion of SRWTP to accommodate the additional wastewater flows requiring treatment.

Wastewater Conveyance and Stormwater Drainage Infrastructure

The majority of the Specific Plan Area is developed with impervious surfaces (i.e., roof tops, parking lots, sidewalks). As described above, most development under the plan would consist of infill and redevelopment projects that would intensify development without substantially increasing the amount of impervious surfaces or potential to generate stormwater runoff. As a result, the stormwater runoff flows from buildout of the Specific Plan are not anticipated to increase substantially with the potential development anticipated under the Specific Plan. In addition, future development within the Specific Plan Area would need to be evaluated on an individual basis to ensure there is no increase in stormwater runoff. Redevelopment of properties within the Specific Plan Area with increased densities would increase the amount of wastewater requiring collection within the Specific Plan Area. CSS and SASD have insufficient infrastructure capacity to serve wet weather flows and combined sewer outflows and overflows occur during heavy rainfall storm events.

Future development within the Specific Plan Area would be required to prepare project-specific sanitary sewer and storm drainage studies on an individual basis. If the studies indicate that the existing sanitary sewer and/or storm drainage systems are sufficient to meet the proposed development needs and are not deficient and meet current City standards, no infrastructure upgrades would be necessary. If the studies indicate that existing infrastructure would be insufficient or deficient or does not meet current City standards for the proposed development needs, the developer would be required to construct necessary infrastructure improvements.

Projects contributing increased sewer flows of more than 5 ESDs to CSS are required to evaluate the available sewage only capacity of existing CSS Mains from the project's point of connection to the nearest 18-inch or larger main including all tributary sewage flows. If any portion of the mains to the nearest 18-inch main is determined to have insufficient capacity to accommodate the increased sewer flow, the Design and Procedure Manual requires development to improve the undersized mains to the nearest 18-inch main. Wastewater conveyance and stormwater drainage infrastructure improvements

would be implemented in accordance with the practices described in the City's Design and Procedure Manual or project developers would be required to pay the established CSS sewer and drainage systems impact fees to participate in a City-sponsored project that improves the system in the area. Individual project compliance with the City's Design and Procedures Manual and payment of the impact fees would adequately address impacts associated with infrastructure improvements.

Conclusion

Based on the discussion above, implementation of the Specific Plan would not necessitate the expansion of the existing wastewater treatment plant. However, future development within the Specific Plan Area may require improvements to the existing wastewater conveyance and stormwater drainage infrastructure. Wastewater conveyance and stormwater drainage infrastructure improvements would be implemented in accordance with the City's Design and Procedure Manual. Water main improvements would occur in public rights of way, typically beneath roadways and are not anticipated to result in environmental effects beyond those described for implementation of the Stockton Boulevard Plan throughout this EIR. Therefore, impacts related to wastewater and stormwater infrastructure would be **less than significant**.

Mitigation Measures

No mitigation measures are required.

Impact 3.11-3: Generate Solid Waste that Exceed the Capacity of Local Infrastructure and/or Reduction Goals

Implementation of the Specific Plan would not result in a substantial increase in solid waste and would, therefore, not result in the need to expand or construct new solid waste facilities. In addition, implementation of the Specific Plan would not conflict with any solid waste reduction goal and would comply with all state and local management and reduction statutes and regulations related to solid waste. Therefore, impacts related to solid waste would be **less than significant**.

Construction-generated Solid Waste

Construction of new uses within the Specific Plan Area would generate various construction waste including 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 SWA. Recyclable construction materials, including concrete, metals, wood, and various other recyclable materials would be diverted to recycling facilities. Project construction would also comply with City requirements to divert a minimum of 50 percent of construction wastes 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 waste would be delivered to one or more of the following facilities: Kiefer Landfill, L and D Landfill, Yolo County Central Landfill, or Forward Landfill. Across these four facilities, there is approximately 188 million cubic yards of remaining capacity left (CalRecycle 2023b). Taking this into account, sufficient landfill capacity would be available to serve projects constructed under the Specific Plan into the foreseeable future. Because new or expanded solid waste management or disposal facilities would not be required to accommodate project-related construction, no adverse physical environmental effects would result.

Solid Waste Generated During Project Operation

Implementation of the Specific Plan would result in a net increase of 4,007 dwelling units and 372,116 square feet of non-residential development square feet of non-residential development at full buildout (NV5 2022). The increase in dwelling units would generate additional amounts of solid waste above existing conditions.

Based on the City's 2022 calculated disposal rate of 6.90 pounds per person per day (CalRecycle 2023b), implementation of the Specific Plan would generate approximately 72,015 pounds of additional solid waste per day. This is assuming that there will be 2.56 people per each DU added under the Specific Plan (Department of Finance 2023), in which case implementation of the plan would result in a projected population increase of approximately 10,437 persons. This would result in 13,143 additional tons per year. Approximately 50 percent of the waste is diverted from landfills through recycling programs. The project would comply with City waste diversion requirements. Therefore, the project would require landfill capacity for approximately 36,007 additional pounds (18 tons) of waste per day. This amount would be minimal in comparison to the region's landfill capacity and allowable daily throughput. Therefore, existing landfill facilities would be adequate to serve the project, and no additional facilities or expansion of facilities would be required.

Conclusion

Because the project would not require additional facilities or the expansion of existing solid waste facilities, would comply with management and reduction statutes and regulations related to solid waste, and would not impair solid waste reduction goals, project impacts related to solid waste would be **less than significant**.

Mitigation Measures

No mitigation measures are required.

Impact 3.11-4: Require Construction of New/Expanded Electricity, Natural Gas, and Telecommunication Services and Facilities

Development proposed in the proposed Specific Plan may require expansion of electrical, natural gas, and telecommunication services and facilities within the Specific Plan Area. However, project applicants would coordinate with utility providers, and would comply with all laws and regulations related to utility improvements. Therefore, impacts related to electrical, gas, and telecommunication improvements would be **less than significant**.

Electricity

Electrical service is provided to the Specific Plan Area by overhead and underground transmission lines from SMUD's 21 kilovolt distribution system. Utility improvements may be required depending on load. Project applicants would coordinate with SMUD to ensure existing electrical facilities are sufficient and would perform any necessary improvements.

Natural Gas

PG&E is undertaking improvements to their system in accordance with a number of projects and initiatives in and near the Specific Plan Area, which may negate the need for future improvements when or if the new developments are constructed (NV5 2022). These improvements, initiated by PG&E, are subject to separate environmental review and are not included in the project. PG&E would expand/upgrade the natural gas system to extend service to the new development on a case-by-case basis as additional information is received on the actual development square footage and maximum

and minimum gas loads. Individual project applicant(s) for development within the Specific Plan Area would be required to coordinate with PG&E to ensure necessary improvements are constructed and adequate service is provided.

Telecommunications

Telecommunications providers (e.g., AT&T, Comcast, City of Sacramento) have indicated the existing system within the Specific Plan Area would likely be sufficient to serve the proposed projects and opportunity sites with relatively minor additions. In general, service to new sites would be coordinated with the main electrical service in a common joint trench. Typically, a few 2-inch conduits would be added to the joint utility trench for service to the projects.

Conclusion

There are existing electrical, natural gas, and telecommunication facilities within the Specific Plan Area that would serve the anticipated buildout of the Specific Plan. The Specific Plan Area is mostly developed with existing commercial and residential uses and is served by existing electrical, natural gas, and telecommunication infrastructure networks. The need to expand the existing electrical, natural gas, and telecommunication infrastructure networks would be limited to previously undeveloped areas within the Specific Plan Area. Utilities providers would routinely review their systems capacities and operation of distribution networks. Additional improvements are generally made as the need arises to meet customer demands. If required, the construction of new or expansion of existing electrical, natural gas, and telecommunication infrastructure would be the responsibility of the respective utility providers (e.g., SMUD, PG&E, and AT&T) and would be subject to CEQA review. The physical effects of constructing and extending infrastructure would be analyzed on a project-by-project basis and mitigation measures would be required to reduce impacts. Further, as required by law, all utility connections would be constructed in accordance with all applicable building codes and applicable standards to ensure an adequately sized and properly constructed energy transmission and conveyance system. Because the Specific Plan Area is currently served by existing utilities providers and the need to expand the existing infrastructure to accommodate new development would be expected to be limited, the potential impacts related to the need to construct new or expand existing electrical, natural gas, and telecommunication facilities would be expected to be **less than significant**.

Mitigation Measures

No mitigation measures are required.

CUMULATIVE IMPACTS

Impact 3.11-5: Potential for the Implementation of the Specific Plan, in Combination with Other Development, to Contribute to a Significant Cumulative Impact to Utilities and Service Systems

Implementation of the Specific Plan, in combination with other cumulative development in the area, could increase demand for utilities and service systems in the area. However, as discussed above under Impact 3.11-1 through 3.11-4, implementation of the Specific Plan would not result in significant impacts related to utilities and service systems. Therefore, the Specific Plan's contribution to impacts related to utilities and service systems would be less than cumulatively considerable. Cumulative impacts would be **less than significant**.

Water Supply and Water Infrastructure

The cumulative context for water supply, treatment, and conveyance includes the water service area for the City of Sacramento, including reasonably foreseeable increases in water demand as identified in the Stockton Boulevard Plan Utility Infrastructure Report and Water Supply Assessment.

The 2020 UWMP does not identify specific development projects that were included in the City's water demand calculations. Instead, the UWMP proposes various categories of development within the City's service area for water supply. The UWMP considers water supply needed for future development. Buildout within the Specific Plan Area is anticipated to be a mix of commercial and residential development. Based on the proposed development categories set forth in the Specific Plan, the proposed plan would be consistent with development anticipated in the City under the 2020 UWMP.

As discussed under Impact 3.11-1 and in the 2020 UMWP, the City has sufficient water supplies to meet anticipated demands for normal, single dry, and multiple dry years through 2040. The project-generated increase in water demand would not be substantial and existing water supplies would be adequate. However, development associated with the Specific Plan may require improvements to the existing water distribution system depending on the location of the projects. Improvements to the water distribution system would be sized according to the capacity necessary for individual development and would be subject to impact fees as deemed applicable by the City of Sacramento Department of Utilities. The Specific Plan's contribution to water supply and water infrastructure would not be cumulatively considerable. The cumulative impact would be **less than significant**.

Wastewater and Stormwater Infrastructure

The cumulative context for stormwater includes the CSS service area in the northern part of the Specific Plan Area and the Sacramento Area Sewer District in the southern part of the Specific Plan Area (i.e., Downtown Sacramento, Land Park, Curtis Park, and East Sacramento). The cumulative context for wastewater treatment includes the SRWTP service area (i.e., City of Sacramento, Citrus Heights, Folsom, Rancho Cordova, Elk Grove, West Sacramento, and select unincorporated areas of Sacramento County).

CSS is currently insufficient to serve wet weather flows and combined sewer outflows and overflows occur during heavy rainfall storm events. New project development could convert some of the limited remaining pervious areas to impervious surfaces. Therefore, new development in the Specific Plan Area would result in a net increase in wastewater and stormwater flows directed to CSS. This would result in a potentially significant cumulative impact to existing facilities. The project contribution to cumulative increases in CSS from stormwater runoff and wastewater could exacerbate the lack of capacity in the system. Therefore, the project's contribution to wastewater flow conveyance in the CSS would be cumulatively considerable.

As discussed above under Impact 3.11-2, future development within the Specific Plan Area would require wastewater conveyance and stormwater drainage infrastructure improvements. Infrastructure improvements would be implemented in accordance with the practices described in the City's Design and Procedure Manual. Adherence to the recommendations and statutes set forth in the City's Design and Procedure Manual would offset individual project's contributions to the sewer and wastewater systems by requiring that the applicant construct appropriate facilities to delay discharge of wastewater and stormwater and pay the CSS sewer and drainage impact fees to make necessary localized or systemwide improvements. Compliance with existing regulations and payment of impact fees would ensure that the project's contribution would be less than cumulatively considerable. Therefore, cumulative impacts would be **less than significant**.

Solid Waste

The cumulative context for solid waste includes all development within the SWA's service area, including the City of Sacramento. As discussed under Impact 3.11-3, the project would generate additional solid waste during construction and operation. However, project-generated solid waste would not result in the need for new facilities or the expansion of existing facilities. In addition, the project would comply with solid waste reduction efforts and would increase recycling efforts to divert solid waste from landfills. Existing solid waste facilities would be adequate to serve future development within the region. Therefore, cumulative solid waste impacts would be less than significant. The project would not be cumulatively considerable; and this cumulative impact would be **less than significant**.

Electricity, Natural Gas, and Telecommunication

The cumulative context for solid waste includes the service areas of utility providers, including SMUD, PG&E, AT&T, and Comcast. Implementation of the Specific Plan would result in increased demand and load on electricity, natural gas, and telecommunication services and facilities. As discussed above under Impact 3.11-4, implementation of the Specific Plan would result in less than significant impacts related to the need to construct new or expand existing electrical, natural gas, and telecommunication facilities. Therefore, the Specific Plan's contribution to construction-related effects from infrastructure improvements would be less than cumulatively considerable. Thus, cumulative impacts would be **less than significant**.

Mitigation Measures

No mitigation measures are required.

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3.12 VISUAL RESOURCES

This section provides a description of existing visual conditions, meaning the physical features that make up the visible landscape, near the Stockton Boulevard Plan Specific Plan Area and an assessment of changes to those conditions that would occur from project implementation. The effects of the project on the visual environment are generally defined in terms of the project's physical characteristics and potential visibility, the extent to which the project's presence would change the perceived visual character and quality of the environment, and the expected level of sensitivity that the viewing public may have where the project would alter existing views. The "Methodology" discussion below provides further detail on the approach used in this evaluation.

No comments related to visual resources were received in response to the Notice of Preparation (NOP). A copy of the NOP along with comments received is included in Appendix A.

3.12.1 Regulatory Setting

FEDERAL

No federal plans, policies, or laws regarding visual resources are relevant to the Specific Plan.

STATE

California Scenic Highway Program

California's Scenic Highway Program (Streets and Highways Code, Section 260 et seq) was created by the Legislature in 1963 to preserve and protect scenic highway corridors from change that would diminish the aesthetic value of lands adjacent to highways. The State Scenic Highway System includes a list of highways that are eligible for designation as scenic highways or have been so designated.

According to the Caltrans list of designated scenic highways under the California Scenic Highway Program, there are no highway segments within the City of Sacramento that are designated scenic. The only officially designated state scenic highway near the City of Sacramento is California State Route 160 (SR 160), which is designated scenic highway from the Contra Costa County line to the south limit of the City of Sacramento (Caltrans 2023). The Specific Plan Area is approximately 4.3 miles northeast of the segment of SR 160 that is designated scenic. The Specific Plan Area is not visible from this portion of SR 160.

LOCAL

City of Sacramento General Plan

The City of Sacramento 2040 General Plan is the City's policy guide for future development.

City of Sacramento Tree Ordinance (Sacramento City Code 12.56, as amended)

A permit is required to perform regulated work on "City Trees" or "Private Protected Trees" (which includes trees formerly referred to as "Heritage Trees"). City trees are characterized as trees partially or completely located in a City park, on City owned property, or on a public right-of-way, including any street, road, sidewalk, park strip, mow strip or alley. Private protected trees are defined as trees

designated to have special historical value, special environmental value, or significant community benefit, that are located on private property. Private protected trees are:

- All native trees at 12-inch diameter standard height (DSH). Native trees include Coast, Interior, Valley and Blue Oaks; California Sycamore; and Buckeye.
- All trees at 32-inch DSH with an existing single family or duplex dwelling.
- All trees at 24-inch DSH on undeveloped land or any other type of property such as commercial, industrial, and apartments.

Tree permits required for discretionary projects under Title 17, are subject to the same notice, hearing, and appeal provisions applicable to the Title 17 discretionary permit. A tree replacement plan required for a project must provide for the replacement of trees at a ratio of 1-inch DSH of tree replaced for each inch DSH of tree removed (1:1 ratio). Tree replacement options include on-site and off-site replacement; payment of an in-lieu fee; and credit for preservation of existing trees on the same property that are smaller than a private protected tree removed.

City of Sacramento Planning and Development Code (Title 17)

The City of Sacramento's Planning and Development Code (Sacramento City Code Title 17) is intended "[t]o implement the city's general plan through the adoption and administration of zoning laws, ordinances, rules, and regulations" (§17.100.010(B)). To achieve this outcome the Planning and Development Code:

- regulates the use of land, buildings, or other structures;
- regulates the location, height, and size of buildings or structures, yards, courts, and other open spaces, the amount of building coverage permitted in each zone, and population density; and
- regulates the physical characteristics of buildings, structures, and site development, including the location, height, and size of buildings and structures; yards, courts, and other open spaces; lot coverage; land use intensity through regulation of residential density and floor area ratios; and architectural and site design.

Site Plan and Design Review

Pursuant to Chapter 17.808 of the City Code, with specific and limited exemptions described below, development in the City is subject to site plan and design review. The intent of this process is to (1) ensure that the development is consistent with applicable plans and design guidelines; (2) is high quality and compatible with surrounding development; (3) is supported by adequate circulation, utility, and related infrastructure; (4) is water and energy efficient; and (5) avoids environmental effects to the extent feasible. The aspects of design considered in the site plan and design review process include architectural design, site design, adequacy of streets and accessways for all modes of travel, energy consumption, protection of environmentally sensitive features, safety, noise, and other relevant considerations.

Pursuant to Chapter 17.808.160 of the City Code, the following development projects are exempt from the site plan and design review requirement: alterations to an existing building or structure that is not in a historic district and that does not substantially alter the exterior appearance of the building or structure, as determined by the director; an alteration to an existing site that does not significantly alter the functioning of the site with respect to traffic circulation, parking, infrastructure, and environmentally sensitive features, as determined by the director; secondary dwelling units; sidewalk cafes; convenience recycling facilities; and registered house plans (subject to site plan review, but not design

review). For development projects located in a historic district or that involve a landmark, activities exempt from site plan and design review include repainting of surfaces that were originally painted when the color scheme is not a significant character-defining feature of the historic resource; routine nonabrasive cleaning and maintenance; and site plantings when plantings and landscape elements are not significant character-defining features of the historic resource.

Through the site plan and design review process, the City has the authority to approve or require deviations from design and development standards to respond to site- and project-specific considerations. Deviations are subject to review and approval of either the City Design Director or the City Planning and Design Commission, depending on the nature of the deviation. Depending on the nature of the proposal, site plan and design review may be conducted by staff, the City Design Director, or the Planning and Design Commission. The Planning and Design Commission review is required for certain large projects (more than 150 residential units or 125,000 square feet for non-residential or mixed-use projects), projects more than 60 feet in height, or where a deviation requires Commission review and approval. City Design Director review is required where a project is not in substantial compliance with applicable design guidelines or requests a deviation. For projects taking place in a historic district or related to an historic landmark, site plan and design review is undertaken by the Preservation Commission or the City Preservation Director, as appropriate. All other projects not requiring review by the respective Commission or Director are reviewed by City staff.

City of Sacramento Design Review Code

The City of Sacramento includes 14 design review districts where developments within those districts are subject to design review as outlined within the Design Review Code (Sacramento City Code Chapter 17.132). The majority of the Specific Plan Area, excluding the Entry to Midtown Subarea and majority of the Medical Center Campus Subarea, are within the Broadway-Stockton Special Planning District (City of Sacramento Zoning Code Chapter 17.404.020).

In accordance with the code, development applications are reviewed to ensure that the desirability of adjacent and surrounding properties is enhanced; the benefits of occupancy of adjacent and surrounding properties are improved; the value of surrounding properties is increased; appropriate development of adjacent and surrounding properties is encouraged; and the maintenance and improvement of surrounding properties is encouraged, resulting in the enhancement of the health, safety, aesthetics, and general welfare of the inhabitants of the area and the inhabitants of the city at large. In addition to establishing design review guidelines for properties within design review districts, the Sacramento City Council can establish minimum design requirements applicable to development projects outside of design review districts.

3.12.2 Environmental Setting

VISUAL CHARACTER AND VIEWPOINTS OF THE SPECIFIC PLAN AREA

The Stockton Boulevard Specific Plan Area is a primarily urban environment that includes mostly commercial uses, with a mixture of small businesses, restaurants, shops, and various services. Strip malls and standalone businesses line the corridor, offering a wide variety of services. The land area of the Stockton Boulevard corridor consists of over 42 percent Commercial uses. Nearly 15 percent of the land area includes office use, 13 percent is vacant, 8 percent is residential, 7 percent is industrial, 7 percent is care/health uses, and the other remaining 8 percent is made up of other uses such as church/welfare, public/utilities, recreational, and miscellaneous uses. Due to the multiple land uses in the Specific Plan Area, the visual character is somewhat varied, but primarily dominated by commercial

structure. Stockton Boulevard represents the culture and ethnic diversity of a variety of communities in South Sacramento. Different cultural businesses, such as restaurants offering cuisine from areas all over the world, reflect the diversity found within the corridor and its surroundings. While the corridor is made up mostly of retail establishments, there are several significant places that represent culture and neighborhood identity along Stockton Boulevard such as Little Saigon, the Colonial Theatre, and the Colonial Heights Library.

Five viewpoints were selected that are representative of the existing visual character of the Stockton Boulevard corridor and its surroundings, as well as publicly accessible viewpoints (Figure 3.12-1). Figure 3.12-2 through Figure 3.12-6 provide photographs of the views from these viewpoints. Each viewpoint is discussed below in terms of visual character.

Entry to Midtown Subarea

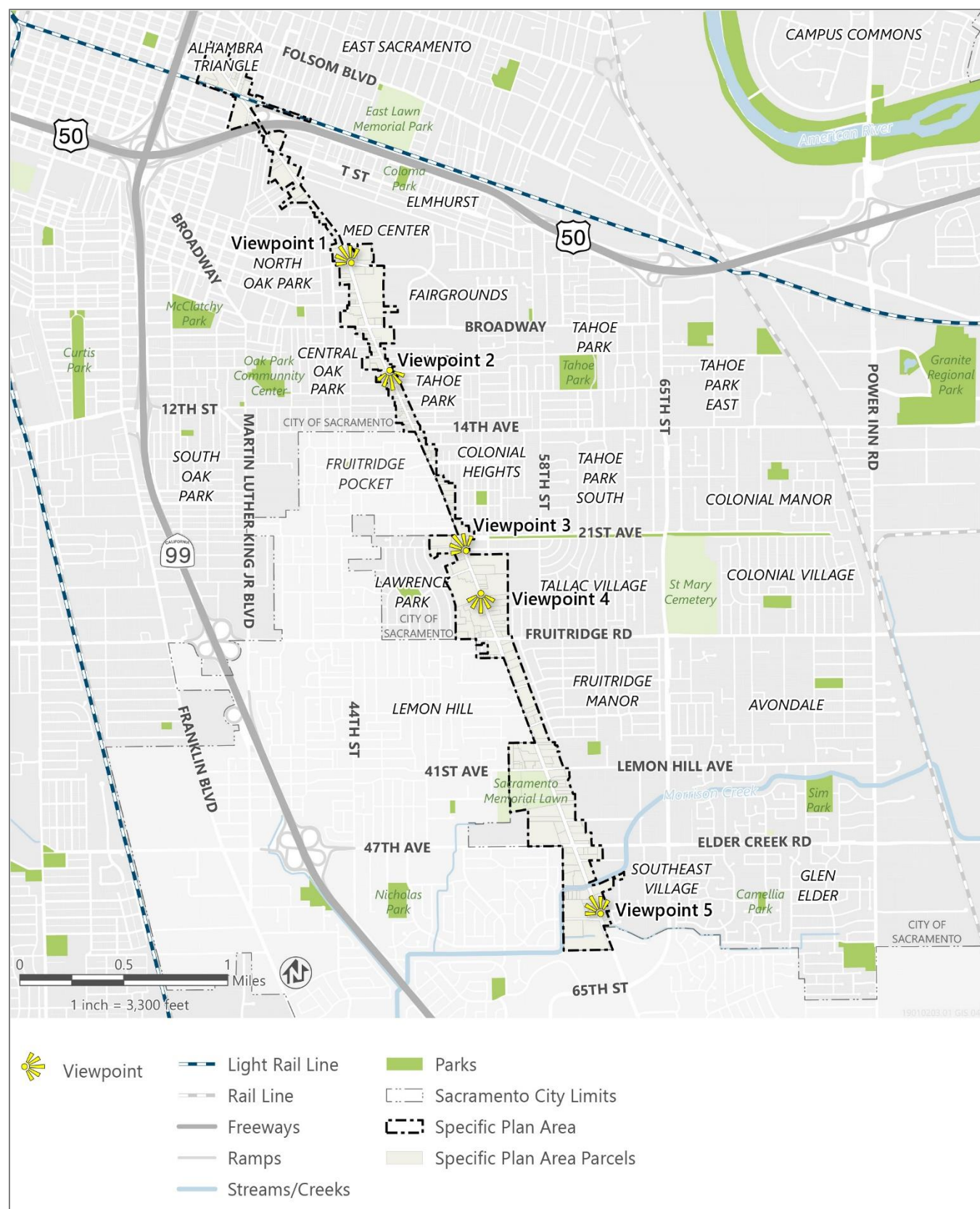
The Entry to Midtown Subarea comprises the northwestern portion of the Specific Plan Area bounded by Alhambra Boulevard and Castia Way to the north and west and US 50 to the south. The Entry to Midtown consists of one to two story buildings that make up the general commercial, heavy commercial, and mixed residential uses within the subarea. The visual character of the subarea is dominated by these urban use types, as well as streets and intersections with trees and other vegetation lining the sidewalks. Streetlights and utility poles/lines are visible along the Stockton Boulevard corridor, as well as multiple parking lots that surround the buildings within the subarea.

Medical Center Campus Subarea

The Medical Center Campus Subarea comprises a part of the northwestern portion of the Specific Plan Area, bounded by US 50 to the north and the Broadway corridor to the south. The Medical Center Campus consists of primarily one- to two-story buildings, but does include several buildings with more than three stories. These buildings heavily contribute to the visual character of this subarea, which is mostly defined by general commercial, heavy commercial, office, and medical uses. Multiple large parking lots surround and are located in between the buildings within the subarea. The subarea does include some standard single-, two-, and multi-family residential uses, but these uses do not define the overall character. The character of this subarea is also influenced by other urban facilities, including streets and intersections, trees and other landscaping, streetlights and utility lines/poles.

Structures are closely spaced, connected by landscaped walkways and streets.

Viewpoint 1, Figure 3.12-2, is taken from Cancer Survivors Park, located in front of the UC Davis Women's Center for Health building, within the Medical Center Campus Subarea. Viewpoint 1 is directed northwest, facing the UC Davis Women's Center for Health building, and Stockton Boulevard. Views from the viewpoint are consistent with the Plan Area and its surroundings, typical of the area, with landscaped trees and vegetation, streetlights, multiple storied buildings, and a parking lot within the foreground, not resulting in notably unique views.



Source: Prepared by Ascent 2023.

Figure 3.12-1 Viewpoint Locations



Source: Photograph taken by Ascent in 2020.

Figure 3.12-2 Viewpoint 1

Traditional Neighborhood Commercial Storefronts Subarea

The Traditional Neighborhood Commercial Storefronts Subarea comprise a part of the northwestern and central portion of the Specific Plan Area, bounded by the Broadway corridor to the north and 21st Avenue to the south. The Traditional Neighborhood Commercial Storefronts consists of primarily one- to two-story buildings that make up the general commercial, office buildings, residential office, and standard single family and mixed residential uses within the subarea. The visual character of the subarea is dominated by these types of structures and associated parking lots, as well as by streets and intersections with trees and other vegetation lining the sidewalks. Streetlights and utility lines/poles are located along the Stockton Boulevard corridor.

Viewpoint 2, Figure 3.12-3, is taken from the northern corner of 9th Avenue and Stockton Boulevard, located within the Traditional Neighborhood Commercial Storefronts subarea. Viewpoint 2 is directed southwest onto the Stockton Boulevard corridor, facing a vacant lot, with the Colonial Theater in the far background. Street trees line the corridor, as well as streetlights and utility lines, with local businesses and residential homes seen past the vacant undeveloped lot. Views from the viewpoint are consistent with the Plan Area and its surroundings, typical of the area, additionally, not resulting in notably unique views.



Source: Photograph taken by Ascent in 2020.

Figure 3.12-3 Viewpoint 2

Community Commercial Center Subarea

The Community Commercial Center Subarea comprises a part of the central portion of the Specific Plan Area, bounded by 21st Avenue and Perry Avenue to the north and Fruitridge Road to the south. The Community Commercial Center consists of primarily one- to two-story buildings that make up the general commercial use within the subarea. The visual character of the subarea is dominated by these types of structures and associated parking lots, as well as streets and intersections with trees and other vegetation lining the sidewalks. Streetlights and utility lines/poles are located along the Stockton Boulevard corridor.



Source: Photograph taken by Ascent 2020.

Figure 3.12-4 Viewpoint 3

Viewpoint 3, Figure 3.12-4, is taken from the southern corner of 22nd Avenue and Stockton Boulevard, located within the Community Commercial Center subarea. Viewpoint 3 is directed northwest onto the Stockton Boulevard corridor, providing long range views of the roadway and local businesses lining the corridor, as well as a vacant, undeveloped lot in the background. Viewpoint 4, Figure 3.12-5, is taken along the Stockton Boulevard corridor in between Lawrence Drive and Fruitridge Road, within the Community Commercial Center subarea. Viewpoint 4 is directed southwest onto the Stockton Boulevard corridor, providing long range views of the roadway and local businesses lining the corridor. In both viewpoints, streetlights, utility lines, landscaped vegetation, street trees, parking lots, and local businesses line Stockton Boulevard, creating views that are consistent within the Plan Area and its surroundings, typical of the area, additionally, not resulting in notably unique views.



Source: Photograph taken by Ascent in 2020.

Figure 3.12-5 Viewpoint 4

Little Saigon Subarea

The Little Saigon Subarea comprises a part of the southeastern portion of the Specific Plan Area, bounded by Fruitridge Road to the north and the City of Sacramento city limits to the south. The Little Saigon Subarea consists of primarily one- to-two story buildings that make up the general commercial and single- and multi-family residential use within the subarea. The visual character of the subarea is dominated by streets and intersections with trees and other vegetation lining the sidewalks. Utility lines and streetlights are located along the Stockton Boulevard corridor, as well as multiple parking lots that surround the buildings within the subarea.

Viewpoint 5, Figure 3.12-6, is taken along the southern corner of Fowler Avenue and Stockton Boulevard. Viewpoint 5 is directed northeast onto the Stockton Boulevard corridor, providing long range views of the roadway and local businesses that line the corridor. Streetlights, utility lines, street trees, vegetation, and local businesses line Stockton Boulevard, creating views that are consistent within the Plan Area and its surroundings, typical of the area, additionally, not resulting in notably unique views.



Source: Photograph taken by Ascent in 2020.

Figure 3.12-6 Viewpoint 5

VISUAL CHARACTER OF THE SURROUNDING AREA

The Plan Area is surrounded by primarily residential neighborhoods, and several public/quasi-public and open space land uses. The residential neighborhoods dominate the visual character in the eastern, southern, and western sides of the Plan Area. The neighborhoods north of 21st Avenue, Elmhurst, Oak Park, Tahoe Park, and Colonial Heights, contain a rich variety of single-family homes dating to their development as streetcar suburbs in the late 19th and early 20th centuries. The Elmhurst neighborhood, between Stockton Boulevard and approximately 53rd Street, and the Colonial Heights neighborhood on San Francisco Boulevard, both have cohesive groupings of early 20th century homes arranged around a wide landscaped boulevard. The Oak Park neighborhoods are dominated by older homes, with nearly one-third of the housing stock built before 1940. The majority of housing units in other neighborhoods were built between 1940 to 1959, with very few new housing units built after 2000. Newer housing has mostly been constructed south of Fruitridge and in Oak Park. General commercial land uses surround the northern portion of the Plan Area, adjacent to the Entry to Midtown Subarea.

VIEWER GROUPS AND SENSITIVITY

Viewer sensitivity is considered in assessing the impacts of visual change. The sensitivity of the viewer or viewer concern is based on the visibility of visual resources in the landscape, proximity of the viewers to the resources, frequency and duration of the views, number of viewers, and the expectations of viewers and viewer groups. Viewer sensitivity is also affected by viewer activity, awareness, and concerns in combination with numbers of viewers and duration of views. Visual sensitivity is generally considered higher for views that are observed by people engaged in recreational activities such as hiking or camping, and by residents of an area. Sensitivity is lower for people commuting to work or engaged in work activities. Viewer response is also based on locational context. Landscape features that are common in some areas may have higher value in locations where these features are rare.

Viewer groups in the Plan Area predominantly consist of motorists traveling along the Stockton Boulevard corridor and residents within, and adjacent to, the Plan Area. Motorists traveling along the Stockton Boulevard corridor, and adjacent/interior roadways to the Plan Area, generally have moderately low viewer sensitivity due to travel speeds and driver focus, resulting in temporary and unfocused views of the Stockton Boulevard corridor. However, motorists consisting of residents and local business owners may have high viewer sensitivity due to their frequent travel along the Stockton Boulevard corridor and adjacent/interior roadways of the Plan Area. Frequent travel along the corridor and its surrounding roadways would result in familiarity with the Plan Area, leaving residential and local business owner motorists more susceptible to notice changes within the Plan Area. Residents may also be more likely to travel the Plan Area by bike or on foot, experiencing longer viewing time and greater appreciation of visual attributes due to the much slower travel speeds.

LIGHT AND GLARE CONDITIONS

Throughout the Plan Area, existing sources of light include streetlights along project roadways; lights in parking lots, along walkways, and on the exteriors of buildings; and interior lights in buildings during nighttime hours. Additional ambient lighting in the project vicinity is generated from vehicle headlights associated with the Stockton Boulevard corridor and roadways throughout the Plan Area.

Natural and artificial lights reflect off various surfaces and can create localized occurrences of daytime and nighttime glare. Buildings and structures made with glass, metal, and polished exterior roofing materials exist throughout the Specific Plan Area; however, there are no reported occurrences of excessive daytime or nighttime glare in the vicinity.

3.12.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

The analysis of aesthetics is a qualitative analysis that compares the existing built and natural environment to the future built and natural environment and addresses the visual changes that would result from implementation of the proposed Specific Plan. Key view corridors were examined, and existing views to and from the Specific Plan Area were compared to those that would be expected to occur in the future with implementation of the proposed Specific Plan.

THRESHOLDS OF SIGNIFICANCE

An impact on aesthetics, light, and glare is considered significant if implementation of the Stockton Boulevard Specific Plan would do any of the following:

- have a substantial adverse effect on a scenic vista;
- damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- conflict with applicable zoning and other regulations governing scenic quality; and/or
- create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

ISSUES NOT DISCUSSED FURTHER

Scenic Vista

A scenic vista is a view of an area that has remarkable scenery or a natural or cultural resource that is indigenous to the area. The project site is located in a developed urban setting and does not contain remarkable scenery or views of natural areas that would be considered a scenic vista. Therefore, the Specific Plan would not result in a substantial adverse effect on a scenic vista. This issue is not discussed further in this EIR.

Scenic Highway

The Plan Area is not visible from a designated state scenic highway or county scenic corridor. The nearest designated state scenic highway, SR 160, is approximately 4.3 miles southwest of the nearest property line of the Specific Plan Area. Therefore, the Specific Plan would not result in damage to scenic resources within view of a state scenic highway or locally designated roadways. Impacts related to state scenic highways or county scenic roads would not occur and are not discussed further in this EIR.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.12-1: Conflict with Applicable Zoning and Other Regulations Governing Scenic Quality

Implementation of the Stockton Boulevard Specific Plan would result in development and redevelopment of urban uses consistent with local zoning and land use regulations stated in Title 17 of the City's Planning and Design Code, as well as resulting in development and redevelopment that is consistent and complementary to existing conditions. Future development of the Stockton Boulevard Specific Plan would implement Mitigation Measure 3.12-1 and the City's Urban Design Guidelines to ensure the Specific Plan does not conflict with applicable zoning and other regulations that govern scenic quality. This impact would be **less than significant with mitigation**.

The Stockton Boulevard Specific Plan focuses on revitalizing and redeveloping the Stockton Boulevard commercial corridor in a manner that benefits existing residents and businesses. Within the Stockton Boulevard corridor, existing development predominantly features commercial and office buildings, consisting of multiple different businesses within the subareas, as well as residential, industrial, health care, and other land uses such as churches, public utilities, and recreational spaces. (Note that some structures within the Specific Plan Area are currently unoccupied.) With implementation of the Stockton Boulevard Specific Plan, the Specific Plan Area would be designated for residential mixed-use and

public/quasi-public land uses. While the Specific Plan Area would result in new land use designations, subsequent development under the Stockton Boulevard Specific Plan would be both consistent with and complimentary of existing land uses in the Specific Plan Area by allowing the following land use types within the Plan Area: residential, retail, entertainment, personal services, neighborhood services, banks and financial institutions, medical, professional, and other general office, government buildings, public and private schools and colleges, hospitals, cemeteries, airports and transportation facilities, and utilities. The Specific Plan would implement Floor Area Ratios (FARs) as the regulatory standard for measuring development intensity. Building intensity standards would be established by FAR for non-residential and mixed-use development which is determined by dividing the gross building area by the total net lot area. The Specific Plan Area allows for maximum FARs of 2.0 to 4.0, with 4.0 FAR within the northern portion of the Plan Area and 2.0 FAR within the southern portion of the Plan Area, specifically within the Little Saigon Subarea. With implementation of FARs, the Specific Plan may result in taller and larger buildings, resulting in higher intensity development within the Plan Area. However, the Specific Plan Area would abide by the City of Sacramento's Planning and Development Code. Additionally, development within the Specific Plan Area would be subject to site plan and design review to enhance and complement the existing visual quality of the Plan Area. The intent of the process is to ensure development is consistent with applicable plans and design guidelines, compatible with surrounding development, supported by adequate circulation, utility, and related infrastructure, is water and energy efficient, and avoids environmental effects to the extent feasible.

The Plan Area does contain several historic resources, such as the Libby, McNeil, and Libby Fruit and Vegetable Cannery, Caltrans Equipment Headquarters, and Colonial Theatre, that may be affected by development within the Plan Area, potentially affecting the scenic quality surrounding the historic resource. However, through the site plan and design review process, the Preservation Commission or the City Preservation Director would be required to undertake the site plan and design review process to ensure development is high quality and compatible with surrounding development of the historic resources.

Individual projects within the Specific Plan Area would be required to adhere to local zoning and land use requirement, the City's site plan and design review requirements, including implementation of screening measures (e.g., landscaping and other design features, primarily along the base of the structures), the City's Planning and Development Code, the City's Design Review Code, and Specific Plan Policy CACC-2 which supports the visual interest of Stockton Boulevard's walking experience. Nonetheless, because the specific architectural design and visual attributes of projects that could be developed in the Specific Plan Area cannot be precisely known at this time, there is a potential for incompatibility with surrounding land uses that could lead to incompatibility with City regulations related to scenic quality. Impacts would be **potentially significant**.

Mitigation Measures

Mitigation Measure 3.12-1: Implement 2040 General Plan Policies

- **Compatibility with Adjoining Uses.** The City shall ensure that the introduction of higher-intensity mixed-use development along major arterial corridors is compatible with adjacent land uses, particularly residential uses, by requiring features such as the following:
 - Buildings set back from rear or side yard property lines adjoining single-unit dwelling residential uses;
 - Building heights stepped back from sensitive adjoining uses to maintain appropriate transitions in scale and to minimize impacts to privacy and solar access;

- Landscaped off-street parking areas, loading areas, and service areas screened from adjacent residential areas to the degree feasible; or
- Lighting shielded from view and directed downward to minimize impacts on adjacent residential uses. (2040 General Plan Policy LUP-4.6)
- Compatibility with Historic Context. The City shall continue to review new development, alterations, and rehabilitation/remodels for compatibility with the surrounding historic context and consistency with adopted design guidelines/standards, including the Historic District Plans. The City shall pay special attention to the scale, massing, and relationship of proposed new development to complement surrounding historic environments. (2040 General Plan Policy HCR-1.3)
- Responsiveness to Context. The City shall require building and site design that respects and responds to the local context, including use of local materials and plant species where feasible, responsiveness to Sacramento's climate, and consideration of cultural and historic context of Sacramento's neighborhoods, corridors, and centers. (2040 General Plan Policy LUP-8.10)

Significance after Mitigation

Mitigation Measure 3.12-1 requires implementation of 2040 General Plan policies, including Policy LUP-4.6 (Compatibility with Adjoining Uses), which requires the City to ensure that the introduction of higher-intensity mixed-use development along major corridors is compatible with adjacent land uses; Policy HCR-1.3 (Compatibility with Historic Context), which requires the City to continue to review new development, alterations, and rehabilitation/remodels for compatibility with the surrounding historic context and consistency with adopted design guidelines, including the Historic District Plans, which requires the City to encourage existing regional and neighborhood shopping centers to integrate amenities, events, and programming that strengthen their role as destinations for area residents to shop and gather; and Policy LUP-8.10 (Responsiveness to Context), which requires building and site design that respects and responds to the local context.

Implementation of Mitigation Measure 3.12-1 would ensure that implementation of the Specific Plan would further coincide with and strengthen the regulations stated above regarding the scenic quality and characteristic of the City and Plan Area. Mitigation Measure 3.12-1 would ensure new development would be consistent with existing design guidelines, resulting in development that complements the scenic quality of surrounding areas. Furthermore, implementation and compliance with Specific Plan Policy CACC-2, the City's Planning and Development Code, the City's Design Review Code, and site plan and design review, as mentioned under "Regulatory Setting" above, would be required for future new development within the Plan Area. New development would undergo design review processes to ensure that the future development would be consistent with the visual character of the Plan Area. With implementation of Mitigation Measure 3.12-1, Specific Plan policy CACC-2, the City's Planning and Development Code, the City's Design Review Code, and site plan and design review, the Stockton Boulevard Specific Plan would not conflict with applicable zoning and other regulations that govern scenic quality. Therefore, impacts would be **less than significant with mitigation**.

Impact 3.12-2: Create a New Source of Substantial Light or Glare which Would Adversely Affect Day or Nighttime Views in the Area

The Stockton Boulevard Specific Plan would have the potential to increase nighttime lighting within the Plan Area as a result of new light sources attributed to proposed residential and mixed-use development. The Specific Plan would be subject to site plan and design review processes addressed by the City, as well as Mitigation Measure 3.12-1. All future development in the Specific Plan Area would be subject to the review process, ensuring that the effects of glare and spillover light would be addressed. This impact would be **less than significant with mitigation**.

The Stockton Boulevard Specific Plan would involve an intensification of uses within the Specific Plan Area, resulting in an increase in nighttime lighting within the Plan Area. Under Specific Plan Policy E-1, additional lighting would be provided along Stockton Boulevard to aid in safety and create continuity and a sense of place. Most of the new light sources would be attributed to residential and mixed-use development and the associated evening activity of residents and guests. Near areas of typical commercial land uses, there could be light in the evening hours. Daytime glare could be produced by an increase in surface area of commercial and residential structures that would result from implementation of the Stockton Boulevard Specific Plan. However, development within the Specific Plan Area would be required to adhere to standards stated in the City's Planning and Development Code that are designed to minimize effects from light/glare. New development can result in increases in ambient nighttime lighting that can affect nighttime views of the sky. Implementation of the Stockton Boulevard Specific Plan would result in higher density of mixed-use residential development and public/quasi-public development in the Specific Plan Area, which would increase ambient light in the Specific Plan Area. However, the Specific Plan and surrounding area is already developed and generates and is affected by existing nighttime ambient light; increase in such light would not significantly alter nighttime views of the sky (ability to see the stars), because such views are already limited in city settings.

Lighting, including adverse effects of glare and light trespass or spillover light, are considerations addressed by the City through the site plan and design review process. However, the Specific Plan would result in the potential for new sources of nighttime light in proximity to new and existing residences, which are particularly sensitive to changes in views. The potential to create substantial sources of light would affect views of the area. Therefore, the impact would be **potentially significant**.

Mitigation Measures

Implement Mitigation Measure 3.12-1 described above.

Significance after Mitigation

Mitigation Measure 3.12-1 requires implementation of 2040 General Plan Policy LUP-4.6 (Compatibility with Adjoining Uses), which requires higher-intensity mixed-use development along major corridors to shield lighting and direct light downward to minimize impacts on adjacent residential uses.

Implementation of Mitigation Measure 3.12-1 would ensure that lighting would be directed away from adjacent residential areas within and surrounding the Plan Area, reducing impacts associated with substantial light and glare sources. Additionally, future development in the Plan Area would undergo site plan and review processes stated under the Title 17 of the City's Planning and Development Code which require lighting to be directed away from residential areas and public streets, reducing impacts related to new substantial sources of light and glare. Therefore, impacts would be **less than significant with mitigation incorporated**.

CUMULATIVE IMPACTS

Impact 3.12-3: Potential for the Implementation of the Stockton Boulevard Specific Plan, in combination Other Development, to Contribute to a Significant Cumulative Impact Related to Aesthetics

Implementation of the Specific Plan, in combination with other cumulative development in the area, could alter aesthetic conditions in the area. However, through the contribution of Title 17 of the Sacramento City Code, Specific Plan Policy CACC-2, and implementation of Mitigation Measures 3.12-1 and 3.12-2, the contributions of the Specific Plan within the cumulative context would be less than cumulatively considerable. Impacts would be **less than significant with mitigation**.

The cumulative context for visual resource impacts includes areas adjacent to and visible from the Specific Plan Area, or areas that would be visible from locations that currently include views of the Specific Plan Area. Cumulative development in the region, including development within the Specific Plan Area, would result in new future development that could conflict with current regulations regarding scenic quality and create new light and glare sources. As discussed in Impact 3.12-1 and Impact 3.12-2 above, implementation of the Specific Plan would result in potentially significant impacts related to applicable zoning and other regulations governing scenic quality and new substantial light and glare sources. The Specific Plan would be required to implement and comply with Title 17 of the Sacramento City Code, and Specific Plan Policy CACC-2, to reduce potential impacts towards the scenic quality of the Plan Area and substantial light and glare sources. The Specific Plan, in combination with other reasonably foreseeable projects in the area, would result in a **potentially significant** cumulative impact as a result of increased lighting sources or due to development that conflicts with regulations that protect scenic quality.

Mitigation Measures

Implement Mitigation Measures 3.12-1 described above.

Significance after Mitigation

Implementation of Mitigation Measure 3.12-1 would ensure that future development within the Specific Plan Area would be consistent and complement the existing visual quality and characteristics of the Plan Area and shield light sources from adjacent residential areas by directing the light downward. The Specific Plan would be required to apply policies stated in the 2040 General Plan and would not conflict with those policies related to zoning or scenic quality. While the Specific Plan, under Specific Plan Policy E-1, would introduce new light sources along the Stockton Boulevard corridor, Mitigation Measure 3.12-1 and lighting standards in Title 17 of the City's Planning and Development Code, light sources would be directed downward and shielded away from adjacent residential properties as to not create a substantial impact related to light and glare sources. Therefore, the Specific Plan would not result in considerable contribution to the existing significant cumulative impacts associated with visual resources within and surrounding the Plan Area and the cumulative impacts would be **less than significant with mitigation**.

4 ALTERNATIVES

4.1 INTRODUCTION

The California Code of Regulations (CCR) Section 15126.6(a) (State CEQA Guidelines) requires EIRs to describe "... a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather, it must consider a range of potentially feasible alternatives that will avoid or substantially lessen the significant adverse impacts of a project and foster informed decision making and public participation. An EIR is not required to consider alternatives that are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives.

There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason." This section of the State CEQA Guidelines also provides guidance regarding what the alternatives analysis should consider. Subsection (b) further states the purpose of the alternatives analysis is as follows:

Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code [PRC] Section 21002.1), the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.

The State CEQA Guidelines require that the EIR include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project. If an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative must be discussed, but in less detail than the significant effects of the project as proposed (CCR Section 15126.6[d]).

The State CEQA Guidelines further require that the "no project" alternative be considered (CCR Section 15126.6[e]). The purpose of describing and analyzing a no project alternative is to allow decision makers to compare the impacts of approving a proposed project with the impacts of not approving the proposed project. If the no project alternative is the environmentally superior alternative, CEQA requires that the EIR "...shall also identify an environmentally superior alternative among the other alternatives." (CCR Section 15126[e][2]).

In defining "feasibility" (e.g., "... feasibly attain most of the basic objectives of the project ..."), CCR Section 15126.6(f) (1) states, in part:

Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent). No one of these factors establishes a fixed limit on the scope of reasonable alternatives.

In determining what alternatives should be considered in the EIR, it is important to consider the objectives of the project, the project's significant effects, and unique project considerations. These factors are crucial to the development of alternatives that meet the criteria specified in Section 15126.6(a). Although, as noted above, EIRs must contain a discussion of "potentially feasible" alternatives, the ultimate determination as to whether an alternative is feasible or infeasible is made by the lead agency's decision-making body, here the City Council. (See PRC Sections 21081.5, 21081[a] [3].)

4.2 CONSIDERATIONS FOR SELECTION OF ALTERNATIVES

4.2.1 Attainment of Project Objectives

As described above, one factor that must be considered in selection of alternatives is the ability of a specific alternative to attain most of the basic objectives of the project (CCR Section 15126.6[a]). Chapter 2, "Project Description," identifies the project objectives, which are also described below.

PROJECT OBJECTIVES

The overall goal of the Stockton Boulevard Plan is to provide for the orderly and systematic improvement and development of the Specific Plan Area in a manner that is consistent with the City and resident's vision and maximizes opportunities afforded by the area's proximity to diverse, culturally rich neighborhoods and transit corridors. More specifically, the objectives of the Stockton Boulevard Plan are to:

- Accommodate growth that increases the long-term economic sustainability, equity and well-being, and protection of people living and working in the Specific Plan Area.
- Provide for the orderly and systematic integration of land uses within the Specific Plan Area.
- Facilitate new mixed-use development, reuse, and redevelopment within the Specific Plan Area.
- Promote new infill residential development and redevelopment within the Specific Plan Area that supports a mixed-income community and a variety of housing choices, including market-rate and affordable housing options for low-income, very low-income, and extremely low-income households.
- Promote neighborhood-serving uses, including a grocery store and venue(s) for afterschool programs and activities for area youth.
- Enhance public recreation, use, and open space access in the Specific Plan Area.
- Enhance the Stockton Boulevard corridor as a gateway and bridge connection between the City of Sacramento and unincorporated areas of Sacramento County to the south of the Specific Plan Area.
- Balance new investments with proactive protection and healing of the community, especially for residents and business owners that are Black, indigenous, and people of color.
- Enhance the pedestrian and bicyclist environment along the corridor with safe routes to schools, parks, businesses, and other landmarks.
- Support and promote local businesses in the Specific Plan Area.

- Protect, celebrate, and enhance the cultural and ethnic diversity, art, and community-centered character of the Stockton Boulevard corridor and its surrounding neighborhoods.

4.2.2 Environmental Impacts of the Project

Sections 3.1 through 3.11 of this Draft EIR address the environmental impacts of implementation of the proposed Stockton Boulevard Plan. Potentially feasible alternatives were developed with consideration of avoiding or lessening the significant, and potentially significant, adverse impacts of the project, as identified in Chapter 3 of this Draft EIR, and summarized below. If an environmental issue area analyzed in this Draft EIR is not addressed below, it is because no significant impacts were identified for that issue area. This Draft EIR identifies the following significant and unavoidable environmental impacts resulting from the project.

- Impact 3.1-3: Result in a Net Increase in Long-Term Operational Criteria Air Pollutant and Precursor Emissions That Exceed SMAQMD-Recommended Thresholds
- Impact 3.1-4: Expose Sensitive Receptors to Substantial Pollutant Concentrations
- Impact 3.1-6: Potential for the Implementation of the Specific Plan, in Combination with Other Development, to Contribute to a Significant Cumulative Air Quality or Odor Impact
- Impact 3.3-1: Cause a Substantial Adverse Change in the Significance of a Historical Resource
- Impact 3.3-2: Cause a Substantial Adverse Change in the Significance of Unique Archaeological Resources
- Impact 3.3-4: Potential for the Implementation of the Specific Plan, in Combination with Other Development, to Contribute to a Significant Cumulative Impacts to Cultural Resources
- Impact 3.7-3: Exposure of Existing Sensitive Receptors to Project-Generated Traffic Noise
- Impact 3.7-5: Potential for Implementation of the Specific Plan, in Combination with Other Development, to Contribute to a Significant Cumulative Noise Impact
- Impact 3.8-1: Result in VMT Impacts on the Roadway System
- Impact 3.8-2: Impacts to Transit Facilities, Services, or Access
- Impact 3.8-5: Potential for the Implementation of the Specific Plan, in Combination with Other Development, to Contribute to a Significant Cumulative Impacts to Transportation and Circulation System
- Impact 3.9-1: Cause a Substantial Adverse Change in the Significance of a TCR
- Impact 3.9-2: Potential for the Project, in Combination with Other Development, to Contribute to a Significant Cumulative Impact to Tribal Cultural Resources

4.3 ALTERNATIVES CONSIDERED BUT NOT EVALUATED FURTHER

As described above, State CEQA Guidelines Section 15126.6(c) provides that the range of potential alternatives for the project shall include those that could feasibly accomplish most of the basic

objectives of the project and could avoid or substantially lessen one or more of the significant effects. Alternatives that fail to meet the fundamental project purpose need not be addressed in detail in an EIR. (*In re Bay-Delta Programmatic Environmental Impact Report Coordinated Proceedings* (2008) 43 Cal.4th 1143, 1165-1167.)

In determining what alternatives should be considered in the EIR, it is important to acknowledge the objectives of the project, the project's significant effects, and unique project considerations. These factors are crucial to the development of alternatives that meet the criteria specified in Section 15126.6(a). Although, as noted above, EIRs must contain a discussion of "potentially feasible" alternatives, the ultimate determination as to whether an alternative is feasible or infeasible is made by lead agency decision-maker(s). (See Pub. Resources Code, § 21081(a)(3).) At the time of action on the project, the decision-maker(s) may consider evidence beyond that found in this EIR in addressing such determinations. The decision-maker(s), for example, may conclude that a particular alternative is infeasible (i.e., undesirable) from a policy standpoint, and may reject an alternative on that basis provided that the decision-maker(s) adopts a finding, supported by substantial evidence, to that effect, and provided that such a finding reflects a reasonable balancing of the relevant economic, environmental, social, and other considerations supported by substantial evidence. (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 401, 417; *California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, 998.)

The EIR should also identify any alternatives that were considered by the lead agency but were rejected during the planning or scoping process and briefly explain the reasons underlying the lead agency's determination.

The following alternatives were considered by the City but are not evaluated further in this Draft EIR.

4.3.1 Enhanced VMT Land Use Scenario

One of the strategies for reducing a project's significant VMT impacts is to change the land use configuration to shorten trip lengths and reduce trip generation. This typically involves a greater focus on mixed-use development to place jobs and retail closer to residences. The proposed Specific Plan envisions mixed-use development almost exclusively throughout the Plan Area. Because the Specific Plan already maximizes mixed use, there are no opportunities for modifying the land use scenario to better maximize VMT efficiency. Therefore, this potential alternative was dismissed from further consideration.

4.3.2 Reduced Residential

A slight reduction in transportation noise may be achieved by reducing the number of residential units allowed. To achieve meaningful reduction in transportation noise generation, a major decrease in trip generation is necessary. A Reduced Residential Alternative that could achieve the project's objectives related to residential capacity would not likely reduce the project's significant impact related to transportation noise to a less-than-significant level. Further, reducing the number of residential units would be contrary to basic principles of the 2040 General Plan. The general plan encourages residential development in established corridors, and Stockton Boulevard within the specific plan area is such a case. In addition, state law, including the Housing Accountability Act and the Housing Crisis Act prohibit reduction of density in particular cases; therefore, this alternative may be contrary to state law. This alternative is considered infeasible.

4.3.3 Employment-Focused Land Use Scenario

Increasing residential density and prioritizing mixed-use development in areas that are well-served by public transit generally translates to increased efficiency in terms of VMT efficiency; however, it is possible that expanding commercial uses with high employment generation potential near existing residential uses could also result in greater VMT efficiency, due to reduced trip length. Such uses could include office, light-industrial/manufacturing, or heavy industrial. An alternative was considered that included increased employment-generating uses. However, this alternative would not be consistent with the land uses identified in the 2040 General Plan. In addition, increased industrial and commercial use in the plan area could result in issues related to environmental justice, especially related to increases in heavy trucks and associated emissions. Also, although expanding employment generating uses could result VMT efficiencies, it is unlikely that the VMT efficiency would be substantially greater than the proposed project; therefore, it is unlikely that this alternative would substantially reduce or avoid the significant VMT impact associated with the project. Finally, this alternative would not achieve several project objectives related to housing. For all of these reasons, this alternative was dismissed from further evaluation.

4.3.4 Reduced Historic Resources Impacts

The project also includes a significant impact related to historic resources. An alternative was considered that would avoid these significant impacts through placing a prohibition on demolition of any structure that is listed or eligible for listing on the State or National registers. However, this alternative was dismissed, as its legality is questionable. The City may not have legal authority to place a blanket prohibition on demolition of privately-owned structures across an entire plan area; typically, proposed demolition of these structures involves a discretionary approval process, not outright prohibition. Also, some structures may require demolition for public health and safety purposes. Therefore, this alternative was dismissed, due to likely infeasibility.

4.4 ALTERNATIVES SELECTED FOR DETAILED ANALYSIS

The proposed project involves increasing residential density, prioritizing mixed-use development, and enhancing sustainable transportation in the plan area. All of these planning priorities generally result in benefits related to GHG and energy efficiency. VMT efficiency, although considered significant, is also generally minimized through these planning priorities (i.e., other planning priorities/land use scenarios would likely result in greater VMT impacts). Because CEQA requires alternatives to be feasible and substantially reduce or avoid significant project impacts, it is challenging to identify alternatives for projects that are designed to minimize impacts. As described above, several alternatives were evaluated but dismissed from further consideration due to either infeasibility of the alternative or inability to substantially reduce or avoid the project's significant impacts. The following alternatives are evaluated in this Draft EIR.

- **Alternative 1: No Project–Planned Land Use** assumes a specific plan would not be approved and development in the plan area would occur according to the 2040 General Plan.
- **Alternative 2: Enhanced Transit.** To reduce the project's significant impacts related to VMT, this alternative further reduces reliance on automobiles by enhancing transit facilities beyond the improvements identified in the Corridor Study.

Further details on these alternatives, and an evaluation of environmental effects relative to the proposed project, are provided below.

4.4.1 Alternative 1: No Project– Planned Land Use

The State CEQA Guidelines (Section 15126.6[e][1]) states the purpose for describing and analyzing a no project alternative is to allow decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. The Guidelines suggest two typical paths for discussing the no project alternative: 1) when the project is the revision of an existing land use or regulatory plan, the no project alternative would be a continuation of the existing plan into the future, or 2) if the project is other than a land use plan, for example a development project on identifiable property, the no project alternative is the circumstance under which the project does not proceed, specifically the practical result of the project's non-approval (not a set of artificial assumptions that would be required to preserve the existing physical environment).

Because the project is in an urban area and is currently designated and zoned for urban development a “no development” scenario would not be reasonably foreseeable; therefore, the No Project Alternative does not focus on the second category. Alternative 1, the No Project–No Development Alternative, falls under the first category, which, as CEQA describes, is appropriate for a project that involves primarily revision of an existing land use plan. Under Alternative 1, the Stockton Boulevard Plan would not be approved and the primary land use plan guiding development in the plan area would be the currently adopted 2040 General Plan. The proposed Stockton Boulevard Plan is designed to be consistent with the land use designations identified in the 2040 General Plan for the plan area; therefore, under the No Project Alternative, buildout of the project area would be identical to the project in terms of the type and arrangement of land uses.

However, development under the No Project Alternative would not receive some of the regulatory streamlining that would be available under the proposed project, including the level of discretionary review, as well as additional CEQA streamlining (i.e., under Section 15182). The No Project Alternative would also not include the same level of integrated infrastructure planning associated with the Specific Plan. It would also not include the same level of public input and coordination as the proposed specific plan. In addition, public and private funding opportunities, including grants, bonds, and incentives targeted at planned developments, would not be as likely available under the No Project Alternative. These financial mechanisms can accelerate development by providing necessary capital up front or by making projects more economically viable from the outset. For these reasons, development would likely occur at a slightly more rapid pace under the proposed project than under the No Project Alternative. However, the pace of development would be primarily determined by market forces, and any attempt to estimate a difference in the rate of development would be an exercise in speculation.

Both the 2040 General Plan and the proposed Specific Plan identify the same area for urban development. Therefore, impacts associated with ground disturbance would be practically identical between the No Project Alternative and the project, including impacts related to cultural resources, tribal cultural resources, biological resources, construction-related hazardous materials, construction-generated water pollutant emissions, and tribal cultural resources. Operational impacts would also be nearly identical because the types of land uses allowed within the 2040 General Plan and the proposed Specific Plan are essentially identical. Therefore, because the only difference in the level of impact would relate to potential timing of development due to streamlining and funding associated with the project, which would be unavailable under the No Project Alternative, overall impacts resulting from the No Project Alternative would be similar to those associated with the proposed project.

4.4.2 Alternative 2: Enhanced Transit

To reduce the project's significant impacts related to VMT, this alternative reduces reliance on automobiles by enhancing transit facilities. The alternative includes improvements (beyond those identified in the Corridor Study) consistent with the Stockton Boulevard Multimodal Partnership and Bus Rapid Transit (BRT) Corridor—a project submitted in early 2023 for SACOG's Transformative Grant Program. This project would be a multi-agency endeavor involving the City, County, Sacramento Regional Transit, and Sacramento Transportation Authority. Specifically, the project would include transit improvements along BRT Route 51, including BRT-lite treatments, BRT station shelters and amenities, traffic signal priority, intelligent transportation system equipment, zero emission vehicle and related infrastructure needs, as well as complete streets safety and mobility improvements on Stockton Boulevard. Other than these improvements, the land use types and intensities are identical to the proposed project.

The Enhanced Transit Alternative would meet the project objectives; however, because the Stockton Boulevard Multimodal Partnership and BRT Corridor requires involvement by several separate agencies, as well as funding from a grant that has not yet been awarded, the feasibility of this alternative is currently uncertain.

Because the only difference between the alternative and the project is the further enhancement of transit facilities, the only potential project-related significant impacts that could be reduced by the alternative are those associated with VMT, specifically, air quality, noise, and transportation. (The alternative would not result in any new or more severe significant impacts.) The discussion below will focus on those environmental issue areas.

AIR QUALITY

The enhanced transit operation under the alternative would likely result in modest VMT reduction, which would likewise slightly reduce emissions of criteria air pollutants associated with automobile use. Because all other aspects of the project are shared by the alternative, the transportation-related criteria pollutant emissions would be the only emissions sector reduced. The proposed project would result in a significant impact associated with operations-related criteria air pollutant emissions. The impact associated with the Enhanced Transit Alternative would be ***Slightly Less*** but would not be avoided.

NOISE

Construction-related noise and noise associated with buildings and other non-transportation-related noise generated during operation would be nearly identical between the alternative and the project. However, the reduced reliance on automobile trips associated with the Enhanced Transit Alternative could result in less of an increase in roadway noise compared to the proposed project. Although, this reduction would not likely avoid the significant impact, the impact associated with the alternative would be ***Slightly Less***.

TRANSPORTATION AND CIRCULATION

The additional transit enhancements associated with this alternative would result in modest reductions in VMT compared to the project. In addition, the enhanced transit would also reduce the project's significant impact related to transit service capacity. These reductions would not likely avoid either of these significant impacts associated with the project; however, the Enhanced Transit Alternative could result in a meaningful reduction in the impact, even if that reduction does not bring the level of impact

below the threshold of significance. Thus, the VMT impact associated with the alternative would be ***Slightly Less*** than the project impact.

4.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

As illustrated in Table 5-1, below, the Enhanced Transit Alternative would be environmentally superior action alternative because although the environmental impacts would, overall, be similar to the proposed project, and no significant impacts would be completely avoided, the increased VMT efficiency would result in modest reductions to transportation-related impacts related to air quality, GHG emissions, noise, and VMT.

Table 4-1 Summary of Environmental Effects of the Alternatives Relative to the Proposed Project

Environmental Topic	Proposed Project	Alternative 1: No Project – Planned Land Use	Alternative 2: Enhanced Transit
Air Quality	SU	Similar	Slightly Less
Cultural Resources	SU	Similar	Similar
Biological Resources	LTSM	Similar	Similar
Climate Change	LTSM	Similar	Slightly Less
Energy	LTSM	Similar	Similar
Hazards and Hazardous Materials	LTSM	Similar	Similar
Hydrology and Water Quality	LTS	Similar	Similar
Noise	SU	Similar	Slightly Less
Public Services and Recreation	LTSM	Similar	Similar
Transportation and Circulation	SU	Similar	Slightly Less
Tribal Cultural Resources	SU	Similar	Similar
Utilities and Service Systems	LTS	Similar	Similar
Visual Resources	LTSM	Similar	Similar

Notes: SU = Significant and Unavoidable; LTSM = Less than Significant with Mitigation; LTS = Less than Significant

5 OTHER CEQA SECTIONS

Section 15126 of the State California Environmental Quality Act (CEQA) Guidelines requires that all phases of a project must be considered when evaluating its impact on the environment, including planning, construction, and operation. Further, the evaluation of significant impacts must consider direct and reasonably foreseeable indirect effects of the project over the short-term and long-term.

Section 15126 of the State CEQA Guidelines also requires an EIR to identify (1) significant environmental effects of the proposed project, (2) significant environmental effects that cannot be avoided if the proposed project is implemented, (3) significant irreversible environmental changes that would result from implementation of the proposed project, (4) mitigation measures proposed to minimize significant effects, (5) growth-inducing impacts of the proposed project, and (6) alternatives to the proposed project.

Chapter 3, “Environmental Impacts and Mitigation Measures,” and Chapter 4, “Cumulative Impacts,” of this EIR provide a comprehensive presentation of the environmental effects of the proposed Specific Plan, proposed mitigation measures, and conclusions regarding the level of significance of each impact before and after mitigation. Chapter 4, “Alternatives,” presents a comparative analysis of alternatives to the Specific Plan. This chapter describes other CEQA-required analyses related to growth inducement and significant irreversible environmental changes and summarizes the significant and unavoidable impacts identified in Chapter 3.

5.1 GROWTH INDUCEMENT

Section 21100(b)(5) of the State CEQA Guidelines specifies that the growth-inducing impacts of a project must be addressed in an EIR. Section 15126.2(d) of the State CEQA Guidelines provides the following guidance for assessing growth-inducing impacts of a project:

Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a wastewater treatment plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also, discuss the characteristics of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

A project can induce growth directly, indirectly, or both. Direct growth inducement would result if a project involved construction of new housing. Indirect growth inducement would result, for instance, if implementing a project resulted in any of the following:

- substantial new permanent employment opportunities (e.g., commercial, industrial, or governmental enterprises);
- substantial short-term employment opportunities (e.g., construction employment) that indirectly stimulates the need for additional housing and services to support the new temporary employment demand; and/or

- removal of an obstacle to additional growth and development, such as removing a constraint on a required public utility or service (e.g., construction of a major sewer line with excess capacity through an undeveloped area).

Growth inducement itself is not an environmental effect but may foreseeably lead to environmental effects. If substantial growth inducement occurs, it can result in secondary environmental effects, such as increased demand for housing, demand for other community and public services and infrastructure capacity, increased traffic and noise, degradation of air or water quality, degradation or loss of plant or animal habitats, conversion of agricultural and open-space land to urban uses, and other effects. These indirect or secondary effects of growth may result in significant environmental impacts. CEQA does not require that the EIR speculate unduly about the precise location and site-specific characteristics of significant, indirect effects caused by induced growth, but a good-faith effort is required to disclose what is feasible to assess. Potential secondary effects of growth could include consequences – such as conversion of open space to developed uses, increased demand on community and public services and infrastructure, increased traffic and noise, degradation of air and water quality, or degradation or loss of plant and wildlife habitat – that are the result of growth fostered by the project.

The decision to allow those projects that result from induced growth is the subject of separate discretionary processes by the lead agency responsible for considering such projects. Because the decision to allow growth is subject to separate discretionary decision making, and such decision making is itself subject to CEQA, the analysis of growth-inducing effects is not intended to determine site-specific environmental impacts and specific mitigation for the potentially induced growth. Rather, the discussion is intended to disclose the potential for environmental effects to occur more generally, such that decision makers are aware that additional environmental effects are a possibility if growth-inducing projects are approved. The decision of whether impacts do occur, their extent, and the ability to mitigate them is appropriately left to consideration by the agency responsible for approving such projects at such times as complete applications for development are submitted.

5.1.1 Growth Variables

The timing, magnitude, and location of land development and population growth in a community or region are based on various interrelated land use and economic variables. Key variables include regional economic trends, market demand for residential and nonresidential uses, land availability and cost, the availability and quality of transportation facilities and public services, proximity to employment centers, the supply and cost of housing, and regulatory policies or conditions. Because the General Plan of a community defines the location, type, and intensity of growth, it is the primary means of regulating development and growth in California.

5.1.2 Growth-Inducing Impacts of the Project

Implementation of the Specific Plan would foster short-term and long-term economic growth as a result of new construction, increased residential housing units, and increased employment opportunities along Stockton Boulevard. Buildout in the Specific Plan Area assumes the development of 4,077 new units of housing and an estimated 372,116 square feet of commercial space. Buildout of the Specific Plan would occur over a long period of time (more than 20 years). This 2040 General Plan assumes development of 2,007 dwelling units (approximately 5,138 residents based on 2.56 persons per household) and the addition of 5,819 employment opportunities within the Specific Plan Area.

As discussed in Section 3.11, “Utilities and Service Systems,” of this EIR, the Specific Plan Area would directly connect to existing utility infrastructure (e.g., water, wastewater, natural gas, and electricity). Infrastructure improvements to the water system, such as water main upsizing and extension, would be necessary to support the buildout of the Specific Plan. However, the infrastructure would only be improved to serve existing and planned land uses in the Specific Plan Area and would not remove barriers to growth outside of the Specific Plan Area.

The Specific Plan is growth inducing because it plans for additional population, housing, and employment opportunities. The Specific Plan does not propose to locate residential units or commercial development in areas not anticipated for urban development in the 2040 General Plan. The Specific Plan was developed based on extensive study of the Specific Plan Area and surrounding Neighborhood Study Area. Buildout capacity was calculated based on an inventory of vacant and underutilized sites and the plan was developed to be consistent with citywide planning efforts. The effects of the planned growth are discussed in Sections 3.1 through 3.12 of this EIR; indirect or secondary effects of growth are not anticipated.

5.2 SIGNIFICANT AND IRREVERSIBLE ENVIRONMENTAL CHANGES

The State CEQA Guidelines requires a discussion of any significant irreversible environmental changes that would be caused by the project. Specifically, the State CEQA Guidelines section 15126.2(c) 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 generation 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.

Implementation of the Specific Plan would result in the irreversible and irretrievable commitment of energy and material resources during construction and operation. Development under the Specific Plan would result in the densification of uses and commitment of the City of Sacramento to higher intensity, urban development of the Specific Plan Area. The Specific Plan would commit future generations to the proposed uses in the Specific Plan Area as well as commit nonrenewable sources to the construction and operation of the Specific Plan Area.

Resources that would be permanently and continually consumed by Specific Plan implementation include water, electricity, natural gas, and fossil fuels; however, the amount and rate of consumption of these resources would not result in significant environmental impacts related to the unnecessary, inefficient, or wasteful use of resources as stated in Section 3.4, “Energy.” Construction activities related to development under the Specific Plan 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.

With respect to operational activities, compliance with all applicable building codes, as well as project mitigation measures or project requirements, would ensure that all natural resources are conserved or recycled to the maximum extent feasible. It is also possible that new technologies or systems would emerge, or would become more cost-effective or user-friendly, that would further reduce the Specific Plan Area’s reliance upon nonrenewable natural resources. Nonetheless, even with implementation of

conservation measures, consumption of natural resources would generally increase with implementation of the Specific Plan, as the Specific Plan Area is currently developed with less intense residential and commercial development with lower demand for utilities.

5.3 SIGNIFICANT AND UNAVOIDABLE IMPACTS

The State CEQA Guidelines Section 15126.2(b) requires EIRs to include a discussion of the significant environmental effects that cannot be avoided if the proposed project is implemented. As documented throughout Chapter 3 of this EIR, after implementation of the recommended mitigation measures, most of the impacts associated with the Specific Plan would be reduced to a less-than-significant level. The following impacts are considered significant and unavoidable; that is, no feasible mitigation is available to reduce the project's impacts to a less-than-significant level.

- Impact 3.1-3: Result in a Net Increase in Long-Term Operational Criteria Air Pollutant and Precursor Emissions That Exceed SMAQMD-Recommended Thresholds
- Impact 3.1-6: Potential for the Implementation of the Specific Plan, in Combination with Other Development, to Contribute to a Significant Cumulative Air Quality or Odor Impact.
- Impact 3.3-1: Cause a Substantial Adverse Change in the Significance of a Historical Resource
- Impact 3.3-2: Cause a Substantial Adverse Change in the Significance of Unique Archaeological Resources
- Impact 3.3-4: Potential for the Implementation of the Specific Plan, in Combination with Other Development, to Contribute to a Significant Cumulative Impacts to Cultural Resources
- Impact 3.7-3: Exposure of Existing Sensitive Receptors to Project-Generated Traffic Noise
- Impact 3.7-5: Potential for Implementation of the Specific Plan, in Combination with Other Development, to Contribute to a Significant Cumulative Noise Impact
- Impact 3.9-1: Result in VMT Impacts on the Roadway System
- Impact 3.9-2: Impacts to Transit Facilities, Services or Access
- Impact 3.9-5: Potential for the Implementation of the Specific Plan, in Combination with Other Development, to Contribute to a Significant Cumulative Impacts to Transportation and Circulation System
- Impact 3.10-1: Cause a Substantial Adverse Change in the Significance of a TCR
- Impact 3.10-2: Potential for the Project, in Combination with Other Development, to Contribute to a Significant Cumulative Impact to Tribal Cultural Resources

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Chapter 4 Alternatives

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Chapter 5 Other CEQA Sections

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