Draft Master Environmental Impact Report for the City of Sacramento 2035 General Plan Update

City of SACRAMENTO

August 2014

Prepared for the City of Sacramento, Community Development Department, Environmental Planning Services

Prepared by Ascent Environmental, Inc.
455 Capitol Mall, Suite 300
Sacramento, CA 95814

LR12-003 SCH # is 2012122006

City of Sacramento 2035 General Plan Update

Draft Master Environmental Impact Report

SCH #2012122006
City Project #LR12-003

PREPARED FOR:

City of Sacramento
Community Development Department
300 Richards Boulevard, Third Floor
Sacramento, CA 95811

Contact:
Scott Johnson, Associate Environmental Planner
916/808-5842

PREPARED BY:

Ascent Environmental, Inc.
455 Capital Mall, Suite 300
Sacramento, CA 95814

Contact:
Mike Parker, Project Manager
916/444-7301

August 2014

TABLE OF CONTENTS

Section			Page
	EXECUTIVE SUMMARY		**ES-1**
	Introduction		ES-1
	Proposed General Plan		ES-1
	Summary of Impacts		ES-3
	Alternatives to the Proposed Project		ES-4
	Potential Areas of Concern		ES-4
	Summary Table		ES-5
1	**INTRODUCTION**		**1-1**
	1.1	Project Background	1-1
	1.2	Environmental Setting/Definition of the Baseline and EIR Assumptions	1-1
	1.3	Purpose of the Master Environmental Impact Report	1-2
	1.4	SB 375 and SB 743	1-3
	1.5	Master EIR Process	1-4
	1.6	Lead, Responsible, and Trustee Agencies	1-4
	1.7	Required Permits and Approvals	1-5
	1.8	Public Review of Draft MEIR and Lead Agency Contact	1-5
	1.9	Scope of this Draft MEIR	1-6
	1.10	How to Use this Report	1-7
	1.11	Acronyms and Abbreviations	1-8
2	**PROJECT DESCRIPTION**		**2-1**
	2.1	Project Location	2-1
	2.2	Project Background	2-4
	2.3	Existing General Plan	2-6
	2.4	Technical Update	2-6
	2.5	Statement of Objectives	2-7
	2.6	Project Characteristics	2-7
	2.7	Priority Investment Areas	2-16
3	**LAND USE, POPULATION, AND HOUSING**		**3-1**
	3.1	Land Use Consistency and Compatibility	3-1
	3.2	Population, Employment, and Housing	3-4
4	**ENVIRONMENTAL ANALYSIS**		**4-1**
	4.1	Agricultural Resources	4.1-1
	4.2	Air Quality	4.2-1
	4.3	Biological Resources	4.3-1
	4.4	Cultural Resources	4.4-1
	4.5	Geology, Soils, and Mineral Resources	4.5-1

4.6 Hazards and Hazardous Materials 4.6-1
4.7 Hydrology, Water Quality, and Flooding 4.7-1
4.8 Noise and Vibration 4.8-1
4.9 Parks and Recreation 4.9-1
4.10 Public Services 4.10-1
4.11 Public Utilities 4.11-1
4.12 Transportation and Circulation 4.12-1
4.13 Visual Resources 4.13-1
4.14 Climate Change 4.14-1

5 ALTERNATIVES TO THE PROPOSED PROJECT 5-1
5.1 Introduction 5-1
5.2 Alternatives Considered and Dismissed from Further Consideration 5-3
5.3 Alternatives Considered in this Draft MEIR 5-5

6 OTHER CEQA CONSIDERATIONS 6-1
6.1 Introduction 6-1
6.2 Significant Environmental Effects 6-1
6.3 Energy Conservation 6-3
6.4 Growth Inducing Impacts 6-7
6.5 Cumulative Impacts 6-10
6.6 Priority Investment Areas and Subsequent Projects 6-11

7 REFERENCES 7-1

8 REPORT PREPARATION 8-1
8.1 Lead Agency 8-1
8.2 Preparers of the Environmental Document 8-1

Appendices (provided on CD on back cover)

A Notice of Preparation
B Comments on the Notice of Preparation
C Background Report
D Traffic Modeling Data
E Air Quality Modeling Data
F Climate Change Modeling Data
G Noise Modeling Data

Exhibits

Exhibit 2-1 Project Location 2-2
Exhibit 2-2 Policy Area 2-3
Exhibit 2-3 Priority Investment Areas 2-5
Exhibit 2-4 Land Use and Urban Form Diagram 2-11
Exhibit 2-5 Central Business District Land Use 2-18
Exhibit 2-6 65th North Land Use 2-19
Exhibit 2-7 Arden Fair Land Use 2-20

Exhibit 4.12-1 2035 General Plan Roadway Classification and Lanes 4.12-5
Exhibit 4.12-1 Inset 2035 General Plan Roadway Classification and Lanes 4.12-7
Exhibit 4.12-2 Level of Service Policy Exception Areas 4.12-9
Exhibit 4.12-3 2035 General Plan Level of Service and Traffic Volumes 4.12-21
Exhibit 4.12-3 Inset 2035 General Plan Level of Service and Traffic Volumes 4.12-23

Exhibit 4.14-1 City of Sacramento 2035 General Plan Projected GHG Emissions, 2020 Reduction Target, and Long-term GHG Reduction Goals 4.14-15

Tables

Table ES-1 Summary of Impact Statements, Proposed SGP Policies, and Mitigation Measures ES-6

Table 2-1 2030 and 2035 General Plan Land Use Designations 2-9
Table 2-2 City Of Sacramento 2035 General Plan Subsequent Projects 2-28

Table 4.2-1 Nonattainment Status and Applicable Air Quality Plans for the Policy Area 4.2-5
Table 4.2-2 Policy Area Growth Assumptions 4.2-6
Table 4.2-3 Mobile-source Emissions Under Existing Conditions, 2030 General Plan, and Proposed 2035 General Plan 4.2-7
Table 4.2-4 2035 General Plan Buildout Land Use Assumptions and Operational Activity Data 4.2-9
Table 4.2-5 Total Estimated Operational Emissions under 2035 General Plan and Estimated Net Change from Existing Conditions 4.2-10

Table 4.3-1 Special-Status Species Potentially Occurring in the Policy Area 4.3-1

Table 4.8-1 Caltrans Recommended Vibration Levels 4.8-2
Table 4.8-2 Exterior Noise Compatibility Standards for Various Land Uses 4.8-4
Table 4.8-3 Exterior Incremental Noise Impact Standards for Noise-Sensitive Uses (dBA) 4.8-5
Table 4.8-4 2035 General Plan Noise Levels and Contours 4.8-9

Table 4.9-1 Future Parkland Acquisition Based on City Service Level Goals 4.9-2

Table 4.10-1 Sacramento 2035 General Plan Student Generation 4.10-9

Table 4.11-1 Normal Year Supply and Demand Comparison (acre-feet/year) 4.11-3
Table 4.11-2 "Conference Year" Capacity and Demand Comparison (Acre-feet/year) (Existing Facilities) 4.11-3
Table 4.11-3 Existing Surface Water Production Capacity v. Maximum Day Demand Above Hodge (mgd) 4.11-7
Table 4.11-4 Existing Total Water Production Capacity Including Groundwater v. Maximum Day Demand Above Hodge (mgd) 4.11-8
Table 4.11-5 Existing Surface Water Production Capacity v. Maximum Day Demand Below Hodge (mgd) 4.11-9
Table 4.11-6 Existing Total Water Production Capacity Including Groundwater v. Maximum Day Demand Below Hodge (mgd) 4.11-9

Table 4.12-1 Level of Service Thresholds for Roadway Segments 4.13-4
Table 4.12-2 Level of Service Thresholds for Freeway Segments..... 4.13-4
Table 4.12-3 Roadway Segment Impacts in Unincorporated Sacramento County 4.13-25
Table 4.12-4 Freeway Segment Impacts Under 2035 General Plan Conditions..... 4.13-26

Table 4.14-1 City of Sacramento Community-wide Greenhouse Gas Emissions Inventory and Projections (MT CO_2e/year) 4.14-2
Table 4.14-2 General Plan Growth Assumptions and Activity Data..... 4.14-11
Table 4.14-3 Summary of GHG Emissions Reduction Actions..... 4.14-12

Table 5-1 Alternative Impact Discussion 5-5

Table 6-1 Existing and Projected Electricity Consumption in the Policy Area 6-5
Table 6-2 Existing and Projected Natural Gas Consumption in the Policy Area..... 6-6
Table 6-3 VMT Activity Data..... 6-7

EXECUTIVE SUMMARY

INTRODUCTION

The Executive Summary of the Draft Master Environmental Impact Report (Draft MEIR) provides an overview of the proposed Sacramento 2035 General Plan (2035 General Plan or proposed General Plan) and the content of the environmental analysis. Chapter 2, "Project Description," provides a detailed description of the proposed General Plan and Sections 4.1 through 4.14 of the Draft MEIR provide the environmental analyses. Cumulative impacts are discussed in Chapter 6,"Other CEQA Considerations," and alternatives to the proposed General Plan are described in Chapter 5, "Alternatives to the Proposed Project." This summary includes a brief description of the alternatives and a comparison of the environmental impacts of the alternatives and the proposed General Plan.

PROPOSED GENERAL PLAN

The proposed Sacramento 2035 General Plan is the first five-year review and revision the City of Sacramento has conducted since the adoption of the existing 2030 General Plan in 2009. The proposed 2035 General Plan is a technical update of the 2030 General Plan, and the proposed changes constitute minor revisions. The proposed 2035 General Plan retains the overall land use and policy direction established in the 2030 General Plan, and includes a refinement and updating of the goals and policies (discussed below). Elements, chapters, and sections of the existing General Plan have not been re-organized. In summary, the technical update focused on the following topical areas:

- **Update forecast for the planning timeframe through 2035:** The 2030 General Plan and MEIR evaluated projected growth through the year 2030. The slowdown in development activity since 2008 warranted a "dial down" of the housing, employment, and population projections to be consistent with SACOG's Metropolitan Transportation Plan and an extension of the planning horizon to 2035.

- **Update of the Housing Element:** The City's current Housing Element addresses for the period from 2008 to 2013. The new Housing Element covers the period from 2014 to 2022

- **Update of Traffic Level of Service (LOS):** One of the primary policy changes in the proposed 2035 General Plan is the modification of Policy M 1.2.2 relating to LOS. This policy calls for the City to implement a flexible context-sensitive Level of Service (LOS) standard. The City's specific vehicle LOS thresholds have been defined based on community values with respect to modal priorities, land use context, economic development, and environmental resources and constraints. As such, the City will strive to operate the roadway network at LOS D or better for vehicles during typical weekday AM and PM peak-hour conditions with exceptions where LOS E and F are allowed.

- **Update Parkland Service Level Goals:** The current park acreage service level goal of 5 acres per 1,000 residents exceeds what the City provides. Currently, the citywide average is 3.4 acres per1,000 residents and lower in the Central City. The 2035 General Plan adjusts parkland dedication requirements to maintain feasible levels of actual parkland availability.

- **Compliance with recent flood risk legislation:** AB 162, SB 5, and the Central Valley Flood Protection Plan require a revised approach to consideration of flood risks in the General Plan and were recognized in the update of the 2035 General Plan policies.

- **Integration of the Climate Action Plan into the 2035 General Plan:** The 2012 Climate Action Plan strategies, measures, and actions that reduce greenhouse gas (GHG) emissions have been incorporated

into appropriate elements of the proposed General Plan. The General Plan also includes descriptions of climate change risks and policies, measures, and actions throughout the General Plan Elements to address adaptation to climate change impacts. The General Plan is intended to update and supersede the 2012 Climate Action Plan.

No changes to the 2030 Land Use and Urban Form Diagram are proposed as part of the 2035 General Plan. The proposed 2035 General Plan includes minor adjustments in the descriptions of the land use designations (primarily minor adjustments in allowed density), which are presented in Chapter 2, "Project Description." This MEIR does not evaluate only the proposed changes to the 2030 General Plan; rather, it analyzes the potential environmental impacts that would result from implementation of the proposed 2035 General Plan, as a whole, compared to existing conditions.

The proposed 2035 General Plan is organized into the following chapters and sections:

Part I – Introduction

Part II – City Wide Goals and Policies

- Land Use and Urban Design
- Historic and Cultural Resources
- Economic Development
- Housing
- Mobility
- Utilities (water, wastewater, storm drainage, solid waste, energy resources, telecommunications)
- Education, Recreation and Culture (education, parks and recreation, libraries, arts and culture, museums, zoos, and other major destination attractions)
- Public Health and Safety (police, fire, hazardous materials, emergency response and disaster preparedness, public health and human services, code enforcement)
- Environmental Resources (water resources, biological resources, urban forest, agriculture, mineral resources, air quality, aesthetic resources)
- Environmental Constraints (seismic and geologic hazards, flooding, noise)

Part III – Community Plans and Special Study Areas

Part IV – Administration and Implementation

The Administration and Implementation part of the proposed General Plan includes information on monitoring and maintaining the general plan as well as all the specific implementation programs per each section of Part II.

The three priority investment areas (PIAs), which are areas targeted for investments to support future development, are discussed in detail in Chapter 2,"Project Description." The three PIAs include: the Central Business District (CBD), 65th North, and Arden Fair. A list of subsequent projects is also included in Chapter 2 (Table 2-2). These are specific projects that may be undertaken during the period covered by the 2035 General Plan.

SUMMARY OF IMPACTS

Effects Found to be Less than Significant

As shown in Table EC-1, a number of project impacts identified in the Draft MEIR were found to be less than significant, requiring no mitigation. These impacts are related to the following topics: Agricultural Resources; Air Quality; Biological Resources; Geology, Soils, and Mineral Resources; Hazards and Hazardous Materials; Hydrology and Water Quality; Land Use and Compatibility; Noise and Vibration; Parks and Open Space; Public Services; Public Utilities; Transportation and Circulation; and Visual Resources.

Environmental Impacts and Mitigation

Under CEQA, a significant effect on the environment is defined as a substantial or potentially substantial adverse change in any of the physical conditions within the area affected by the proposed General Plan, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance (CEQA Guidelines, Section 15382). Implementation of the proposed General Plan would result in significant impacts to some of the resources that are analyzed in Sections 4.1 through 4.14 of this document and summarized in Table EC-1 (provided at the end of this section).

This Draft MEIR discusses mitigation measures that could be implemented by the City to reduce potential adverse impacts to a less-than-significant level. Such mitigation measures are noted in this document and are found in the Section 4.12, "Transportation and Circulation." However, even with the imposition of feasible mitigation measures, some impacts could not be reduced to less-than-significant levels. The significant and unavoidable impacts that were identified for project-level impacts are listed below.

Significant and Unavoidable Impacts

AIR QUALITY

4.2-3 Potential to result in long-term operational emissions of ozone precursors and particulate matter that could contribute to a violation of air quality standards.

BIOLOGICAL RESOURCES

4.3-11 Contribution to regional loss of special-status plant or wildlife species or their habitat.

CULTURAL RESOURCES

4.4-1 Change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5.

4.4-2 Change in the significance of an archaeological resource as defined in CEQA Guidelines Section 15064.5.

NOISE AND VIBRATION

4.8-1 Increase in exterior noise levels above the upper value of the normally acceptable category for various land uses (per Table EC-1).

4.8-2 Increase in residential interior noise levels of L_{dn} 45 dB or greater.

4.8-4 Exposure of existing and/or planned residential and commercial areas to vibration-peak-particle velocities greater than 0.5 inches per second due to construction.

PUBLIC UTILITIES

4.11-1 Potential to increase demand for potable water beyond available supply.

4.11-2 Potential to result in an increase in demand for potable water in excess of the City's existing diversion and treatment capacity, which could require the construction of new water supply facilities.

TRANSPORTATION AND CIRCULATION

4.12-3 Potential adverse effects to roadway segments located in adjacent jurisdictions resulting from planned development under the 2035 General Plan, such that the jurisdictions minimum acceptable level-of-service thresholds are not met.

4.12-4 Potential impacts to freeway segments.

ALTERNATIVES TO THE PROPOSED PROJECT

The Draft MEIR analyzes the following alternatives to the proposed 2035 General Plan:

Alternative 1: No Project/2030 General Plan. Under this alternative, development according to the policies of the proposed Sacramento 2035 General Plan would not occur. Development would be guided by continued implementation of the existing 2030 General Plan.

Alternative 2: Increased Transit Corridor Development. This alternative would include changing land use designations of existing and planned transit centers to increase the development potential of centers and corridors in locations served by transit beyond the level anticipated in the 2035 General Plan.

Alternative 3: Reduced Footprint. Under this alternative, the Policy Area would be limited to that of the existing General Plan boundaries, with the development intensity being equal to that of the proposed Sacramento 2035 General Plan.

POTENTIAL AREAS OF CONCERN

Public responses to the Notice of Preparation (NOP) were received from December 5, 2012 through January 22, 2013. A copy of the NOP and responses to the NOP are included in Appendix A and Appendix B, respectively. The key NOP responses are summarized below as potential areas of public concern.

- The land use changes proposed in the proposed General Plan include increased density of several land use types and could affect the number of projected generated trips and travel patterns throughout the Sacramento Region. The EIR should identify the impacts that the increase in traffic will have on freeway segments, intersections, and interchanges, and any necessary mitigations to reduce the impacts to a less-than-significant level.

- Concerns were raised regarding adequacy of bicycle access, specifically safe bikeways that are integrated in a continuous network, secure and convenient bike parking, and traffic stress caused by speeding and reckless vehicles preventing use of bikeways.

- One comment expressed concern over potential violations of the City's requirement to honor the Federal Clean Water Act and adequate protection for the region's aquifers and/or the American and Sacramento rivers.

- One comment suggested a funding mechanism be set up for the full implementation of the regional park in North Natomas.

- Concerns about consistency with the County's recent General Plan Update were raised. Interest was expressed regarding the potential for refinement of transportation level of service standards to incorporate transit, bicycle, and pedestrians.

- One comment requested review of the classification of Vallejo Way as a "collector" street in the current General Plan.

- A comment recommended adequate evaluation of cumulative impacts to utility systems, the utility facilities needed to serve those developments, and any potential environmental issues associated with extending utility service to the proposed project.

- One comment suggested mentioning the forthcoming Sacramento Region Bike Share program.

- One comment regarding flood concerns suggested the City consider following current State flood management policy which discourages residential development within floodplains unless there is an adequate flood protective system present and that the road embankments of Interstate 5, 80 and State Highway 99 are barriers to a flood evacuation, as well as flood waters themselves, causing the retention of flood waters.

- One comment letter recommends that development projects proposed near rail corridors be planned with the safety of these corridors in mind, noting that increased vehicle or pedestrian usage of roadways due to development projects may impact railroad crossings in the vicinity of the project.

SUMMARY TABLE

Table 2-1 (Summary of Impacts and Mitigation Measures), has been organized to correspond with the environmental issues discussed in Chapter 4, "Environmental Analysis." The summary table is arranged in four columns:

1. Environmental impacts ("Impact").
2. Level of significance prior to mitigation ("Significance").
3. Mitigation measures ("Mitigation Measure").
4. The level of significance after implementation of mitigation measures ("Residual Significance").

If an impact is determined to be significant or potentially significant after implementation of proposed policies in the 2035 General Plan, mitigation measures are identified, where appropriate and feasible. More than one mitigation measure may be required to reduce the impact to a less-than-significant level. In some instances, the actions that are necessary to reduce a project impact are already required by local, State, or federal law; these laws and regulations are not included as mitigation because compliance is assumed in this MEIR. Similarly, established design guidelines or other requirements that the City regularly recognizes and follows for development projects are also considered part of the project description. In this Draft MEIR, such requirements are identified and considered in the impact assessment *prior to* the identification of additional project-specific mitigation measures that would reduce the level of significance of impacts. Applicable plans, policies, and regulations are identified and described in the Regulatory Setting of each issue area and within the relevant impact analysis. A description of the organization of the environmental analysis, as well as key foundational assumptions regarding the approach to the analysis, is provided in Chapter 4, "Environmental Analysis."

Table ES-1 Summary of Impact Statements, Proposed SGP Policies, and Mitigation Measures

Impact	Applicable Regulations	Proposed SGP Policies	Significance After Policies Implementation	Mitigation Measure	Significance After Mitigation
4.1 Agricultural Resources					
4.1-1: Conversion of Important Farmland to a non-agricultural use.	None	Policies ER 4.2.1 through 4.2.3	LTS	None required	LTS
4.1-2: Incompatibility with surrounding agricultural operations outside the Policy Area.	CCR Title 3, Sections 6000-6920 (various enactment and amendment dates) and CCR Title 3, Sections 3482.5 and 3482.6 (enacted in 1981, amended in 1993 and 1999)	Policies ER 4.2.2 through 4.2.5	LTS	None required	LTS
4.1-3: Conflict with existing zoning for agricultural use or with a Williamson Act contract.	City of Sacramento Comprehensive Zoning Plan and the California Land Conservation Act of 1965	Policies ER 4.1.1, ER 4.1.2, ER 4.2.1, ER 4.2.4	LTS	None required	LTS
4.2 Air Quality					
4.2-1: Potential to conflict with or obstruct implementation of Sacramento Valley regional air quality planning efforts.	Sacramento Valley Regional Ozone and PM attainment plans	Policies ER 6.1.1, ER 6.1.2, ER 6.1.3	LTS	None required	LTS
4.2-2: Potential to result in short-term construction-generated emissions of ozone precursors and particulate matter.	SMAQMD Guidelines, Rules, and Regulations	Policies ER 6.1.1, 6.1.2, 6.1.15	LTS	None required	LTS
4.2-3: Potential to result in long-term operational emissions of ozone precursors and particulate matter that could contribute to a violation of air quality standards.	SMAQMD Guidelines, Rules, and Regulations	Policies ER 6.1.1, 6.1.2, 6.1.3, 6.1.12, 6.1.13, 6.1.14, 6.1.15	SU	None available	SU
4.2-4: Potential for TAC emissions that could adversely affect sensitive receptors	CARB land use guidance and SMAQMD protocol	Policies LU 2.7.5, ER 6.1.2, and 6.1.4	LTS	None required	LTS
4.2-5: Potential exposure of sensitive receptors to excessive odors.	SMAQMD Guidelines, Rules, and Regulations	Policies LU 2.7.5, ER 6.1.4	LTS	None required	LTS
4.3 Biological Resources					
4.3-1: Potential impact to special-status plant species in the Policy Area due to substantial degradation of the quality of the environment or reduction of population or habitat below self-sustaining levels.	Federal Endangered Species Act (ESA) 1978, California Endangered Species Act (CESA), California Fish and Game Code, and CEQA Section 15380	Policies ER 2.1.1, ER 2.1.4, ER 2.1.5, ER 2.1.7, ER 2.1.10 through ER 2.1.13, ER 2.1.16, ER 2.1.17	LTS	None required	LTS

Table ES-1 Summary of Impact Statements, Proposed SGP Policies, and Mitigation Measures

Impact	Applicable Regulations	Proposed SGP Policies	Significance After Policies Implementation	Mitigation Measure	Significance After Mitigation
4.3-2: Degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status invertebrates.	Federal Endangered Species Act (ESA) 1978, California Endangered Species Act (CESA), California Fish and Game Code, and CEQA Section 15380	Policies ER 2.1.1, ER 2.1.4, ER 2.1.10 through ER 2.1.13, ER 2.1.16, ER 2.1.17	LTS	None required	LTS
4.3-3: Degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status birds, through the loss of both nesting and foraging habitat.	Federal Endangered Species Act (ESA) 1978, Federal Migratory Bird Treaty Act 1918 Amended 1972, California Endangered Species Act (CESA), California Fish and Game Code, and CEQA Section 15380	Policies ER 2.1.1, ER 2.1.4, ER 2.1.7 through ER 2.1.13, ER 2.1.16, ER 2.1.17, NN.ER 1.6	LTS	None required	LTS
4.3-4: Degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status amphibians and reptiles.	Federal Endangered Species Act (ESA) 1978, California Endangered Species Act (CESA), California Fish and Game Code, and CEQA Section 15380	Policies ER 2.1.1, ER 2.1.4, ER 2.1.7 through ER 2.1.9, ER 2.1.10 through ER 2.1.12, ER 2.1.16, ER 2.1.17	LTS	None required	LTS
4.3-5: Degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status mammals.	Federal Endangered Species Act (ESA) 1978, California Endangered Species Act (CESA), California Fish and Game Code, and CEQA Section 15380	Policies ER 2.1.1, ER 2.1.4, ER 2.1.6 through ER 2.1.8, ER 2.1.10 through ER 2.1.13, ER 2.1.16, ER 2.1.17	LTS	None required	LTS
4.3-6: Degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status fish.	Federal Endangered Species Act (ESA) 1978, California Endangered Species Act (CESA), California Fish and Game Code, CEQA Section 15380	Policy ER 1.1.6, ER 1.1.10, ER 2.1.5, ER 2.1.6, ER 2.1.10 through ER 2.1.12.3, ER 2.1.16, ER 2.1.17, EC 2.1.16	LTS	None required	LTS
4.3-7: Loss or modification of riparian habitat.	CEQA, CDFG Code, Clean Water Act Section 404	Policy LU 1.1.1, ER 1.1.1, ER 2.1.1 through ER 2.1.5, ER 2.1.9, ER 2.1.16, ER 2.1.17, EC 2.1.16	LTS	None required	LTS
4.3-8: Impacts on state or federally protected wetlands and/or waters of the United States through direct removal, filling, or hydrological interruption.	Section 404 Clean Water Act, California Wetlands Conservation Policy 1993, Porter-Cologne Water Quality Control Act, and California Fish and Game Code	Policy LU 1.1.11, ER 1.1.1, ER 2.1.1, ER 2.1.6, ER 2.1.7, ER 2.1.11, ER 2.1.12, ER 2.1.16, ER 2.1.17	LTS	None required	LTS
4.3-9: Loss of CDFW-defined sensitive natural communities, such as elderberry savanna, northern claypan vernal pool, and northern hardpan vernal pool.	None	Policies LU 1.1.1, LU 1.1.11, U 1.1.12, ER2.1.1, ER 2.1.3, ER 2.1.4, ER 2.1.6, ER 2.1.7, ER	LTS	None required	LTS

Table ES-1 Summary of Impact Statements, Proposed SGP Policies, and Mitigation Measures

Impact	Applicable Regulations	Proposed SGP Policies	Significance After Policies Implementation	Mitigation Measure	Significance After Mitigation
		2.1.16, ER 2.1.17, NN.LU 1.41, NN.U 1.2			
4.3-10: Substantial reduction in the number of trees within the Policy Area.	City of Sacramento Tree Preservation Ordinance and American River Parkway Plan (December 1985)	Policies ER 2.1.1, ER 2.1.8, ER 3.1.1, ER 3.1.3, ER 3.1.8, EC 2.1.16	LTS	None required	LTS
4.3-11: Contribution to regional loss of special-status plant or wildlife species or their habitat.	Federal Endangered Species Act (ESA) 1978; Federal Migratory Bird Treaty Act 1918 Amendment 1972; California Endangered Species Act (CESA); California Fish and Game Code; and CEQA Section 15380	Policies LU 1.1.1, LU 1.1.11, LU 9.1.1, ER 2.2.1, ER 2.1.4, ER 2.1.6 through ER 2.1.13, ER 2.1.16, ER 2.1.17, ER 4.2.3	SU	None available	SU
4.3-12: Contribution to regional loss of sensitive natural communities including wetlands and riparian habitat in the region.	CEQA, CDFG Code, and CWA Section 404	Policies LU 1.1.1, LU 1.1.11, LU 9.1.1, U 1.1.12, ER 1.1.1, ER 2.1.1 through ER 2.1.9, ER 2.1.12 through ER 2.1.17, ER 4.2.3	LTS	None required	LTS
4.4 Cultural Resources					
4.4-1: Change in the significance of a historical resource as defined in CEQA Guidelines section 15064.5.	National Historic Preservation Act, U.S. Department of Transportation Act of 1966, California Historical Building Code, Public Resources Code Section 21084.1, Sacramento City Code Title 17 of the City Code.	Policies HCR.1.1.1 – 1.1.3, 2.1.1 – 2.1.17, 2.1.18, 3.1.1 – 3.1.4, and LU 1.1.5, 2.1.2, 2.1.8, 2.4.2, 2.6.5, ERC 5.1.4, 5.1.5, CC.HCR 1.1, 1.2	SU	None available	SU
4.4-2: Change in the significance of an archaeological resource as defined in CEQA Guidelines section 15064.5.	National Historic Preservation Act, U.S. Department of Transportation Act of 1966, California Historical Building Code, Public Resources Code Section 21084.1, Sacramento City Code Title 17.	Policies HCR.1.1.1 - 1.1.3, 2.1.1 – 2.1.6, 2.1.8, 2.1.10, 2.1.16, 3.1.1 – 3.1.4, ERC 5.1.4.	SU	None available	SU
4.5 Geology, Soils, and Mineral Resources					
4.5-1: Exposure of people to risk from seismic hazards, such as groundshaking and liquefaction.	Uniform Building Code (updated 1997); California Building Code (updated 2007).	Policies PSH 3.1.8, EC 1.1.1, EC 1.1.2	LTS	None required	LTS

Table ES-1 Summary of Impact Statements, Proposed SGP Policies, and Mitigation Measures

Impact	Applicable Regulations	Proposed SGP Policies	Significance After Policies Implementation	Mitigation Measure	Significance After Mitigation
4.5-2: Exposure of people to risk associated with unstable soil conditions, including expansive soils and subsidence.	Uniform Building Code (updated 1997); California Building Code (updated 2007)	Policies EC 1.1.1 and EC 1.1.2	LTS	None required	LTS
4.5-3: Potential to cause substantial soil erosion.	National Pollutant Discharge Evaluation System (NPDES) Permitting Program (introduced 1972); Chapter 15.88 of the Sacramento City Municipal Code (Grading Ordinance); Stormwater Discharge Control Ordinance	Policies EC 1.1.2 and ER 1.1.7	LTS	None required	LTS
4.5-4: Loss of the availability of known mineral resources of State, regional, or local importance.	Surface Mining and Reclamation Act (SMARA, 1975)	Policies ER 5.1.1, ER 5.1.2, ER 5.1.3	LTS	None required	LTS
4.5-5: Directly or indirectly destroy a unique paleontological resource or site.	National Historic Preservation Act, U.S. Department of Transportation Act of 1966, California State Historic Building Code, Public Resources Code Section 21084.1, Mills Act, Sacramento City Code Title 15.124, Historic Preservation Ordinance (No. 2006-063)	Policy HCR 2.1.16	LTS	None required	LTS
4.6 Hazards and Hazardous Materials					
4.6-1: Exposure of people to hazards and hazardous materials during construction activities.	*Comprehensive Environmental Response, Compensation, and Liability Act; Resource Conservation and Recovery Act; Part 61, Subpart M of the Code of Federal Regulations; Occupational Safety and Health Administration (Cal/OSHA) Hazard Communication Standard; California Code of Regulations Title 8; Section 25401.05 (a)(1) of the California Health and Safety Code; Section 17210 et seq. of the California Education Code;* Sacramento Metropolitan Air Quality Management District's *Rule 902 (amended 1998);*	Policies LU 2.8.5, PHS 2.2.9, PHS 3.1.1, PHS 3.1.2, PHS 3.1.4, PHS 4.1.1, PHS 4.1.3 through 4.1.6	LTS	None required	LTS

Table ES-1 Summary of Impact Statements, Proposed SGP Policies, and Mitigation Measures

Impact	Applicable Regulations	Proposed SGP Policies	Significance After Policies Implementation	Mitigation Measure	Significance After Mitigation
	Department of Utilities Engineering Services Policy No. 0001; Sacramento Municipal Code Sections 12.20.020 and 12.20.030				
4.6-2: Exposure of people to hazards and hazardous materials during the life of the General Plan.	*Hazardous Waste Control Law; Unified Hazardous Waste and Hazardous Materials Management Regulatory Program; Cal/OSHA Standards; City of Sacramento Multi-Hazard Emergency Plan; Unified Hazardous Materials Release Response Plans and Inventory Law; California Accidental Release Prevention Program*	Policies LU 2.8.5, LU 7.2.8, PHS 3.1.1 through 3.1.8, PHS 4.1.1, PHS 4.1.3 through PHS 4.1.6, PHS 5.1.8, EC 2.1.21, EC 2.1.23, SA.M 1.11, SA.M 1.12, SA.PHS 1.1, NS.LU 1.30	LTS	None required	LTS
4.6-3: Effects to emergency vehicle response times resulting from change in LOS standard.	None	Policies M 1.3, M 4.1.1, M 4.2.6, PHS 1.1.2, PHS 1.1.4, PHS 1.1.5, PHS 2.1.2, PHS 2.1.4, PHS 2.1.5, PHS 2.1.7, PHS 4.1.5.	LTS	None required	LTS
4.7 Hydrology, Water Quality, and Flooding					
4.7-1: Potential to degrade water quality due to increases in sediments and other contaminants generated by construction and/or operational activities.	Clean Water Act of 1972 (as amended), State NPDES General Permit for Discharges of Storm Water Associated with Construction Activity – Order 2009-0009-DWQ (As amended by 2010-0014-DWQ and 2012-006-DWQ), Stormwater Quality Improvement Plan (November 2009), Stormwater Quality Design Manual for the Sacramento Region (latest edition), City Code 13.08 Sewer Service System, City Code 13.16 Stormwater Management and Discharge Control Code (2004), and City Code 15.88 Grading, Erosion, and Sediment Control	Policies ER 1.1.1 – 1.1.10	LTS	None required	LTS

Table ES-1 Summary of Impact Statements, Proposed SGP Policies, and Mitigation Measures

Impact	Applicable Regulations	Proposed SGP Policies	Significance After Policies Implementation	Mitigation Measure	Significance After Mitigation
4.7-2: Potential to generate new sources of polluted runoff that could violate water quality standards.	Clean Water Act of 1972 (as amended), Stormwater Quality Improvement Plan (November 2009), Stormwater Quality Design Manual for the Sacramento Region (latest edition), City Code 13.16 Stormwater Management and Discharge Control Code (2004), and City Code 13.08 Sewer Service System	Policies U 1.1.1 – 1.1.5; ER 1.1.3 through ER 1.1.6	LTS	None required	LTS
4.7-3: Potential to increase exposure of the number of people and/or property to risk of injury and damage from a major flood event.	45 CFR 60.3, California Water Code 13000	Policy U 4.1.1 through U 4.1.5, EC 2.1.2 through EC 2.1.16	LTS	None required	LTS
4.8 Noise and Vibration					
4.8-1: Increase in exterior noise levels above the upper value of the normally acceptable category for various land uses (per Table EC-1).	State General Plan Guidelines	Policy EC 3.1.1, EC 3.1.2, EC 3.1.8 EC 3.1.11, EC 3.2.1, EC 3.2.2, and LU 2.7.5, M 7.1.4, M7.1.6, NS.LU 1.5, NS.LU 1.29, SN.PHS 1.2, SA.EC 1.3, and SA.FTV 1.4	SU	None available	SU
4.8-2: Increase in residential interior noise levels of L_{dn} 45 dB or greater.	EPA recommendations and State Title 24	Policy EC 3.1.3, EC 3.1.4, EC 3.2.1	SU	None available	SU
4.8-3: Potential for construction noise levels to exceed the standards in the City of Sacramento Noise Ordinance.	City Noise Ordinance	Policy EC 3.1.10	LTS	None required	LTS
4.8-4: Exposure of existing and/or planned residential and commercial areas to vibration-peak-particle velocities greater than 0.5 inches per second due to construction.	FTA Vibration Criteria as Stated in City Vibration Policies	Policy EC 3.1.5 and EC 3.1.6	SU	None available	SU
4.8-5: Exposure of residential and commercial areas to vibration peak particle velocities greater than 0.5 inches per second due to adjacent highway traffic and rail operations.	FTA Vibration Criteria as Stated in City Vibration Policies	Policy EC 3.1.6	LTS	None required	LTS

Table ES-1 Summary of Impact Statements, Proposed SGP Policies, and Mitigation Measures

Impact	Applicable Regulations	Proposed SGP Policies	Significance After Policies Implementation	Mitigation Measure	Significance After Mitigation
4.8-6: Exposure of historic buildings to vibration-peak-particle velocities greater than 0.25 inches per second due to project construction, highway traffic, and rail operations.	FTA Vibration Criteria as Stated in City Vibration Policies	Policy EC 3.1.7	LTS	None required	LTS
4.9 Parks and Recreation					
4.9-1: Potential physical deterioration of existing parks or recreational facilities due to increased use.	City of Sacramento Municipal Code Chapter 18.44 Park Development Impact Fee	ERC 2.1.1, ERC 2.2.1 through ERC 2.2.8, ERC 2.2.11, ERC 2.2.17, ERC 2.2.18, ERC 2.4.1, ERC 2.4.2, ERC 2.5.1, ERC 2.5.4	LTS	None required	LTS
4.9-2: Potential to increase need for construction or expansion of recreational facilities beyond what was anticipated in the General Plan.	State Public Park Preservation Act, Quimby Act, City of Sacramento Municipal Code Chapter 12.72, 16.64, and 18.44	ERC 2.1.1, ERC 2.2.1 through ERC 2.2.78, ERC 2.2.1011, ERC 2.2.1617, ERC 2.2.1718, ERC 2.4.1, ERC 2.4.2, ERC 2.5.1, ERC 2.5.4	LTS	None required	LTS
4.10 Public Services					
4.10-1: Potential need to construct new or expanded facilities related to the provision of police protection.	None	Policies PHS 1.1.1 through PHS 1.1.7, PHS 1.1.12	LTS	None required	LTS
4.10-2: Potential need to construct new, or expand existing facilities related to the provision of fire protection.	Sacramento City Code Section 8.100.540	Policies PHS 2.1.1 through PHS 2.1.7, PHS 2.1.10, PHS 2.2.4, PHS 2.2.7, PHS 2.2.8	LTS	None required	LTS
4.10-3: Potential to impact schools due to generation of additional elementary, middle, and high school students.	AB 2926, Proposition 1A/SB 50, CCR Title 5, California Education Code	Policies ERC 1.1.1 through ERC 1.1.3	LTS	None required	LTS
4.10-4: Potential to impact higher education facilities due to generation of additional post-secondary student.	None	Policies ERC 1.1.5, ERC 1.1.7	LTS	None required	LTS
4.10-5: Potential need to construct new or expanded facilities related to the provision of library services.	Sacramento Public Library Authority FMP	Policies ERC 3.1.1 through ERC 3.1.4, ERC 3.1.7	LTS	None required	LTS
4.10-6: Potential need to construct new or the expanded emergency response facilities related to the provision of emergency services.	City of Sacramento's 2005 Emergency Operations Plan, 2011 Sacramento County Local Hazard Mitigation Plan, California Code of Regulations, Title 19	PHS 4.1.1 through PHS 4.1.5, PHS 5.1.1	LTS	None required	LTS

Table ES-1 Summary of Impact Statements, Proposed SGP Policies, and Mitigation Measures

Impact	Applicable Regulations	Proposed SGP Policies	Significance After Policies Implementation	Mitigation Measure	Significance After Mitigation
4.11 Public Utilities					
4.11-1: Potential to increase demand for potable water beyond available supply.	Water Management Planning Act	Policies U 1.1.1, U 1.1.5, U 1.1.6, U 2.1.3, U 2.1.9, and U 2.1.10	SU	None available	SU
4.11-2: Potential to result in an increase in demand for potable water in excess of the City's existing diversion and treatment capacity, which could require the construction of new water supply facilities.	Water Management Planning Act	Policies U 1.1.1, U 1.1.5, U 1.1.6, U 2.1.3, U 2.1.9, and U 2.1.10	SU	None available	SU
4.11-3: Potential to generate additional wastewater and stormwater, which could require the expansion of existing conveyance facilities.	SRCSD Regional Connection Fee Combined System Development Fee	Policies U 1.1.1, U 1.1.2, U 1.1.3, U 1.1.5, U 1.1.6, U 1.1.7, U.1.1.8, U 3.1.2, U 3.1.3, U 3.1.4	LTS	None required	LTS
4.11-4: Potential to require the need for expansion of wastewater treatment facilities, which could adversely affect the environment.	Sacramento Metropolitan Air Quality Management District Rules and Regulations pertaining to construction emissions	Policies U 1.1.1, U 1.1.2, U 1.1.3, U 1.1.5, U 1.1.6, U 1.1.7, U.1.1.8, U 3.1.2, U 3.1.3, U 3.1.4	LTS	None required	LTS
4.11-5: Potential to result in the construction of new solid waste facilities or expansion of existing facilities.	None	Policies U 5.1.1 through U 5.1.25	LTS	None required	LTS
4.11-6: Potential to require or result in the construction of new energy production or transmission facilities.	CCR title 20, 24	Policies U 6.1.1 through U 6.1.17	LTS	None required	LTS
4.11-7: Potential to require the construction of new or expansion of existing telecommunication facilities.	None	Policies U 7.1.1 through U 7.1.8	LTS	None required	LTS
4.12 Transportation and Circulation					
4.12-1: Potential to adversely affect pedestrian, bicycle, transit, and other non-auto mobility in conjunction with planned future development in the region.	None	Policies M 1.1.1, M 1.2.1, M 1.2.2, M 1.2.3, M 1.3.1, M 1.3.2, M 1.3.3, M 1.3.4, M 1.3.5, M 1.4.3, M 4.2.1, M 4.2.2, M 4.2.3, M 4.2.4, M 4.2.5, M 4.2.6, LU 1.1.5, LU 2.6.1, LU 2.7.6, LU 4.1.3, LU 4.1.3, LU 4.1.6, and LU 4.2.1.	LTS	None required	LTS

Table ES-1 Summary of Impact Statements, Proposed SGP Policies, and Mitigation Measures

Impact	Applicable Regulations	Proposed SGP Policies	Significance After Policies Implementation	Mitigation Measure	Significance After Mitigation
4.12-2: Adverse effects to roadway LOS within the Policy Area associated with planned future development in the region.	None	Policies M 1.2.2, M 1.3.1, M 1.3.2, M 1.3.3, M 1.3.5, M 1.3.6, M 1.4.1, and M 1.4.2.	LTS	None required	LTS
4.12-3: Potential adverse effects to roadway segments located in adjacent jurisdictions resulting from planned development under the 2035 General Plan, such that the jurisdictions minimum acceptable level-of-service thresholds are not met.	None	Policies M 1.2.2, M 1.3.1, M 1.3.2, M 1.3.3, M 1.3.5, M 1.3.6, M 1.4.1, and M 1.4.2.	S	4.14-1 Widen 47th Avenue from 4 to 6 Lanes.	SU
4.12-4: Potential impacts to freeway segments.	None	Policies M 1.2.2, M 1.3.1, M 1.3.2, M 1.3.3, M 1.3.5, M 1.3.6, M 1.4.1, M 1.4.2, M 1.5.6, M 1.5.7, and M 4.1.5.	S	None available	SU
4.12-5: Potential construction-related impacts to the local roadway network.	City Municipal Code Sections 12.20.020 and 12.20.030	Policies M 1.2.2, M 4.1.1, LU 2.5.1	LTS	None required	LTS
4.13 Visual Resources					
4.13-1: Creation of a new source of light or glare that is substantially greater than typical urban sources and may cause sustained annoyance and/or hazard for nearby, visually sensitive receptors, such as neighborhood residents.	None	LU 6.1.12, ER 7.1.3, ER 7.1.4	LTS	None required	LTS
4.13-2: Interference with an important, existing scenic resource or degrade the view of an important, existing scenic resource, as seen from a visually sensitive, public location.	None	LU 2.2.1 through 2.2.3; LU 2.3.1; LU 2.3.2; LU 5.6.4; LU 5.6.5; LU 6.1.12; LU 9.1.4; ER 7.1.1; ER 7.1.2, ER 7.1.5	LTS	None required	LTS
4.14 Climate Change					
4.14-1: Potential to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.	City of Sacramento Climate Action Plan	Policies: See Appendix F	LTS	None required	LTS

1 INTRODUCTION

This Draft Master Environmental Impact Report (Draft MEIR) examines the potential environmental effects of the proposed Sacramento 2035 General Plan for the City of Sacramento, City Project #LR12-003 (2035 General Plan or proposed General Plan). The MEIR's State Clearinghouse number is SCH #2012122006. The proposed General Plan is described in detail in Chapter 2, "Project Description." The project background and the legal basis for preparing an MEIR are described below. The General Plan Background Report (BR) provides the existing setting information and is included as Appendix C of this Draft MEIR. The BR was prepared as a separate document, because it served dual purposes as the existing conditions information for the proposed 2035 General Plan and the existing setting of the MEIR.

1.1 PROJECT BACKGROUND

Sacramento 2030 General Plan Policy 1.1.3 and Table 4-1, Program 2 require the City to conduct a technical review and update every five years. This resets the planning horizon for the General Plan from 2030 to 2035.

In 2013, the City initiated the General Plan review and technical update. The technical update of the 2030 General Plan includes a focused review and evaluation of policies by City staff from all City departments, as well as several opportunities for public input on proposed revisions. City staff, in coordination with the City's consultants, first updated existing setting information to identify new issues that the General Plan technical update would address and establish a baseline for the MEIR analysis. This information is compiled in a Background Report (included as Appendix C of this MEIR).City staff and consultants then evaluated the 2030 General Plan goals, policies, and programs, and made revisions based on new and emerging City issues and new State planning laws (e.g., AB 162 Flood Hazards). These changes were incorporated into the draft 2035 General Plan. Opportunities for public input included various stakeholder meetings, a community workshop on February 27, 2013, and Planning and Design Commission meetings on March 14, 2013 and June 27, 2013, which provided opportunities to review and discuss proposed changes to the 2030 General Plan.

The proposed 2035 General Plan maintains the overall land use planning and development direction established in the 2030 General Plan, but includes a refinement and updating of the goals and policies to promote further progress.

The MEIR evaluates the potential environmental impacts that would result from implementation of the proposed 2035 General Plan compared to existing conditions, including an analysis of cumulative effects, growth-inducing effects and irreversible significant effects on the environment. When the MEIR is certified by the City, the updated environmental impact analysis would renew the utility of the MEIR for streamlining the CEQA compliance process for subsequent projects that are consistent with the 2035 General Plan and MEIR analysis, in accordance with CEQA Guidelines Section 15177, and explained in more detail below.

1.2 ENVIRONMENTAL SETTING/DEFINITION OF THE BASELINE AND EIR ASSUMPTIONS

According to Section 15125 of the CEQA Guidelines, an EIR must include a description of the existing physical environmental conditions in the vicinity of the project to provide the "baseline condition" against which project-related impacts are compared. The baseline condition is normally the existing setting at the time the Notice of Preparation (NOP) is published (State CEQA Guidelines, Section 15125 [a]). The NOP for the General Plan MEIR was circulated in December 2012. However, the CEQA Guidelines recognize that the

date for establishing an environmental baseline can be modified at the discretion of the lead agency, based on substantial evidence, to effectively inform decision-makers and the public about environmental effects. Because physical environmental conditions may vary over time, the use of environmental baselines that differ from the date of the NOP is reasonable and appropriate when doing so results in a more accurate or meaningful environmental analysis.

For analytical purposes, impacts associated with implementation of the proposed 2035 General Plan are derived from the existing environmental setting in the BR prepared for the proposed 2035 General Plan (included as Appendix C). The initiation of the preparation of the BR is approximately coincidental with the release of the NOP late in 2012. Where it has been feasible to present more current information, the more current information is also provided and analyzed in the applicable technical section of the Draft MEIR.

The level of development evaluated in this Draft MEIR is based on reasonable assumptions for development activity anticipated to occur between now and 2035 within the proposed General Plan boundaries, which includes the existing incorporated city limits plus a few small adjacent areas to the north and west (collectively called the Policy Area). This Draft MEIR presents a reasonably likely scenario based upon the potential development within the city and adjacent areas from 2014 through 2035. As has been demonstrated by recent history, the actual amount of development in most cities or counties has often been less than the theoretical limit of development (full buildout). This is a result of market forces, as well as building and zoning restrictions when applied to specific sites, which often dictate the construction of less than the maximum allowable development identified in the General Plan. The identification and evaluation of potential effects on the environment take these factors into consideration. Specifically, the level of development assumed in the General Plan and MEIR represents projected conditions in the year 2035, consistent with the horizon year of SACOG's projections for the MTP/SCS.

Based on an evaluation of Tier 1 Shovel Ready Sites in 2012, the City identified three Priority Investment Areas (PIAs): the western part of the 65th Area, the Arden Fair Area, and the Central Business District. These are discussed in Chapter 6, Section 6.6.

The analysis of cumulative effects includes the potential impacts of the Subsequent Projects identified in Table 2-2, based on the available description of them known at this time. Project-specific CEQA review will be conducted at the time each such project is undertaken, consistent with CEQA Guidelines Sections 15177 and 15178.

1.3 PURPOSE OF THE MASTER ENVIRONMENTAL IMPACT REPORT

This Draft MEIR has been prepared in conformance with the California Environmental Quality Act (CEQA) of 1970 (as amended) and CEQA Guidelines, particularly Article 11.5 regarding Master EIRs, to evaluate the environmental effects of implementation of the 2035 General Plan.

CEQA requires that a local agency prepare an EIR on any project it proposes to approve that may have a significant effect on the environment. The purpose of an EIR is not to recommend approval or denial of a project, but to provide decision-makers, public agencies, and the general public with information regarding the significant and potentially significant environmental effects that could result from a proposed action. The EIR objectively evaluates and discloses potentially significant direct, indirect, and cumulative impacts of a proposed project; identifies alternatives that could reduce or eliminate a project's significant effects while continuing to achieve the most of the basic objectives of the project; and identifies feasible measures that would reduce or avoid the significant effects of a project. In addition, CEQA requires that an EIR identify those adverse impacts that remain significant after mitigation.

According to Section 15175(a) of the CEQA Guidelines,

> The Master EIR procedure is an alternative to preparing a project EIR, staged EIR, or program EIR for certain projects which will form the basis for later decision making. It is intended to streamline the later environmental review of projects or approval included within the project, plan or program analyzed in the Master EIR. Accordingly, a Master EIR shall, to the greatest extent feasible, evaluate the cumulative impacts, growth inducing impacts, and irreversible significant effects on the environment of subsequent projects.

Subsequent projects that are consistent with the updated general plan and that have been considered in the analysis contained in the Draft MEIR will not, in most cases, require extensive additional environmental review before they can be approved. In many cases an Initial Study can be prepared for such projects to document their consistency with the general plan and MEIR, and to identify project-specific significant impacts that were not considered in the MEIR, if any, after which a finding of conformance can be made. Other projects that are within the scope of the MEIR, but whose effects were not analyzed in the MEIR would be addressed in an appropriate follow-up CEQA document.

The MEIR may be used for a period of 5 years or as long as the City is able to make findings that "no substantial changes have occurred with respect to the circumstances under which the MEIR was certified, or that there is no new available information which was not known and could not have been known at the time the MEIR was certified." (CEQA Guidelines Section 15179 (b)(1)). The City may also, at its discretion, choose to supplement or amend this MEIR to maintain its adequacy under CEQA for a period extending beyond the original 5-year period.

1.4 SB 375 AND SB 743

Use of an MEIR is a valuable tool for agencies to streamline CEQA review for subsequent projects. Other streamlining tools have been provided through legislation, including Senate Bill (SB) 375 and SB 743. SB 375, which is also known as the "Sustainable Communities and Climate Protection Act of 2008, focuses on a number of statewide and regional planning objectives, including setting regional greenhouse gas (GHG) emission reduction targets for cars and light-duty trucks, requiring Metropolitan Planning Organizations (MPOs) to adopt Sustainable Communities Strategies (SCS) to achieve regional GHG targets, and requiring California Air Resources Board (ARB) approval of the MPO's Metropolitan Transportation Plan (MTP)/SCS. SB 375 provides a variety of streamlining provisions for Transit Priority Projects (TPPs) and Residential Mixed Use projects that are consistent with the SCS.

SB 743, introduced by Senate Pro Tem Darrel Steinberg, was approved by the Legislature and signed into law by Governor Brown in 2013. While one of its purposes was to streamline CEQA for Sacramento's downtown Entertainment and Sports Complex, it also became a vehicle for providing opportunities to ease the path of qualifying urban infill development near major transit stops in metropolitan regions statewide and, perhaps, provided some guideposts for future CEQA enhancements. For transit-oriented infill projects, aesthetic and parking impacts are not significant effects on the environment. The most effective streamlining strategy relates to SB 743's new exemption opportunity for infill projects that meet certain qualifications. A transit-oriented infill project can be exempt from CEQA if it is consistent with a specific plan for which an EIR was prepared, and is also consistent with the use, intensity, and policies of an SCS or alternative planning strategy (APS) that is certified by ARB as meeting its GHG reduction targets. Also, in an amendment to the Government Code regarding Congestion Management Plans, a city or county may designate an "infill opportunity zone" by resolution, if it is consistent with the general plan and any applicable specific plan, and is a transit priority area within the adopted SCS or APS. This zone becomes exempt from traffic level-of-service (LOS) standards in the congestion management plan (allowing more flexible and multi-modal planning for mobility).

1.5 MASTER EIR PROCESS

In accordance with CEQA Guidelines, an NOP was released December 5, 2012 for agency and public review and is included in full in Appendix A. The NOP comment period closed on January 22, 2013. The NOP was distributed to responsible agencies, trustee agencies, and interested parties. The NOP provided notification that an MEIR for the general plan update was being prepared and to solicit guidance on the scope and content of the document. Comment letters received on the NOP are included in Appendix B. A public scoping meeting was held on January 9, 2013. Agencies and members of the public were invited to attend and provide input on the scope of the MEIR.

This Draft MEIR is being circulated for public review and comment for a period of 45 days. During this period, the general public, organizations, and agencies can submit comments to the lead agency on the Draft MEIR's adequacy and completeness.

Upon completion of the public review period, a Final MEIR will be prepared that will include all written comments on the Draft MEIR received by the City during the public review period and the City's responses to environmental points raised in those comments. The Final MEIR will include any revisions to the Draft MEIR made in response to public comments. The Draft MEIR and Final MEIR together will comprise the MEIR for the proposed project.

Before the City can consider approval of the proposed 2035 General Plan, it must first certify that the MEIR has been completed in compliance with CEQA, that the City Council (decision-making body) has reviewed and considered the information in the MEIR, and that the MEIR reflects the independent judgment of the City. The City Council also would be required to adopt Findings of Fact as required by CEQA Guidelines Section 15091 for any significant or potentially significant effects and Statement of Overriding Considerations for any impacts that have been identified as significant and unavoidable.

1.6 LEAD, RESPONSIBLE, AND TRUSTEE AGENCIES

1.6.1 Lead Agency

The City of Sacramento is the lead agency for preparation of the proposed 2035 General Plan environmental analysis. See Sections 15050 and 15367 of the CEQA Guidelines. The City, as lead agency, is responsible for scoping the analysis, preparing the MEIR, and responding to comments received on the Draft MEIR.

1.6.2 Responsible Agencies

Responsible agencies are state and local public agencies other than the lead agency that have authority to carry out or approve a project or that are required to approve a portion of the project for which a lead agency is preparing or has prepared an EIR or Initial Study/Negative Declaration. Because the proposed project is a general plan, there are no agencies other than the City of Sacramento that have approval or permitting authority for the plan's adoption. Implementation of the proposed 2035 General Plan, however, would involve many additional agencies depending upon the nature of subsequent projects. The following are some of the agencies that may be required to act as responsible agencies for certain subsequent projects:

- Caltrans, including the Division of Aeronautics,
- California Air Resources Board,
- California Department of Housing and Community Development,
- State Office of Historic Preservation,
- Central Valley Flood Protection Board,

- Sacramento Metropolitan Air Quality Management District,
- Sacramento Local Agency Formation Commission (LAFCo),
- California Department of Fish and Wildlife,
- State Lands Commission,
- California Department of Parks and Recreation,
- State Water Resources Control Board, and
- Central Valley Regional Water Quality Control Board.

1.6.3 Trustee Agencies

Trustee agencies under CEQA are public agencies with legal jurisdiction over natural resources that are held in trust for the people of California and that would be affected by a project, whether or not the agencies have authority to approve or implement the project. It is anticipated that development consistent with the proposed 2035 General Plan would not directly affect any lands under the jurisdiction of a Trustee Agency; however, the Trustee Agencies with jurisdiction over resources that could be affected by subsequent projects consistent with the proposed 2035 General Plan include the California Department of Fish and Wildlife, State Lands Commission, and the California Department of Parks and Recreation.

1.7 REQUIRED PERMITS AND APPROVALS

Project approval requires the following actions by the City Council:

- Certification of this MEIR, adoption of CEQA Findings of Facts, and, if unavoidable significant effects are identified, adoption of a Statement of Overriding Considerations
- Adoption of a Mitigation Monitoring Plan, if feasible mitigation measures are adopted to reduce significant effects on the environment

The MEIR will be used to support subsequent actions, including:

- Rezones
- Subdivision and Parcel Maps
- Community Plans
- Specific Plans
- Special Planning Districts
- Conditional Use Permits
- Design Review Actions
- Zoning Administrator Actions
- Preservation Actions
- Planning Actions
- Infrastructure and Public Facilities Siting and Project Approvals
- Other related actions

1.8 PUBLIC REVIEW OF DRAFT MEIR AND LEAD AGENCY CONTACT

Upon publication of this Draft MEIR, the City will provide public notice of the document's availability for public review and invite comment from the general public, agencies, organizations, and other interested parties. Copies of the Draft MEIR will be available on the City's Community Development Department, environmental documents webpage at the following link: http://portal.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports.aspx.

These documents can also be accessed through the City's General Plan webpage at the following link: http://portal.cityofsacramento.org/Community-Development/Planning/Long-Range/General-Plan/General%20Plan%20Update and at the following locations:

City of Sacramento Community Development Department
300 Richards Boulevard, Third Floor
Sacramento, CA 95811
(Open to the public on weekdays from 9:00 am to 4:00 pm, excluding holidays)

Sacramento Public Library
828 I Street
Sacramento, CA 95814
(Open to the public during regular library hours)

Need assistance with documents or information accessibility? Call City Operator (916) 264-5011 or TTY (916) 808-8563, open 24 hours a day, 7 days a week, 365 days of the year.

The public review and comment period is 45 days, from July 18, 2014 through September 2, 2014. All written public comments on the Draft MEIR must be received no later than 5:00 p.m. on Tuesday, September 2, 2014. All written comments or questions regarding the Draft MEIR should be addressed to:

Scott Johnson, Associate Planner
City of Sacramento, Community Development Department
300 Richards Boulevard, Third Floor
Sacramento, CA 95811
srjohnson@cityofsacramento.org
(916) 808-5842

Following the public review period, a Final MEIR will be prepared. The Final MEIR will respond to environmental points raised in written comments received during the public review period. The City will review and consider the Final MEIR prior to its decision to approve, revise, or reject the proposed 2035 General Plan.

1.9 SCOPE OF THIS DRAFT MEIR

As lead agency, the City determined that this Draft MEIR should address the following technical issue areas in Chapter 4 "Environmental Analysis":

- Agricultural Resources;
- Air Quality;
- Biological Resources;
- Cultural Resources;
- Geology, Soils, and Mineral Resources;
- Hazards and Hazardous Materials;
- Hydrology and Water Quality;
- Land Use and Compatibility;

- Noise and Vibration;
- Parks and Open Space;
- Population, Employment, and Housing;
- Public Services, including Police, Fire, Schools, Libraries, and Emergency Services;
- Public Utilities, including Water Supply, Wastewater, Storm Drainage, Solid Waste, Energy, Electricity and Natural Gas, Telecommunications;
- Transportation and Circulation;
- Visual Resources; and
- Climate Change.

1.10 HOW TO USE THIS REPORT

This report includes nine principal parts: Summary of Environmental Effects; Project Description; Environmental Analysis (Setting, Impacts, and Mitigation Measures); Other CEQA Required Considerations; Alternatives; Acronyms and Abbreviations; References; Report Preparation; and Appendices.

The **Executive Summary** presents an overview of the results and conclusions of the environmental evaluation. This section identifies impacts of the adoption and implementation of the 2035 General Plan and available mitigation measures.

The **Project Description** (Chapter 2) provides information concerning the policies and goals of the 2035 General Plan. This chapter also includes a list of subsequent projects (See Table 3-2).

The **Land Use, Population, and Housing** discussion (Chapter 3) establishes the land use, population, and housing conditions that would result from implementation of the proposed General Plan.

The **Environmental Analysis** (Chapter 4) includes a topic-by-topic analysis of impacts that would or could result from adoption and implementation of the 2035 General Plan or alternatives. The analysis is organized into 14 technical sections. Each technical section includes an introduction of the topic, a summary of the methodology (as appropriate), and a discussion regarding the impact analysis and mitigation measures (as applicable). (Note that in the impact tables "SGP" = Sacramento General Plan)

Alternatives (Chapter 5) includes a description of the general plan update alternatives. An MEIR must provide adequate information for decision-makers to make an informed, reasoned choice between alternatives based on the environmental consequences of the proposed 2035 General Plan and alternatives. The impacts of the alternatives are qualitatively evaluated and compared to those of the proposed 2035 General Plan. This chapter also identifies the environmentally superior alternative.

Other CEQA Considerations (Chapter 6) discusses issues required by CEQA: unavoidable adverse impacts, irreversible environmental changes, growth inducement, and a summary of cumulative impacts. This chapter of the MEIR also evaluates the cumulative impacts, growth inducing impacts, and irreversible significant effects on the environment of development in the priority investment areas and implementation of subsequent projects, in accordance with CEQA Guidelines Section 15175. This MEIR is not intended to analyze the subsequent projects on a project-specific basis; a project-specific CEQA review will be conducted at the time that each subsequent project is proposed, in accordance with CEQA Guidelines Section 15177.

The **References** (Chapter 7) used throughout the Draft MEIR are included in this chapter.

The **List of Preparers** (Chapter 8) includes a list of the individuals who participated in the preparation of the Draft MEIR.

The **Appendices** contain a number of reference items providing support and documentation of the analyses performed for this report, including the Background Report, and are included on CD in the back cover of this document.

1.11 ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
AFY	acre-feet per year
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
ARB	California Air Resources Board
BMP	best management practices
BR	Background Report
Cal/OSHA	California Occupational Safety and Health Administration
CalEEMod	California Emissions Estimator Model
CAP	2012 Climate Action Plan
CBD	Central Business District
CDFW	California Department of Fish and Wildlife
CDP	Comprehensive Drainage Plan
Central City	Central City Community Plan Area
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
cfs	cubic-feet per second
CIP	capital improvement plan
CLG	Certified Local Government
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society's
CRHR	California Register of Historical Resources
CSS	Combined Sewer System
CWA	Clean Water Act
dBA	A-weighted decibel
DTSC	Department of Toxic Substances Control
ESA	federal Endangered Species Act
ESC	Sacramento Entertainment and Sports Complex
FHWA	Federal Highway Administration
FMMP	Farmland Mapping and Monitoring Program
FMP	Facility Master Plan

FTA	Federal Transit Administration
GHG	greenhouse gas
HCP	Habitat Conservation Plan
HMP	Habitat Mitigation Plan
I-5	Interstate 5
IRP	Integrated Resource Plan
LAFCO	Sacramento Local Agency Formation Commission
lb/day	pounds-per-day
L_{dn}	Day Night Average Level
LEV	Low Emission Vehicle
LID	Low Impact Development
LOS	level of service
LUST	Leaking Underground Storage Tank
MEIR	Master Environmental Impact Report
MPO	Metropolitan Planning Organization
MRZs	mineral resource zone
MT CO_2e	metric tons carbon dioxide equivalent
MTP/SCS	2035 Metropolitan Transportation Plan/Sustainable Communities Strategy
MWh	megawatt-hours
NBHCP	Natomas Basin Habitat Conservation Plan
NCIC	North Central Information Center
NO_X	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
OAP	ozone attainment plan
OEHHA	Office of Environmental Health Hazard Assessment
OHP	California Office of Historic Preservation
PG&E	Pacific Gas and Electric Company
PIA	priority investment area
PM	particulate matter
ROG	reactive organic gases
RPS	Renewable Portfolio Standard
RT	Sacramento Regional Transit District
RTAC	Regional Targets Advisory Committee
RTP	Regional Transportation Plan

SAA	Lake or Streambed Alteration Agreements
SACOG	Sacramento Area Council of Governments
SB	Senate Bill
SCEMD	Sacramento County Environmental Management Department's
SCS	Sustainable Communities Strategy
SFD	Sacramento Fire Department
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMUD	Sacramento Municipal Utility District
SOI	sphere of influence
SPD	Sacramento Police Department
SPL	Sacramento Public Library
SRCSD	Sacramento Regional County Sanitation District
SVAB	Sacramento Valley Air Basin
SWRCB	State Water Resources Control Board's
US 50	U.S. Highway 50
USACE	U.S. Army Corps of Engineers
USBR	U.S. Bureau of Reclamation
USFWS	U.S. Fish and Wildlife Service
UWMP	2010 Urban Water Management Plan, City of Sacramento
VdB	vibration velocity level in decibels
VMT	vehicle miles traveled
WDRs	waste discharge requirements

2 PROJECT DESCRIPTION

The City of Sacramento is considering a proposed update to its general plan, called Sacramento 2035 General Plan, which is the subject of this Master Environmental Impact Report (MEIR). A general plan is a state-required, legal document, prepared in accordance with California Government Code Section 65300 et seq. The general plan provides guidance to the City regarding the physical form and character of Sacramento's land use and development and the conservation of its resources. The current proposal is a technical update and refinement of the 2030 General Plan, which was a comprehensive revision adopted by the City in 2009.

2.1 PROJECT LOCATION

The City of Sacramento is located approximately 80 miles east of San Francisco and 85 miles west of Lake Tahoe in the great Central Valley at the northern end of the Sacramento/San Joaquin Delta and the confluence of the Sacramento and American rivers. Sacramento is the capital of the State of California and the seat of the County of Sacramento (Exhibit 2-1). The City of Sacramento is the largest incorporated city in Sacramento County.

Sacramento is a major transportation hub, the point of intersection of major highway and rail transportation routes that connect Sacramento to the San Francisco Bay area to the west, the Sierra Nevada range and state of Nevada to the east, city of Los Angeles to the south, and state of Oregon to the north. The city is crossed by three major freeways: Interstate 5 (I-5), which traverses the state from north to south; Interstate 80 (I-80), which is an important cross-country, interstate highway that also provides an east-west connection between San Francisco and Reno, as well as U.S. Highway 50 (US 50), which provides a connection from Sacramento to South Lake Tahoe and points farther east. The Union Pacific (UP) Railroad also transects the city providing rail connections to the rest of the U.S. West and the nation. Daily Amtrak service is provided on the Capitol Corridor, which is a commuter rail operation between Auburn and San Jose, and several intercity rail routes to more distant destinations.

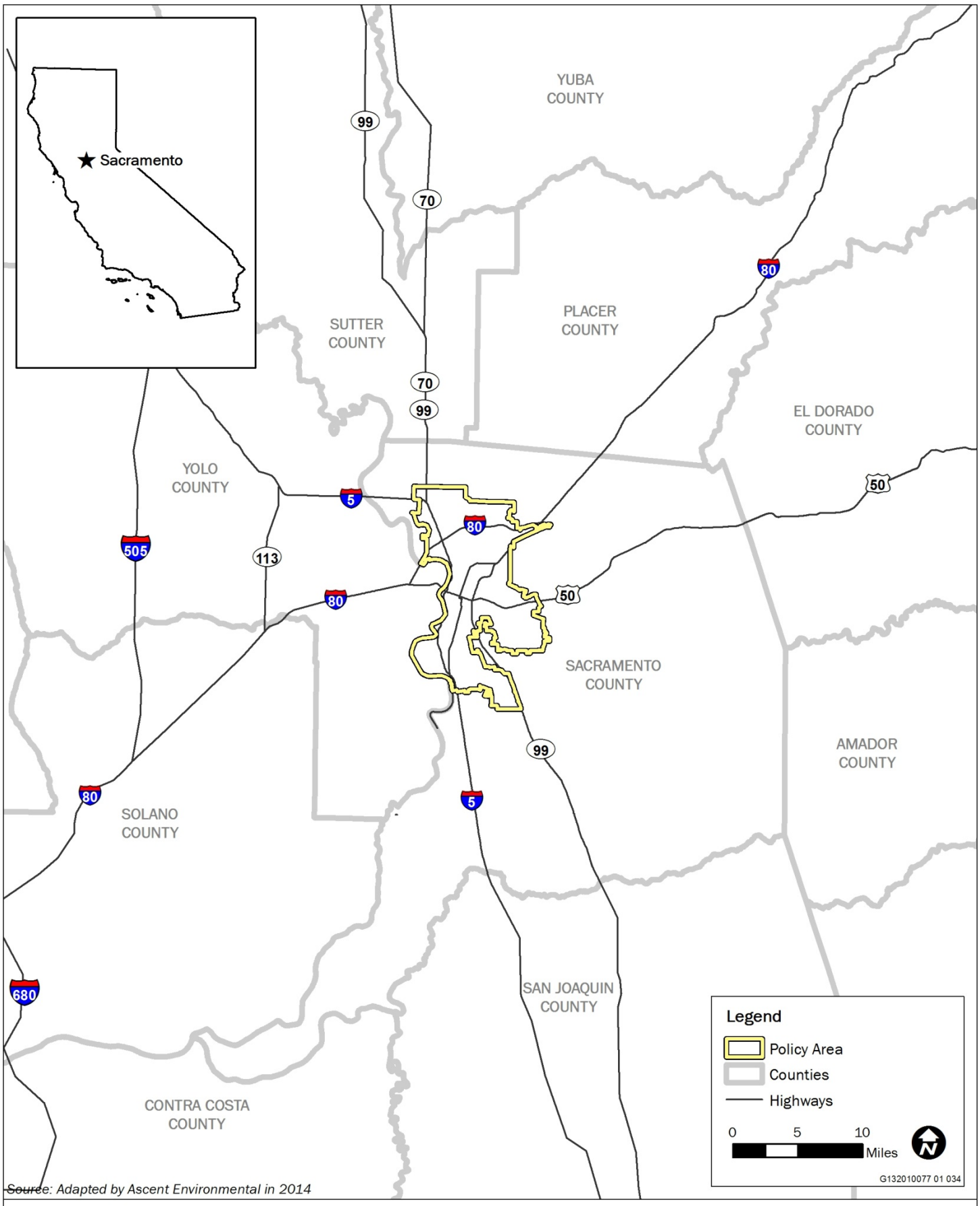
2.1.1 General Plan Policy Area

The 2035 General Plan encompasses an approximately 102-square-mile area that is referred to as the "Policy Area," as shown on Exhibit 2-2. The General Plan Policy Area covers an area in which the City has formally adopted policies, and areas for which the General Plan designates specific land uses. The General Plan Policy Area is generally contiguous with the city limit, but also includes additional areas within the City's sphere of influence (SOI) for which the General Plan designates land use. These additional areas include the Panhandle Area, which is currently pending annexation, and the Camino Norte Area.

2.1.2 Community Plans

The City has adopted community plans for its Policy Area. The community plans are intended to implement the General Plan with more detailed guidance. The city's 10 community plan areas include the following:

- Arden-Arcade
- Central City
- Fruitridge/Broadway
- East Sacramento
- Land Park
- North Natomas
- North Sacramento
- Pocket
- South Area
- South Natomas



Source: Adapted by Ascent Environmental in 2014

Exhibit 2-1 **Project Location**

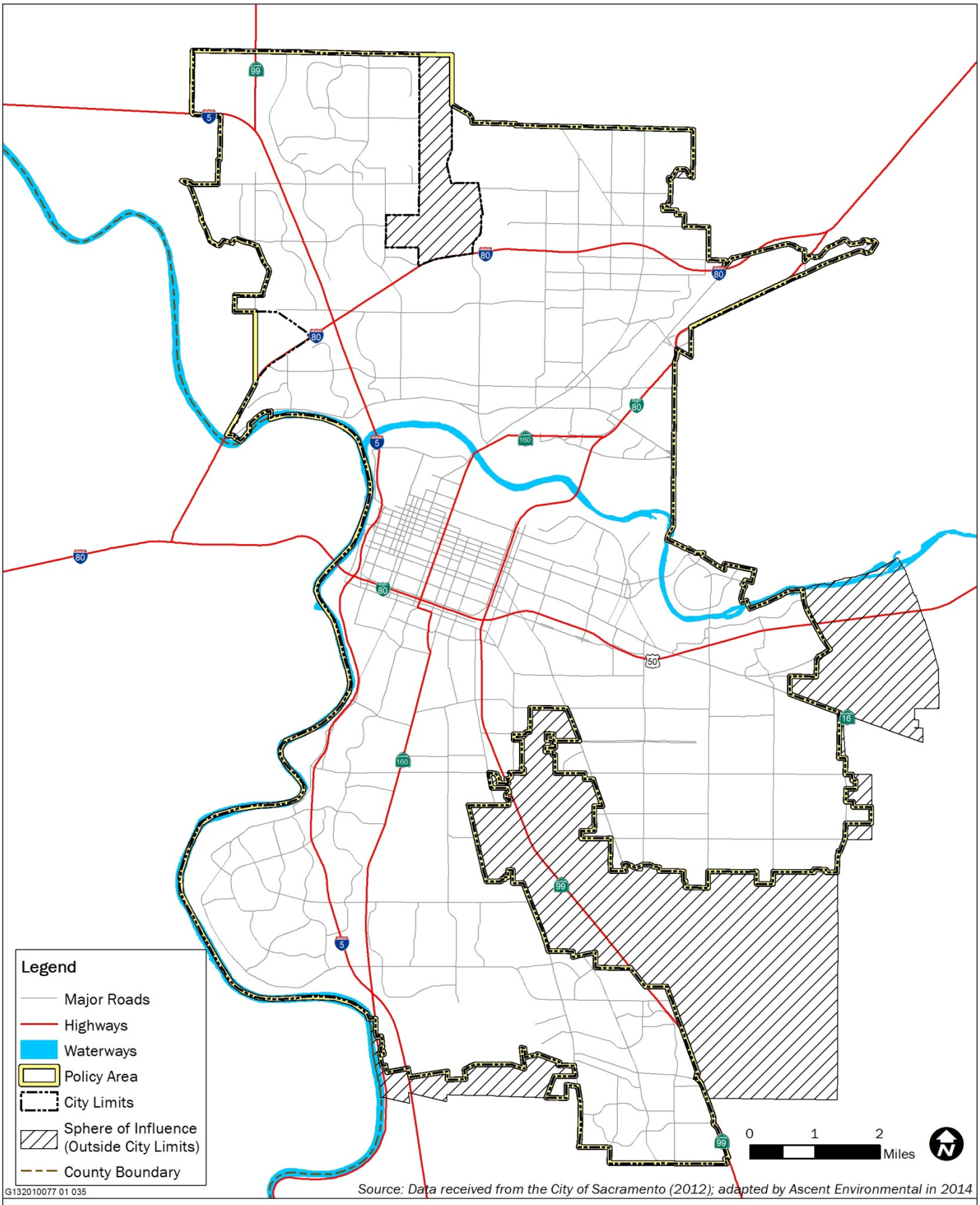


Exhibit 2-2 **Policy Area**

All land within the Policy Area is assigned to a community plan area, but several of the community plan areas extend beyond the Policy Area, including North Natomas, Arden-Arcade, East Sacramento, Fruitridge/Broadway, and South Area. Development within these areas is governed by the City of Sacramento General Plan and the 2030 Sacramento County General Plan.

2.1.3 Priority Investment Areas

The 2030 City of Sacramento General Plan identified several Focused Opportunity Areas, which are subareas of the city that have been identified in the community plans as important opportunities for future development through infill, reuse, or redevelopment. The community plans present a description for each Focused Opportunity Area including a vision statement, description of key issues, significant infrastructure challenges (e.g., water, sewer, storm drainage, mobility), and urban form concepts that are based on the citywide Land Use and Urban Form Diagram.

As part of this 2035 update, the City has focused attention on three of the Focused Opportunity Areas for future development and investment. These are identified as Priority Investment Areas (PIAs) and include the Central Business District (CBD), 65th North, and Arden Arcade (see Exhibit 2-3). The PIAs are discussed further below and in detail in Chapter 8 of the Background Report (BR, included in this MEIR as Appendix C). See also Chapter 6, Section 6.6, for a discussion of potential environmental effects related to each PIA.

2.2 PROJECT BACKGROUND

California Government Code Section 65300 et seq. directs that all cities and counties in the state shall adopt a comprehensive planning document, called the general plan. The general plan provides guidance to local government decision-makers regarding the conservation of resources and the future physical form and character of development for the jurisdiction. It is the official local government statement regarding the extent and types of development of land and infrastructure that will achieve the community's physical, economic, social, and environmental goals. A general plan expresses a city's or county's goals and articulates its intentions with respect to the rights and expectations of the general public, property owners, community interest groups, prospective investors, and business interests. Although the general plan consists of individual sections, or "elements," that address specific areas of concern, it also embodies a comprehensive and integrated planning approach for the jurisdiction.

Under state law, each general plan must contain seven elements:

- Land Use
- Circulation
- Housing
- Conservation
- Open Space
- Noise
- Safety

The City's 2035 General Plan is organized into four main chapters: Part I: Introduction, Part II: City Wide Goals and Policies, Part III: Community Plans and Special Study Areas, and Part IV: Administration and Implementation.

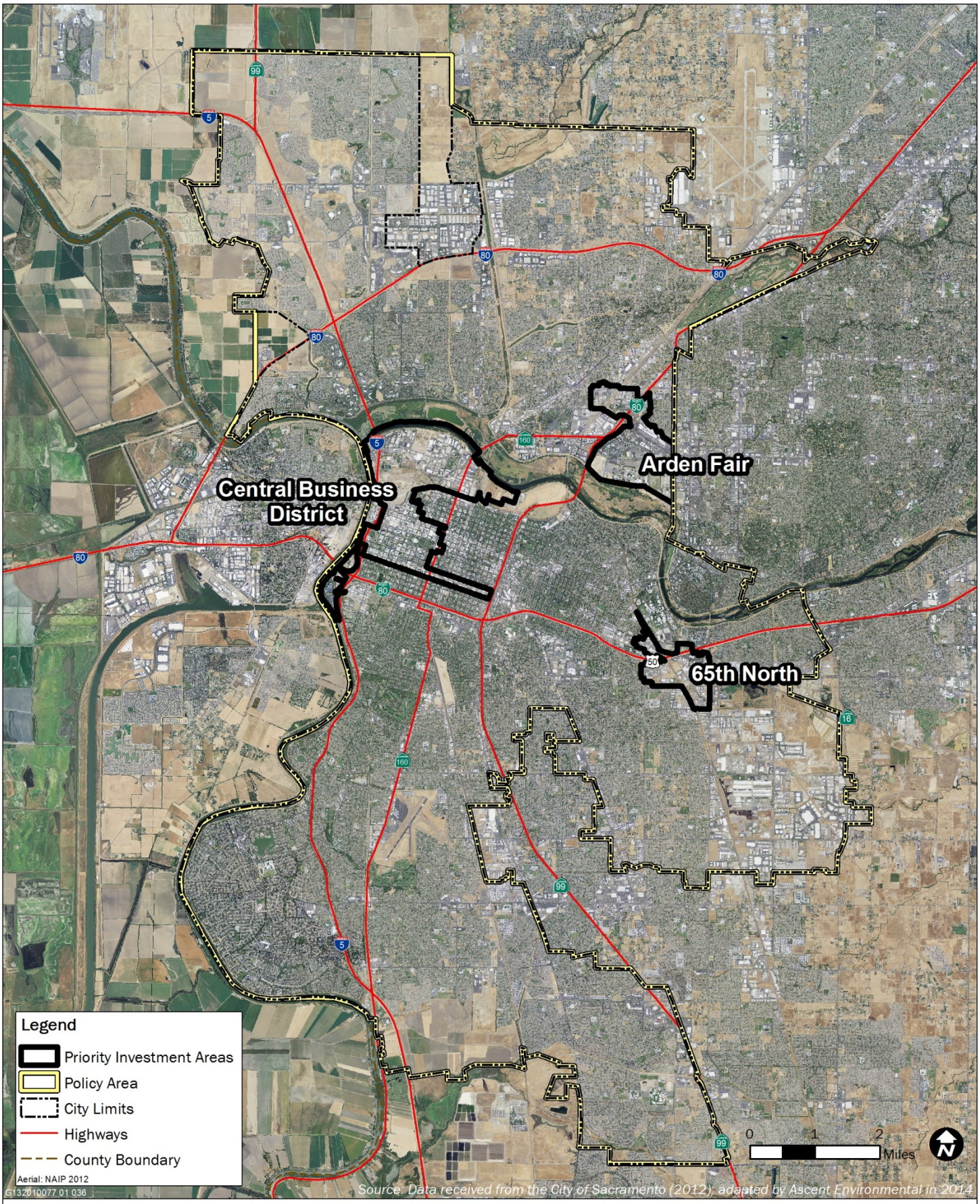


Exhibit 2-3 **Priority Investment Areas**

Government Code Section 65303 permits local jurisdictions to formulate other elements, chapters or sections, which, in the "judgment of the planning agency," relate to the physical development of the city. These "permissive" elements, once adopted, are as legally binding as a mandatory element. Part II includes the following additional elements and topics that are not required by State law.

- Part II: Historic and Cultural Resources
- Part II: Economic Development
- Part II: Education, Recreation and Culture
- Part II: Utilities - Telecommunications
- Part II: Public Health and Safety - Public Health and Human Services
- Part II: Environmental Resources - Urban Forest, Air Quality, Aesthetic Resources
- Part II: Urban Design
- Sustainability

Part III includes chapters for each of the community plan areas, as well as a discussion of each of the Special Study Areas included at the end of the section. Part IV includes specific implementation programs as well as a discussion of the overall administration and maintenance of the General Plan.

2.3 EXISTING GENERAL PLAN

The City's current 2030 General Plan was adopted March 3, 2009 and is based upon data and analyses from the early to mid-2000s. The 2030 General Plan reflects the City's vision for accommodating future growth, for how to protect resources, and how quality of life will be defined and fostered within the City of Sacramento over the next 20 years.

2.4 TECHNICAL UPDATE

In 2013, the City initiated the technical review and update of the 2030 General Plan, consistent with Policy 1.1.3 and Table 4-1, Program 2, which requires the City to conduct such an update every five years. In addition to technical policy updates, the technical review and update reset the planning horizon for the General Plan from 2030 to 2035.The proposed 2035 General Plan represents the overall direction established in the 2030 General Plan, but includes a refinement and updating of the goals and policies as discussed below.

This MEIR does not evaluate the proposed changes in the 2035 General Plan, compared to the 2030 General Plan; rather, it evaluates the potential environmental impacts that would result from implementation of the proposed 2035 General Plan, as a whole, compared to existing conditions in the city. A comparison of the environmental effects between the 2030 General Plan and proposed 2035 General Plan is provided in Section 5.3.1, "No Project/2030 General Plan Alternative."

The early stages of the technical update of the 2030 General Plan included a focused review and evaluation of policies by City staff from all City departments, as well as several opportunities for public input on proposed revisions. City staff, in coordination with the City's consultants, first updated existing setting information to establish a baseline for the technical update and identify new issues that the technical update would address. This information was compiled in a BR. Next, City staff and Consultant Team evaluated the 2030 General Plan goals, policies, and programs, and made revisions based on new and emerging City issues and new State planning laws (e.g., AB 162 Flood Hazards). These changes were incorporated into the draft 2035 General Plan. Opportunities for public input included Planning and Design Commission meetings on March 14, 2013, and June 27, 2013 that provided opportunities for review and comment on the proposed changes to the 2030 General Plan.

2.5 STATEMENT OF OBJECTIVES

In adopting the City of Sacramento 2035 General Plan, the City of Sacramento seeks to achieve the following objectives, consistent with the objectives stated in the current 2030 General Plan.

- **Character of Place.** Preserve and enhance Sacramento's quality of life and character as a city with diverse residential neighborhoods, an extensive urban forest, and role as the center of California's governance.
- **Smart Growth.** Encourage future growth in the city inward into existing urbanized areas and the central business district to foster infill development, as well as encourage density of development and integration of housing with commercial, office, and entertainment uses that fosters increased walking and reduced automobile use.
- **Live More Lightly.** Strive to meet the intent of Assembly Bill 32, California Global Warming Solutions Act of 2006, by reducing carbon emissions that contribute to global warming by encouraging "green" building practices, use of solar energy systems, and developing a land use pattern that supports walking, biking, and public transit.
- **Maintain a Vibrant Economy.** Support a diversity of business and employment opportunities by retaining existing and attraction of new businesses; maintain and expand recreational, arts, and cultural facilities; and nurture diverse community events and celebrations.
- **Healthy Cities**. Preserve and enhance land use patterns and densities that foster pedestrian and bicycle use and recreation through expanded parklands, sports, and athletic programming as well as provide incentives for expanding the availability of organic foods, and protecting residents from crime and natural or terrorist acts.
- **Sustainable Future.** Accommodate growth that protects important environmental resources as well as ensures long-term economic sustainability and health, and equity or social wellbeing for the entire community.

2.6 PROJECT CHARACTERISTICS

2.6.1 Sections and Components of the Proposed 2035 General Plan

As mentioned above, the proposed2035 General Plan is a technical update of the 2030 General Plan. Elements, chapters, or sections of the existing General Plan have not been re-organized or comprehensively changed. In summary, the technical update focused on the following topical areas:

- **Update forecast for the planning timeframe through 2035:** The 2030 General Plan and MEIR evaluated projected growth through the year 2030. The significant slowdown in development activity since 2008 warranted a "dial down" of the housing, employment, and population projections to be consistent with SACOG's Metropolitan Transportation Plan and an extension of the planning horizon to 2035.
- **Update of the Housing Element:** The City's current Housing Element addresses for the period from 2008 to 2013. The new Housing Element covers the period from 2013 to 2021. The Housing Element was adopted by City Council in December 2013.
- **Update of Traffic Level of Service (LOS).** One of the primary policy changes in the proposed 2035 General Plan is the modification of Policy M 1.2.2 relating to LOS. This policy calls for the City to implement a flexible context-sensitive Level of Service (LOS) standard. The City's specific vehicle LOS thresholds have

been defined based on community values with respect to modal priorities, land use context, economic development, and environmental resources and constraints. As such, the City will strive operate the roadway network at LOS D or better for vehicles during typical weekday AM and PM peak-hour conditions with exceptions where LOS E and F are allowed.

- **Update Parkland Service Level Goals.** The current park acreage service level goal of 5 acres per 1,000 residents exceeds what the City provides. Currently, the citywide average is 3.4 acres per 1,000 residents and lower for the Central City. The 2035 General Plan adjusts parkland dedication requirements to maintain feasible actual parkland availability.

- **Compliance with recent flood risk legislation:** AB 162, SB 5, and the Central Valley Flood Protection Plan require a revised approach to consideration of flood risks in the General Plan and were recognized in the update of the 2035 General Plan policies.

- **Integration of the Climate Action Plan into the 2035 General Plan:** The Climate Action Plan strategies, measures, and actions that reduce greenhouse gas (GHG) emissions have been incorporated into appropriate elements of the proposed General Plan. The General Plan also includes descriptions of climate change risks and policies, measures, and actions throughout the General Plan Elements to address adaptation to climate change impacts.

The City of Sacramento 2035 General Plan is organized into the following chapters and sections:

Part I – Introduction

Part II – City Wide Goals and Policies

- Land Use and Urban Design
- Historic and Cultural Resources
- Economic Development
- Housing
- Mobility
- Utilities (water, wastewater, storm drainage, solid waste, energy resources, telecommunications)
- Education, Recreation and Culture (education, parks and recreation, libraries, arts and culture, museums, zoos, and other major destination attractions)
- Public Health and Safety (police, fire, hazardous materials, emergency response and disaster preparedness, public health and human services, code enforcement)
- Environmental Resources (water resources, biological resources, urban forest, agriculture, mineral resources, air quality, aesthetic resources)
- Environmental Constraints (seismic and geologic hazards, flooding, noise)

Part III – Community Plans and Special Study Areas

- Community Plans
- Arden Arcade Community Plan
- Central City Community Plan
- East Sacramento Community Plan

- Fruitridge Broadway Community Plan
- Land Park Community Plan
- North Natomas Community Plan
- North Sacramento Community Plan
- Pocket Community Plan
- South Area Community Plan
- South Natomas Community Plan
- Special Study Areas
- Natomas Joint Vision Study Area
- East Study Area
- Fruitridge Florin Study Area
- Arden Arcade Study Area
- Town of Freeport Study Area

Part IV – Administration and Implementation

The Administration and Implementation part of the proposed General Plan includes information on monitoring and maintaining the general plan as well as all the specific implementation programs per each section of Part II.

2.6.2 2035 General Plan Potential Land Use Changes

EXISTING LAND USES

Existing land use is described in detail in the BR included as Appendix C of this MEIR. See Section 2.1, "Land Use," in Chapter 2, "Community Development."

PROPOSED LAND USE

No changes to the current 2030 Land Use and Urban Form Diagram are proposed as part of the 2035 General Plan. Table 2-1 presents the proposed land uses for the 2035 General Plan Policy Area, which also reflects the current 2030 General Plan land use designations. The land use designations included in the table provide a summary and combine all the applicable designations on the land use diagram included within the Policy Area boundaries. Exhibit 2-4, Land Use and Urban Form Diagram, shows the proposed land uses in the Policy Area, consistent with the current 2030 General Plan.

Table 2-1 2030 and 2035 General Plan Land Use Designations

Designation	Acres	Percent of Policy Area
Rural Residential	232	<1%
Suburban Neighborhood Low Density	18,036	28%
Suburban Neighborhood Medium Density	2,388	4%
Suburban Neighborhood High Density	2,104	3%
Traditional Neighborhood Low Density	8,391	13%
Traditional Neighborhood Medium Density	1,886	3%
Traditional Neighborhood High Density	359	1%
Urban Neighborhood Low Density	148	<1%
Urban Neighborhood Medium Density	62	<1%
Urban Neighborhood High Density	51	<1%

Table 2-1 2030 and 2035 General Plan Land Use Designations

Designation	Acres	Percent of Policy Area
Suburban Center	1,001	2%
Traditional Center	323	<1%
Regional Commercial	482	1%
Urban Center Low	1,334	2%
Urban Center High	1,099	2%
Central Business District	419	1%
Suburban Corridor	1,461	2%
Urban Corridor Low	1,421	2%
Urban Corridor High	229	<1%
Employment Center Low Rise	4,908	7%
Employment Center Mid Rise	1,890	3%
Industrial	2,365	4%
Planned Development	1,223	2%
Public/Quasi-Public	4,716	7%
Parks and Recreation	8,120	12%
Open Space	434	1%
Subtotal	**65,082**	**100%**
Other (Non Designated)[1]	*485*	*<1%*
Total	**65,567**	**100%**

Notes: [1] Other land includes non-parcel areas, rights-of-ways, and waterways.

Source: City of Sacramento GIS Database, December, 2012.

The proposed 2035 General Plan includes minor adjustments in the descriptions of the land use designations, as presented in detail below.

Land use designations proposed in the 2035 General Plan are grouped together under these primary mixed-use categories: Neighborhoods, Centers, Corridors, Employment, Public/Quasi-Public, Parks, Greenways and Recreation, Special Study Areas, and Planned Development. A brief description of each land use designation is provided below.

Neighborhoods

Under the 2035 General Plan residential land use designations are grouped under Neighborhoods. There are four residential categories: Rural, Suburban, Traditional, and Urban. Each designation is described below.

Rural Neighborhoods

This designation is used on a limited basis within the Policy Area.

Rural Residential. This designation is the preferred residential designation to provide "buffers" and serve as a physical transition between Suburban and Traditional Neighborhoods and the city's outer edges that abut open space. The minimum density is 0.25 unit/net acre with a maximum density of 3.0 units/net acre.

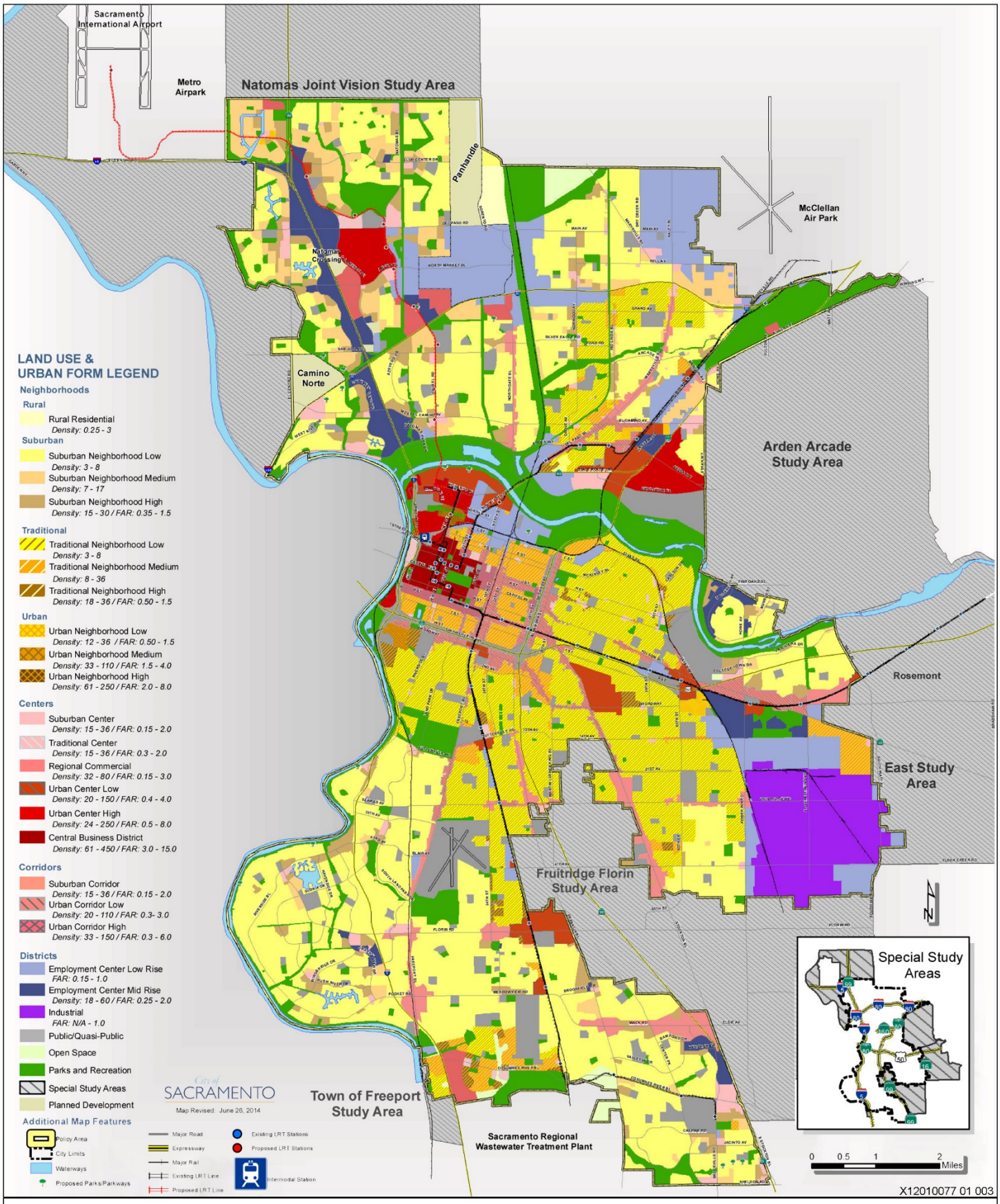


Exhibit 2-4 **Land Use and Urban Form Diagram**

Suburban Neighborhoods

The suburban neighborhood designations (low, medium, and high) will continue to be the predominant land use and urban form in Sacramento's future.

Suburban Neighborhood – Low Density. This designation provides for low-intensity suburban neighborhood uses including single-family detached and attached units; accessory second units; and limited neighborhood-serving commercial uses. The minimum density is 3.0 units/net acre with a maximum density of 8.0 units/net acre.

Suburban Neighborhood – Medium Density. This designation provides for medium-density suburban uses and higher-intensity uses including small lot single family units (single family detached, duplexes, condominiums, town homes); accessory second units; multi-family dwellings; and limited neighborhood-serving commercial uses. The minimum density is 7.0 units/net acre with a maximum density of 15 units/net acre.

Suburban Neighborhood – High Density. This designation provides for multi-family high-density housing in areas served by major transportation routes and facilities, and near major shopping areas. Suburban neighborhoods could include condominiums, town homes and apartments and mixed-use neighborhood-serving commercial. The minimum density is 15.0 units/net acre with a maximum density of 30.0 units/net acre. The minimum FAR for mixed-use and non-residential uses is 0.35 and the maximum FAR is 1.5.

Traditional Neighborhoods

Existing traditional neighborhoods and the characteristics associated with this form are highly desirable. Changes proposed in these traditional neighborhoods focus on preserving and restoring the quality of such areas by protecting and enhancing features such as scale and quality of housing, neighborhood character, and housing choice.

Traditional Neighborhood – Low Density. This designation provides for moderate intensity neighborhood uses, including single family detached, duplex, tri-plex and townhomes; accessory second units; and limited neighborhood-serving commercial uses. The minimum density is 3.0 units/net acre with a maximum density of 8.0 units/net acre.

Traditional Neighborhood –Medium Density. This designation provides for uses between lower and higher intensity uses, including small-lot single family units attached and detached (duplexes, tri-plexes, town homes); accessory second units; multi-family dwellings; and limited neighborhood-serving commercial uses. The minimum density is 8.0 units/net acre with a maximum density of 36 units/net acre.

Traditional Neighborhood – High Density. This designation provides for multi-family housing in areas served by transit (light rail) and facilities, and near local shopping/gathering areas, including condominiums, town homes and apartments; and mixed-use neighborhood-serving commercial uses. The minimum density is 18.0 units/net acre with a maximum density of 36.0 units/net acre. The minimum FAR for mixed-use and non-residential uses is 0.50 and the maximum FAR is 1.5.

Urban Neighborhoods

Urban Neighborhoods are highly active areas where of people live, work and recreate seven-days a week. As the city continues to grow, new Urban Neighborhoods will be developed in urban centers outside the Central City.

Urban Neighborhood – Low Density. This designation provides for moderate-intensity neighborhood uses, including small-lot single family attached or detached units (duplexes, town homes, and condominiums); accessory second units; and mixed-use neighborhood-serving commercial. The minimum density is 12.0 units/net acre with a maximum density of 36.0 units/net acre. The minimum FAR for mixed-use and non-residential uses is 0.50 and the maximum FAR is 1.00.

Urban Neighborhood – Medium Density. This designation provides for moderate to higher intensity uses, including small-lot single family attached or detached units (duplexes, condominiums, and town homes);

multi-family dwellings; and mixed-use neighborhood-serving commercial. The minimum density is 33.0 units/net acre with a maximum density of 101.0 units/net acre. The minimum FAR for mixed-use and non-residential uses is 1.5 and the maximum FAR is 4.0.

Urban Neighborhood –High Density. This designation provides for multi-family housing in areas served by public transportation and facilities, including small-lot single family attached or detached units, condominiums, town homes, apartments; and mixed-use neighborhood-serving commercial. The minimum density is 101.0 units/net acre with a maximum density of 250.0 units/net acre. The minimum FAR for mixed-use and non-residential uses is 2.0 and the maximum FAR is 8.0.

Commercial Designations

The 2030 General Plan has designated commercial areas in Centers, the Central Business District and in Corridors. A Center is located in a neighborhood and generally serves the immediate service and retail needs of that area. The Central Business District serves as the commercial center of the city and the larger region. A Corridor is generally located in a more suburban area and provides connections between centers, districts, and neighborhoods. Each commercial area is described below.

Centers

Centers are places of focused activity around which the city's neighborhoods revolve. Centers consist of a combination of employment, services, retail and/or entertainment and higher density housing. Some Centers have a single narrow focus, such as neighborhood-serving retail, while other centers include a complex and diverse mix of uses and activities. Centers are characterized by a physically compact pattern of development that includes a concentration of complementary uses and a distinct identity. A key element of future Centers will be the integration of attributes that complement adjacent uses and neighborhoods including building heights, types of uses, and overall design. The General Plan includes four land use designations for centers: Suburban, Traditional, Regional, and Urban.

Suburban Center. This designation provides for low density/intensity single use commercial development or horizontal and vertical mixed use development that includes retail, service, office, and/or residential uses and central public gathering places. New infill development can be added to surface parking areas and along adjoining public corridors to create more compact and consistent development that adds character and spatial definition to a center. The minimum FAR for mixed-use and non-residential uses is 0.15 and the maximum FAR is 2.0.

Traditional Center. Traditional centers are a critical element of many sustainable, walkable traditional neighborhoods that accommodate uses that provide essential daily services and retail needs within walking distance of the surrounding residents. Infill development in areas designated as traditional center can create additional character and spatial definition to traditional neighborhoods. Residential and office uses can also be integrated into traditional centers to create a more balanced mix of uses and additional job opportunities for surrounding residents. The minimum FAR for mixed-use and non-residential uses is 0.30 and the maximum FAR is 2.0.

Regional Commercial Center. This designation provides for large-scale, regional shopping centers with a mix of uses that includes major retail anchor stores, home improvement stores, offices, restaurants, and services; multi-family units; and central public gathering places. The minimum density is 32.0 units/net acre with a maximum density of 80.0 units/net acre. The minimum FAR for mixed-use and non-residential uses is 0.15 and the maximum FAR is 3.0.

Urban Center – Low. Urban Center Low provides for smaller urban areas throughout the city. Each center will include employment-intensive uses, a mix of housing, and a wide variety of retail uses including local shops, restaurants, and services that facilitate pedestrian access and travel. Urban Center Low will develop uses around light rail stations, along local arterials, and in other key areas in the city. This designation provides for a balanced mix of high density/intensity single-use commercial or residential development or horizontal and vertical mixed-use development that includes retail, service, office, and/or residential uses; and gathering

places such as a plaza, courtyard, or park. The minimum density is 20.0 units/net acre with a maximum density of 150.0 units/net acre. The minimum FAR for mixed-use and non-residential uses is 0.4 and the maximum FAR is 4.0.

Urban Center – High. Urban Center High is envisioned to include employment-intensive uses, high-density housing, and a wide variety of retail uses including large-format retail, local shops, restaurants, and services. These areas will include major transportation hubs with connections to public transit, major highways and local arterials, and facilitate pedestrian access and travel. This designation provides for a mix of high density/intensity single-use commercial or residential development or horizontal and vertical mixed-use development that includes retail, service, office, and residential uses; and gathering places such as a plaza, courtyard, or park. The minimum density is 24.0 units/net acre with a maximum density of 250.0 units/net acre. The minimum FAR for mixed-use and non-residential uses is 0.50 and the maximum FAR is 8.0.

Central Business District

The vision for the CBD is a vibrant downtown core that will continue to serve as the office, business, governmental, retail, visitor-serving, and entertainment center for the city and the region. A significant element in the future CBD includes new residential uses. All development in the CBD should have easy access to transit. This designation provides for mixed-use, high-rise development and single-use or mixed-use development that includes ground-floor office/retail beneath residential apartments and condominiums. Uses include office, retail, and service uses; condominiums and apartments; and gathering places, such as a plaza, courtyard, or park. The minimum density is 61.0 units/net acre with a maximum density of 450.0 units/net acre. The minimum FAR for mixed-use and non-residential uses is 3.0 and the maximum FAR is 10.0.

Corridors

Corridors provide connections between centers, districts, and neighborhoods, and include boulevards and arterial streets. The proposed General Plan defines three types of corridors: Suburban Corridor; Urban Corridor Low; and Urban Corridor High.

Suburban Corridor. Sacramento's suburban corridors are envisioned as auto-oriented, moderate-density retail, office, and residential corridors that support surrounding suburban neighborhoods. Low-rise buildings will line auto-oriented corridors with new development along the corridor contributing to a more compact and consistent pattern, with parking relocated to the side and rear of buildings. This designation provides for a mix of single-use commercial and residential development and horizontal and vertical mixed use development that includes retail, service, office, and residential uses; and gathering places such as a plaza or park. The minimum density is 15.0 units/net acre with a maximum density of 36.0 units/net acre. The minimum FAR for mixed-use and non-residential uses is 0.15 and the maximum FAR is 2.0.

Urban Corridor – Low. Urban Corridor Low includes street corridors that have multi-story structures and more intense uses at major intersections, lower intensity uses adjacent neighborhoods, and access to transit service, such as light rail or bus lines throughout. At major intersections nodes of intense mixed-use development will be bordered by lower intensity single-use residential, retail, service and office uses. This designation provides for a mix of horizontal and vertical mixed-use development and single-use commercial and residential development that includes retail, service, and office uses; and gathering places such as a plaza, courtyard, or park. The minimum density is 20.0 units/net acre with a maximum density of 60.0 units/net acre. The minimum FAR for mixed-use and non-residential uses is 0.40 and the maximum FAR is 3.0.

Urban Corridor – High. Urban Corridors are street corridors in urbanized areas that include multi-story structures and highly developed transit service, such as light rail or heavily patronized bus lines. New development along the corridor will contribute to a more compact and consistent pattern that relocates parking to structures or to the rear of buildings. This designation provides a mix of horizontal and vertical mixed-use development and single-use commercial and residential development that includes retail, service, office, and/or residential uses; and gathering places such as a plaza, courtyard, or park. The minimum density is 33.0 units/net acre with a maximum density of 150.0 units/net acre. The minimum FAR for mixed-use and non-residential uses is 0.75 and the maximum FAR is 6.0.

Employment Center

Employment Center – Low Rise. Employment Center Low Rise plays an important role in the city by supporting businesses and providing employment. This designation provides for employment-generating uses that generally do not produce loud noise or noxious odor including light industrial or manufacturing that occur entirely within an enclosed building; business parks and general office uses; and retail and service uses that provide support to employees. Minimum FAR of .15 and Maximum FAR of 1.0.

Employment Center – Mid Rise. Employment Center Mid Rise areas play a critical role in accommodating new businesses and the creation of new jobs. This designation provides for large mixed-use office/employment centers that include mid-rise office complexes; support retail and service uses, such as restaurants, dry-cleaners, gym/fitness centers, markets, hotels, and office services (printing/copying/shipping); landscaped gathering places that include support uses; and residential uses as a supportive use to adjacent large employment centers. The minimum density is 18.0 units/net acre with a maximum density of 60.0 units/net acre. Minimum FAR of .25 and Maximum FAR of 2.0.

Industrial. Industrial designated areas represent the built form typically associated with manufacturing, warehousing, and other industrial activities. This designation is not appropriate for location adjacent to a residential neighborhood without substantial buffers (employment center low rise, parks, greenways, or open space). This designation provides for employment generating uses that may produce loud noise or noxious odor and tend to have a high volume of truck traffic. These uses include industrial or manufacturing that may occur within or outside a building; and office, retail and service uses that provide support to employees. No Minimum FAR and Maximum FAR of 1.0.

Public/Quasi-Public

The Public/Quasi-Public designation describes areas with unique and largely self-contained uses and urban form. These areas provide a combination of community services, and/or educational, cultural, administrative, and recreational facilities. This designation provides for public and quasi-public uses including: government buildings, public and private schools, colleges, hospitals, airports, transportation and utility facilities, and other compatible public and quasi-public uses.

Open Space, Parks, and Recreation

Open space, parks, greenways, and recreation facilities include areas that are intended to remain essentially open with limited or no development. This designation includes largely unimproved open spaces used primarily for passive recreation, resource protection, and/or hazard avoidance. This designation provides for natural, managed, and cultivated open space, including natural parks, woodlands, habitat, agriculture, floodplains, areas with permanent open space easements, and buffers between urban areas. In addition, this designation also provides for large developed parks and other areas primarily used for recreation (smaller parks and recreation facilities are included as elements within other urban form types). This designation provides for recreational opportunities including sports fields, playground equipment, picnic and sitting areas, open turf and natural areas, trails, and golf courses.

Special Study Areas and Planned Development

The Special Study Area designation is applied to five areas identified by the City that are under the significant influence of the city and may be considered for annexation at some point in the future (Natomas Joint Vision Study Area, Arden Arcade Study Area, East Study Area, Fruitridge Florin Study Area, and the Town of Freeport Study Area). The annexation of any of these areas would require review of additional fiscal and service delivery implications on existing city service providers and ratepayers. If annexation is proposed, additional CEQA environmental review would need to be completed, and pre-zoning and land use designations would need to be applied to the land. This would occur in conjunction with a General Plan Amendment in the case of the Natomas Joint Vision and East Study Areas. Sacramento Local Agency Formation Commission (LAFCO) policies discourage concurrent SOI Amendment and Annexation. The City would work with LAFCO to amend the SOI prior to submitting an application for annexation except as mutually directed by LAFCO and City Council. It is anticipated that LAFCO would be the lead agency for

environmental review relating to a SOI Amendment. Land owned or under the control of the Sacramento County Airport System, the FAA, or Sacramento International Airport within the Natomas Joint Vision Area would not be considered for any future annexation action by the City.

Three areas within the Policy Area are designated Planned Development. These include Camino Norte, Panhandle, and pieces of land associated with Natomas Crossing. Specific land use and urban form designations will be applied to these areas if development plans are approved by the City in the future.

2.7 PRIORITY INVESTMENT AREAS

The City of Sacramento is substantially developed with urban uses. The 2035 General Plan focuses on how the anticipated population and employment growth can be strategically accommodated to both preserve the distinguishing and valued qualities of the community and revitalize underutilized areas. For most of the city, the 2035 General Plan conserves the existing pattern of uses and establishes policies for long-term protection and maintenance of established neighborhoods.

Under the 2035 General Plan, development associated with the revitalization of economically underperforming properties and obsolete development would result in the conversion of land uses in response to market demand (e.g., office and industrial could be converted to residential), and could result in a more intense use of land in defined areas. The City has identified 77 Opportunity Areas that are targeted for future development. A number of these Opportunity Areas are subject to recently completed or currently on-going planning studies or development applications. The General Plan work program identified three of the Opportunity Areas as Priority Investment Areas (PIA) for more detailed study. The process for defining the PIAs is summarized, as follows.

Following adoption of the 2030 General Plan, the City combined its existing Shovel Ready Sites program (established in 2004-05) with the 2030 General Plan Opportunity Areas. The result was a two-tier priority investment system that the City would use in the future to align programming guide criteria and Capital Improvement Program (CIP) funding for new infrastructure projects. Using the opportunity areas and Shovel Ready Sites Program as a starting point, the City redefined several areas of the city as potential Tier-1 or Tier-2 Shovel-Ready Sites. The City defined Tier-1 Areas as places the City would prioritize for near-term funding for key planning efforts and infrastructure investments to prepare these areas for development as the economy recovers.

In 2009, the City Council adopted Resolution 2009-629, which established the following areas as Tier 1 Shovel Ready Sites: Arden Fair Area, which includes Swanston Station, Arden Fair, Point West, and Cal Expo Opportunity Areas; Central City, which includes the Docks, CBD, R Street, Central City Corridors, Railyards, and River District Opportunity Areas; 65th North Area, which includes the 65th Street Light Rail Station, University Village, and Granite Park Opportunity Areas; Florin Road; and Delta Shores. Tier 2 Sites included North Natomas, the Panhandle, Greenbriar, North Sacramento, Robla, McClellan/Parker Homes, Power Inn, and other infill areas (e.g., Corridors and Transit Station Areas). The City Council has allocated funding to key planning efforts in high priority Tier 1 Areas, and the City has used the Tier-1 and -2 Areas to prioritize projects and Capital Improvement Plan (CIP) investments each year.

In 2012, the City conducted an evaluation of the Tier-1 Shovel- Ready Sites to determine which areas would benefit from more focused planning and environmental review as part of the City of Sacramento 2035 General Plan. Tier-2 Shovel-Ready Sites and other areas of the city were not included in this evaluation. This process resulted in the identification of three PIAs. Factors used to determine which Tier-1 Shovel-Ready Sites would become PIAs included: near-term need for infrastructure planning and financing, the amount of planning already carried out, and the likelihood for near-term market demand. Based on this evaluation the City identified the following three PIAs that would benefit from further analysis and environmental review: the northern part of the 65th Area, the Arden Fair Area, and the Central Business District. The concepts of future development in these areas are described below.

2.7.1 Central Business District

The Central Business District (CBD) PIA (See Exhibit 2-5) includes the Sacramento River District, the Sacramento Railyards, the Downtown Sacramento Business District, the R Street Corridor, Miller Park, and the Docks areas. Most of the CBD PIA is located within the Central City Community Plan Area (CPA), but a small part of the area in the southwest extends into the Land Park CPA. The proposed 2035 General Plan defines the CBD as Center and Neighborhoods opportunity areas. A Center is a place that includes focused mixed-use activity around which the city's neighborhoods revolve. It is an area where the synergy created by an aggregation of uses produces a recognizable destination that consists of a combination of employment, services, retail and/or entertainment, and mid- to high-density housing. All land in the PIA north of Q Street is designated as a Center. A Neighborhood is an area that is primarily residential and contains a diversity of housing types, but may include other complementary community supportive uses such as schools, parks, community centers, and local-serving commercial centers. The area from Q Street to S Street is designated as a neighborhood. The Sacramento Entertainment and Sports Center (ESC), was recently approved in May 2014. This Draft MEIR includes the ESC in its development and transportation assumptions. See BR Section 8.3, "CBD PIA" for a detailed discussion of the existing and planned uses in this PIA.

2.7.2 65th North

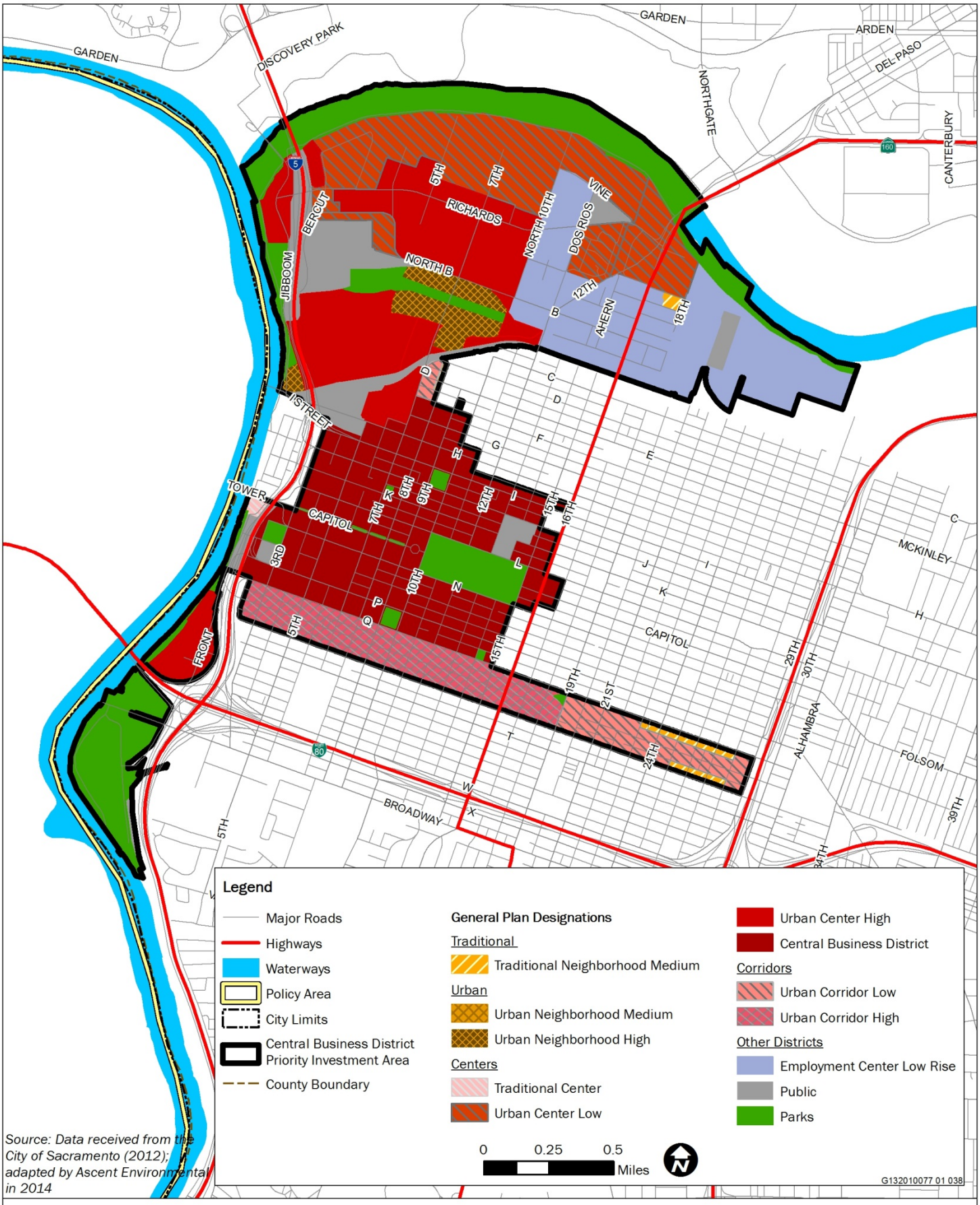
The 65th North PIA (Exhibit 2-6) includes the 65th Street/University Village area, the 65th Street South area, and the Sacramento Center for Innovation area. It includes a mix of developed and vacant parcels, including light industrial land, residential, and park lands. Notable destinations within the area include the Tahoe Tallac Little League Park, Target, and office developments between Folsom Boulevard, Hornet Drive, and US-50. Most of the 65th North PIA is located in the Fruitridge/Broadway CPA, but also extends into the East Sacramento CPA. The proposed 2035 General Plan defines the area as a Center, Transit Center, and Corridor opportunity area. "Center" is described above under the CBD PIA. A Transit Center is an area similar to a Center with a focus on transit. It may include any combination of employment, services, retail and/or entertainment and mid- to high-density housing centered around a transit station. A Corridor is a greenfield area adjacent to the city where new growth is dependent upon the availability of adequate water supplies, market forces, infrastructure financing and capacity, and timing. The Granite Regional Office Park, which is partially built out, includes buildout with total development to include office space with supporting retail and light industrial development. See BR Section 8.1, "65th North" for a detailed discussion of the existing and planned uses in this PIA.

2.7.3 Arden Fair

The Arden Fair PIA is located along Arden Way on either side of the Capital City Freeway. The area spans I-80 in an urban area at the eastern boundary of the Policy Area. The Arden Fair PIA includes the Swanston Station area, the Arden Fair Mall area, and the Point West areas (Exhibit 2-7). The 2030 General Plan defines the Arden Fair PIA as a Center and Transit Center opportunity area. "Center" and "Transit Center" are defined above in the CBD PIA and 65th North PIA discussions. See BR Section 8.2, "Arden Fair," for a detailed discussion of the existing and planned uses in this PIA.

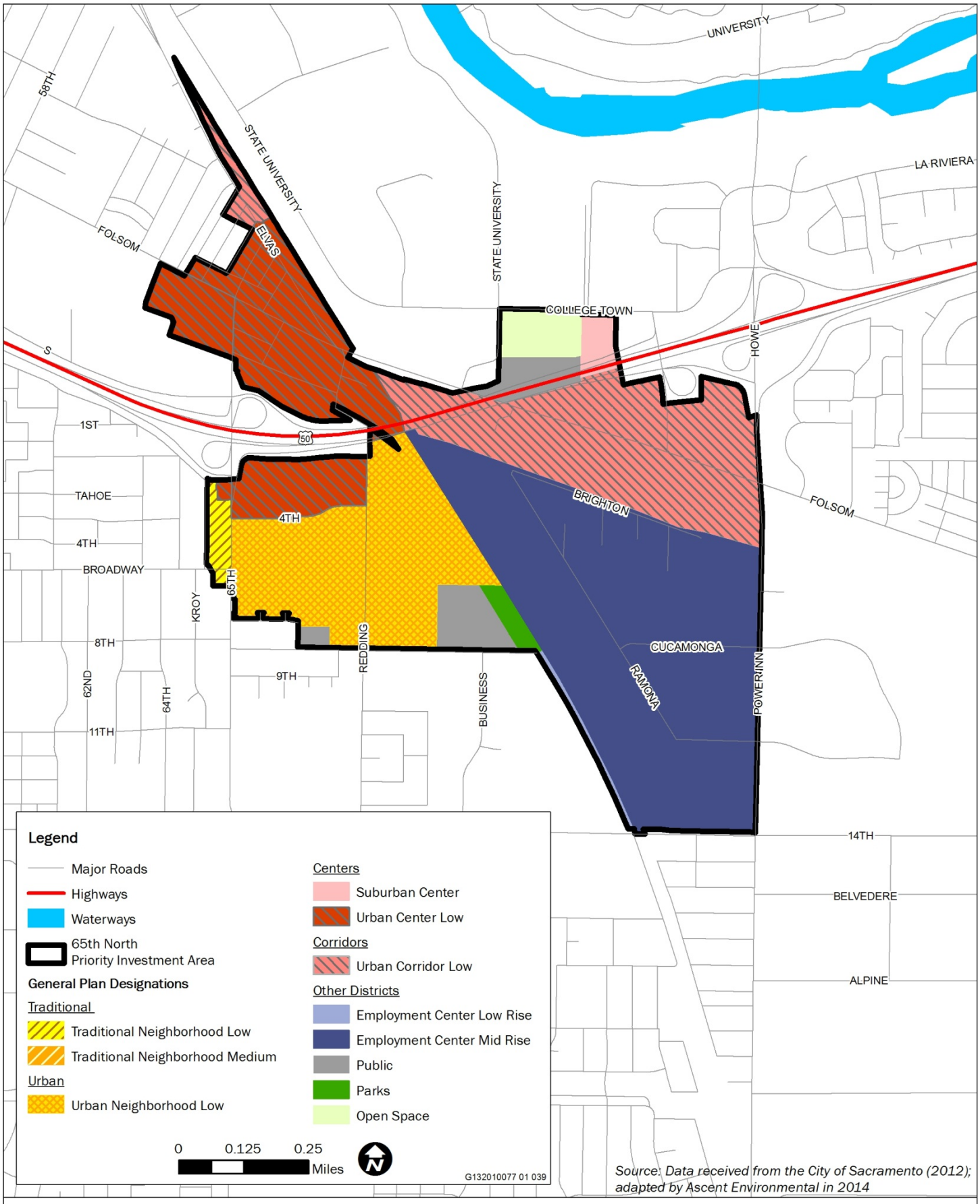
2.7.4 2035 General Plan Elements

The following discussion describes each of the General Plan Elements included in the proposed 2035 General Plan followed by a brief outline of the various policy changes proposed.



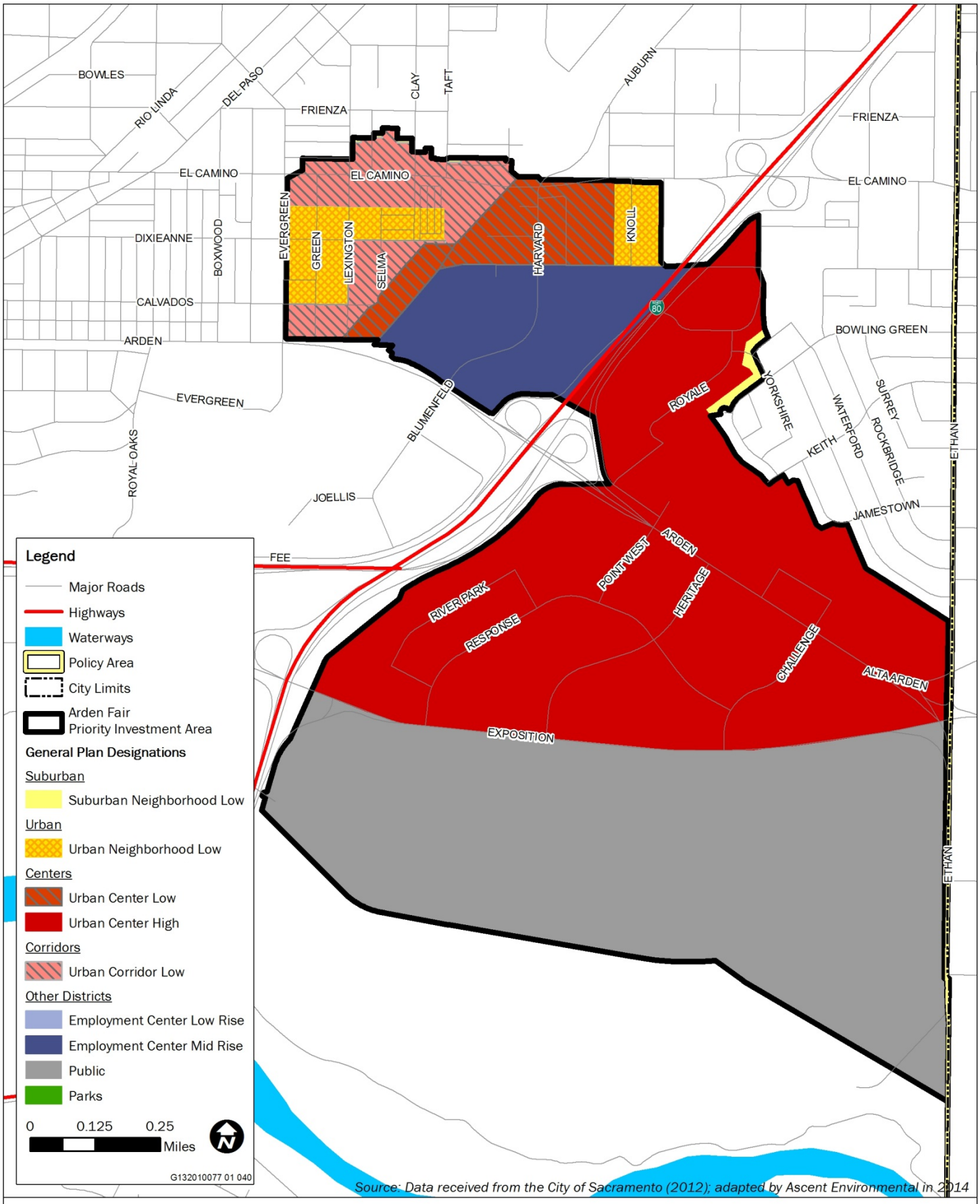
Source: Data received from the City of Sacramento (2012); adapted by Ascent Environmental in 2014

Exhibit 2-5 **Central Business District Land Use**



Source: Data received from the City of Sacramento (2012); adapted by Ascent Environmental in 2014

Exhibit 2-6 **65th North Land Use**



Source: Data received from the City of Sacramento (2012); adapted by Ascent Environmental in 2014

Exhibit 2-7 **Arden Fair Land Use**

LAND USE AND URBAN DESIGN

The Land Use and Urban Design Element contains new General Plan policies related to Community Character. These policies use a new approach to provide direction on the type and form of urban development. The 2035 General Plan includes a diagram and a set of designations that combine direction for both land use and urban form. This approach addresses legal requirements for allowed uses and population density and building intensity, as well as urban form criteria for the different neighborhoods and centers throughout the city. These components work together to define allowed uses and building intensities as well as the overall role of each area of the city, whether it is for living (neighborhoods), gathering and employment (centers), travel and commerce (corridors), preservation (open space), or a unique role (other district) such as a college.

Policies related to Urban Form are also included. These policies establish and reinforce the scale and development pattern of different subareas of the city. These policies are included in the proposed 2035 General Plan to help establish or maintain physical and visual continuity and a sense of complete and identifiable neighborhoods and established strategies for areas of the city that require enhancement and revitalization.

Notable new and revised policies and standards:

- Promote efficiency through an increase in average residential densities citywide (LU 2.6.6).
- Promote green building practices (LU 2.6.11).
- Increase the maximum density in the Traditional Neighborhood Medium Density designation to 36 units per acre.
- Reduce the minimum floor area ratio in the Suburban Center, Regional Commercial Center, Suburban Corridors, and Employment Center Low Rise designations from .25 to .15.
- Reduce the minimum floor area ratio in the Urban Center High designation from 1.75 to .50.
- Reduce the minimum floor area ratio in the Employment Center Mid Rise designation from .35 to .25.
- Eliminate the minimum floor area ratio in the Industrial designation.

HISTORIC AND CULTURAL RESOURCES

The Historic and Cultural Resources Element addresses the protection and sustainability of Sacramento's historical resources. Strategies provide for the recognition of historic and cultural resources and the preservation or adaptive-reuse of historic buildings in accordance with state policy and regulations. Goals and policies presented within this section are intended to recognize, maintain, and protect the community's unique historical, cultural, and archaeological sites and structures.

Notable new or revised policies and standards:

- The City's historic preservation staff must retain information about historically- or culturally-significant resources (HCR 2.1.18).

ECONOMIC DEVELOPMENT

The Economic Development Element expresses City goals and policies regarding economic development. This Element incorporates the concepts in the adopted Economic Development Strategy into the City's planning process. The Economic Development Strategy is a short term action program that focuses the City's economic development efforts over the next 3 to 5 year period. The City's Economic Development Strategy

will be updated during the life of the 2035 General Plan to respond to changing economic conditions and City initiatives.

Notable new and revised policies and standards:

- Recruit technology businesses in key target industries (ED 3.1.9).
- Support and encourage the development amenities that increase visitation, spending, and tourism in Sacramento (ED 3.1.10).

MOBILITY

The Mobility Element provides the framework for decisions regarding the way people move through the community. The various transportation modes addressed in the Mobility Element include public transit, roadways, pedestrian-ways, bikeways, rail, and aviation. The Mobility Element also includes a policy encouraging transportation across the river via boats and other watercraft.

The Mobility Element addresses improved mobility and accessibility through the development of a balanced, multi-modal transportation system. Goals and policies are included that encourage a transportation system that is compatible with planned land uses and is sustainable through planning, design, construction, operations, and maintenance practices; increases transit ridership by providing an attractive and convenient transit system that is the first choice for many of the trips made in the city; and develops a managed parking system that provides reduced levels of parking in multi-modal districts to support higher levels of walking and transit use. The Mobility section encourages investment in transit, pedestrian, and bikeway facilities to expand the transportation choices of residents, employees, and visitors; and advances the implementation of transportation backbone facilities in the CBD and other urban centers through financial means that include a variety of innovative funding measures.

Notable new and revised policies and standards:

- Implement a new flexible context-sensitive Level of Service (LOS) Standard, allowing LOS F within the Core Area and Priority Investment Areas, LOS E within ½-mile of a transit station, and LOS E and F on specific roadways. For all other areas and roadways in the city, the standard will remain LOS D (M 1.2.2).
- Support the adoption of zero- and low-emission vehicles by standardizing infrastructure and regulations for public and private charging stations (M 1.5.5).
- Increase public transit service (M 3.1.2).
- Support expansion of affordable transit service coverage to within walking distance of all city residents (M 3.1.3).
- Continue to evaluate the need for the Sutter's Landing Parkway and Interchange depicted on the Circulation Diagram (M 4.1.7).
- Ensure all street construction projects support pedestrian and bicycle travel (M 4.2.2).
- Use traffic calming measures to reduce vehicle speeds and volumes (M 4.3.2).
- Designating street typologies for all arterials and collectors to prioritize specific modes of travel and street improvements (M 4.4.1).
- Apply transportation performance metrics and thresholds in a manner consistent with State law (M 4.4.2).

- Consider one-way streets for potential conversion into two-way to make them more transit, bicycle, and pedestrian friendly (M 4.4.3).
- Synchronize the remaining estimated 50 percent of the city's eligible traffic signals by 2035 (M 4.4.4).
- Provide a continuous bikeway network of bike-friendly facilities (M 5.1.3).
- Eliminate or reduce minimum parking standards where appropriate (M 6.1.2 and 6.1.4).
- Require development to dedicate right-of-way, construct facilities, or pay its fair share towards necessary transportation infrastructure improvements (M 9.1.5).

UTILITIES

The Utilities Element includes policies on water, sewer, storm drain, energy, telecommunications, and solid waste. The policies are designed to ensure adequate services and facilities are available to serve the City for the next 20 years. One of the main goals is on sustainable use of resources, such as conservation of water, use of renewable energy sources, as well as encouragement of implementation of modern telecommunications infrastructure to attract businesses and the provision of the latest communication technology for city residents.

Notable new and revised policies and standards:

- Limiting major infrastructure facilities in areas better suited for infill and urban development (U 1.1.10).
- Achieve a 20 percent reduction in per-capita water use by 2020 (U 2.1.10).
- Support efforts to develop and maintain methane recovery facilities (U 3.1.5).
- Encourage "green infrastructure" and Low Impact Development (LID) techniques for stormwater facilities (U 4.1.5).
- Achieve waste reductions of 75 percent diversion from the waste stream over 2005 levels by 2020 and 90 percent diversion over 2005 levels by 2030 (U 5.1.1).

EDUCATION, RECREATION, AND CULTURE

The Education, Recreation and Culture Element includes policies for schools, parks, arts, and culture, museums and zoos, and libraries to ensure adequate facilities are available and supported to increase the quality of life in the city. Education policies provide for the development of new schools commensurate with population growth that are accessible from every neighborhood. Opportunities for life-long learning are also encouraged, enabling Sacramento's residents to adapt skills to meet the needs of evolving business sectors. Parks and Recreation policies provide for the maintenance of existing and development of new parklands, facilities, and programs for all residents, employees, and visitors. Library and Arts and Culture policies provide for the expansion of resources and new facilities commensurate with population growth, creating a civic environment with vast opportunities for self-learning and cultural and academic enrichment as well as support the diversity of first-class arts and cultural facilities and programs located in Sacramento. Museums, Zoos, and Other Major Destination Attraction policies facilitate the continued operation and new development of diverse facilities and programs that are accessible to residents and maintain and strengthen Sacramento's role as the primary center of culture in the region.

Notable new and revised policies and standards:

- Provide accessible public park or recreational open space within one-half mile of all residences (ERC 2.2.3).

- Develop and maintain 1.75 acres (per 1,000 population) of neighborhood and community parks within the Central City and 3.5 acres (per 1,000 population) of neighborhood and community parks outside the Central City. (ERC 2.2.4) These goals differ from the goals established by the 2030 General Plan, which were 5 acres of neighborhood and community parks and recreational facilities per 1,000 population for the entire city.

- Require new residential development to either dedicate land for new parks, pay a fair share of the costs for new parks and recreation facilities, and/or pay a fair share for rehabilitation or renovation of existing parks and recreation facilities (ERC 2.2.5).

- Explore creative solutions to provide neighborhood park and recreation facilities where land dedication is not reasonably feasible (ERC 2.2.6).

- Support the renovation of the Sacramento Zoo in its current location (ERC 5.1.2).

PUBLIC HEALTH AND SAFETY

The Public Health and Safety Element includes policies that address the provision of police and fire protection services; hazardous materials regulation, transport, and use; emergency response; and public health/human services. The policies are intended to protect residents, businesses, and property from hazards and ensure adequate emergency services and facilities are available to protect the interests of all the residents of the city.

Notable new and revised policies and standards:

- Continue to include appropriate emergency responders in the review of development proposals to ensure emergency response times can be adequately maintained (PHS 2.2.9).

- Support climate change adaptation (PHS 5.1.13, 5.1.14, 5.1.15).

ENVIRONMENTAL RESOURCES

The Environmental Resources Element includes policies that address water resources, biological resources, the city's urban forest, agricultural and mineral resources, air quality, and scenic resources. The City of Sacramento is committed to the protection of environmental resources and recognizes them as critical contributors to its vision as the most livable city in the nation.

Notable new and revised policies and standards:

- Protect open space areas used for recharging groundwater basins (ER 1.1.9).

- Support habitat restoration and enhancement to reduce the impact of climate change and improve habitat resilience (ER 2.1.15).

- Promote urban agriculture with zoning provisions that support means for production, distribution, and sale of locally grown foods (ER 4.1.2).

- Reduce community GHG emissions by 15 percent below 2005 baseline levels by 2020 (ER 6.1.6).

- Evaluate the feasibility and effectiveness of new policies, programs, and regulations that contribute to achieving the City's long-term GHG emissions reduction goals (ER 6.1.9).

- Minimize the use of reflective glass (ER 7.1.4).

- Require the style, scale, massing, color, and lighting of new bridges to complement the natural and/or community setting (ER 7.1.5).

ENVIRONMENTAL CONSTRAINTS

The Environmental Constraints Element sets forth the goals and policies of the City related to the protection of life and property from the risks of natural and man-made hazards Policies are designed to protect the public from potential geologic or seismic hazards by enforcing safety standards and requiring state-of-the-art site design and construction methods. Policies to protect Sacramento residents from flooding include supporting the Sacramento Area Flood Control Agency in implementing projects that would ultimately provide 200-year level of flood protection or greater. Noise policies are included that protect residents, businesses, and visitors from noise hazards by establishing exterior and interior noise standards.

Notable new and revised policies and standards:

- Participate in California Department of Water Resources (DWR) Regional Flood Management Planning efforts (EC 2.1.2).
- Work to achieve by 2025 at least 200-year flood protection for all areas of the city (EC 2.1.4).
- Maintain eligibility in FEMA's Community Rating System program (EC 2.1.9).
- Update the Land Use and Urban Form Element to reflect current floodplain mapping data (EC 2.1.10).
- Evaluate development consistent with DWR Urban Level of Flood Protection Criteria (EC 2.1.11).
- Require new development located within a special (100-year) flood hazard are to be designed to minimize the risk of damage (EC 2.1.12).
- Require adequate setbacks from flood control levees (EC 2.1.15).
- Recognize the value of trees on levees for habitat and as carbon sinks (EC 2.1.16).
- Partner with relevant flood-protection agencies and consider the impacts of urbanization and climate change on long-term flood safety and long-term flood event probabilities when updating flood-protection-related plans (EC 2.1.28).

GROWTH ASSUMPTIONS

The 2035 General Plan includes assumptions for the amount of growth that will occur within the Policy Area over the next 20 years. The General Plan assumes the city will grow to about 640,400 residents and about 390,100 people will be employed in the city. Population projections were derived from SACOG's Metropolitan Transportation Plan forecast, provided by SACOG in February 2013. These projections, which were prepared at the regional level, were later revised by the City to reflect local information sources on planned and approved projects, updated market data, input from the development community, anticipated development patterns, and available land.

ALTERNATIVES

In accordance with Section 15126.6 of the CEQA Guidelines, alternatives to the proposed 2035 General Plan are analyzed in Chapter 5 of this MEIR. Three alternatives that would feasibly attain the most basic project objectives while potentially avoiding or substantially lessening some of the significant effects of the project were analyzed. An environmentally superior alternative is also identified. These alternatives include the following:

- **Alternative 1: No Project/2030 General Plan**. Under this alternative, development for the proposed Sacramento 2035 General Plan would not occur. Development would be guided by continued implementation of the existing 2030 General Plan.

- **Alternative 2: Increased Transit Corridor Development**. This alternative would include changing land use designation of existing and planned transit centers to increase the development potential of Centers and Corridors in locations served by transit.

- **Alternative 3: Reduced Footprint.** Under this alternative, the Policy Area would be limited to that of the existing General Plan boundaries, with the development intensity being equal to that of the proposed Sacramento 2035 General Plan.

2.7.5 Approvals

Approvals for the 2035 General Plan project include certification of this MEIR and approval of the 2035 General Plan. Implementation of the proposed General Plan would require future project-level entitlements, approvals, and permits from City and other agencies for subsequent projects that are consistent with the 2035 General Plan.

2.7.6 Subsequent Approvals

If the 2035 General Plan is approved, the City may initiate amendments to the Planning and Development Code (Title 17) and other sections of the City Code to achieve consistency with the adopted General Plan. The Planning and Development Code would further define land use designations and the performance standards applicable to the land use designations. The Planning and Development Code would also establish the land use entitlement process applicable to the land use designations. Additional approvals may include:

- adoption of financing programs or fee programs for public infrastructure;

- rezoning of parcels to ensure consistency with the General Plan Land Use and Urban Form Diagram; and

- Planning and Development Code amendments to ensure consistency with the 2035 General Plan goals, policies and standards; Acquisition of land for public facilities, finance and construction of public infrastructure projects or consideration of private development requests for infrastructure projects such as transit and roadway improvements consistent with the General Plan Mobility Element, construction of parks, trails, infrastructure improvements (e.g., water distribution and treatment facilities, wastewater facilities, drainage improvements), other capital improvements, natural resource preservation and/or restoration.

The City would consider approval of various private development entitlement requests (e.g., specific plans, master plans, tentative subdivision maps, design review, use permits) that are consistent with the General Plan and its Land Use Map.

2.7.7 Use of this MEIR and Subsequent Projects

This Draft MEIR provides a comprehensive overview of the potential environmental impacts that would result from adopting and implementing the proposed City of Sacramento 2035 General Plan. An MEIR provides the basis for streamlining the review of subsequent projects that are within its scope and consistent with the General Plan.

Projects that are consistent with the analysis contained in this MEIR will not, in most cases, require extensive additional environmental review relating to cumulative effects, growth inducing effects, or irreversible

significant effects on the environment before they can be approved. For projects that are consistent with the 2035 General Plan and that do not result in significant environmental effects that were not considered in this MEIR, it is anticipated that an Initial Study would be prepared to document consistency with the MEIR, after which a finding of conformance can be made. Other projects that are within the scope of the MEIR, but that have project-specific significant environmental effects that were not analyzed in the MEIR, would be addressed in either Mitigated Negative Declarations or Focused EIRs, as appropriate.

Section 15176 of the CEQA Guidelines sets forth contents of an MEIR. Subsection (d) states the following:

> Where a Master EIR is prepared in connection with a project identified in subdivision (b)(1) of Section 15175, the anticipated subsequent projects included within a Master EIR may consist of later planning approvals, including parcel-specific approvals, consistent with the overall planning decision (e.g., general plan, specific plan, or redevelopment plan) for which the Master EIR has been prepared. Such Subsequent projects shall be adequately described for purposes of subdivision (b) if the Master EIR and any other documents embodying or relating to the overall planning decision identify the land use designations and the permissible densities and intensities of use for the affected parcel(s). The proponents of such subsequent projects shall not be precluded from relying on the Master EIR solely because that document did not specifically identify or list, by name, the subsequent project as ultimately proposed for approval.

The City has compiled a list of specific projects that may be undertaken as subsequent projects during the period covered by the 2035 General Plan, in accordance with CEQA Guidelines Section 15177 (Table 2-2). Subsequent projects may include public works and infrastructure projects. A current list of the City's CIP projects anticipated to be constructed sometime within the next five years are presented in the City's Proposed Capital Improvement Program 2006 – 2011 available for review on either the City's website or at the City's offices. Subsequent projects may include land use entitlements, rezones, zoning code and other code amendments to the City Code, use permits, adoption/approval of specific plans, or redevelopment actions, when they are determined to be consistent with the 2035 General Plan.

Other activities of the City are also covered by the MEIR analysis of cumulative effects that could result from implementation of the 2035 General Plan. These include the City's business-as-usual activities that involve maintenance, repair and alterations and replacement of existing structures, facilities and equipment. In some cases, new small structures or facilities are involved, and in some cases minor alterations to land. Examples of such activities include the following:

- the Department of Utilities is regularly engaged in maintenance, repair and replacement of facilities, including water and sewer lines, stormwater facilities and sumps;
- the Department of Public Works regularly re-stripes and resurfaces roadways; and
- the Department of Public Works inspects, maintains and replaces street lights.

The analysis of environmental effects in the MEIR includes evaluation of these types of activities as cumulative activities. Review of any of the specific activities would include evaluation of any project-specific effects that could result and that were not evaluated in the MEIR process. Project-specific effects are dependent, e.g., on the location and timing of any individual activity, and cannot be identified in meaningful manner on a long-range planning basis. This MEIR, therefore, focuses on the cumulative effects.

Table 2-2 City Of Sacramento 2035 General Plan Subsequent Projects

Name	Location	PIA	Description	Budget/Funding
Parks & Recreation Department Projects				
DPR Master Plan	Citywide	--	Update 2005-2010 Parks & Recreation Master Plan	TBD
Vista Park	TBD in the Railyards Specific Plan area	CBD	Master Plan & Development of a new 10 acre community park in the Railyards Specific Plan area, to include grading, amphitheater, restroom bldg, concession bldg, monument structure, play areas, walkways, lighting, open turf, and landscaping	$75,000-PIF
Park Site CC1	1818 Q Street	CBD	Construct urban plaza including hardscape, seating, landscaping	$2M; TBD
Delta Shores Regional Park	Between Morrison Creek and Cosumnes River Blvd.	--	New regional park on next to Morrison Creek, adjacent to the Delta Shores PUD	TBD
Robert T Matsui Waterfront Park	Jibboom Street/Sacramento River	CBD	Develop Science & Space Center at site of former power station building.	TBD
Westlake Park Improvements	4700 Westlake Parkway	--	Construct skate plaza and kiosk; lighting, landscaping and irrigation	$300,000; No. Natomas Westlake CFD
Department of General Services Projects				
North Natomas Community Center -General Services Dept.	TBD in North Natomas Town Center	--	Construct a new Community center.	TBD
New City-owned parking structure in Railyards	TBD in the Railyards Specific Plan area	CBD	Construct a new parking structure with 2000+/- spaces.	TBD
Old Sac Riverfront Boardwalk	Old Sacramento		Repair / Renovate the Old Sac riverfront boardwalk	$ 2,000,000 – Construction
Delta King Barge	Old Sacramento		Repair / Renovate the Old Sac Delta King Barge	$ 1,000,000 - Construction
Depot Phase II	Railyards	CBD	Historical restoration and adaptive reuse of the existing station	$ 27,000,000 - Construction
Parking Garage Repairs	Various	--	Repair / Renovate the city's existing parking garages to fix structural, mechanical, electrical, and accessibility issues.	$ 5,000,000 - Construction
ADA Upgrades to Existing Facilities	Various	--	Repair / Renovate the city's existing buildings/facilities to fix structural, mechanical, electrical, and accessibility issues.	$ 1,000,000 - Construction
N. Natomas CC	North Natomas	--	Construct a new Community Center	$ 15,000,000 - Construction
Fire Station (Delta Shores)	Delta Shores	--	Construct a new Fire Station	$ 10,000,000 - Construction

Table 2-2 City Of Sacramento 2035 General Plan Subsequent Projects

Name	Location	PIA	Description	Budget/Funding
Library (Central)	9th and I Streets	CBD	Update / upgrade the existing Central Library first floor area	$ 1,000,000 - Construction
Convention Center Theater Upgrade	14th and L Streets	CBD	Repair / Renovate the existing Community Center Theater and Lobby	$ 38,000,000 - Construction
Fire Station (S. Natomas replacement)	South Natomas	--	Construct a new replacement Fire Station	$ 10,000,000 - Construction
Sacramento Housing and Redevelopment Agency (SHRA) Projects				
North Lot Development Site	Vacant lots on the northeast corner of 12th & C Sts.; APN 002-0082-016 & -002, -0082 & -024	--	Possible mixed-use or strictly commercial/retail development.	TBD
Boys and Girls Club	1120 F St (APN 002-0157-005); 1126 F St (APn 002-0157-006); 614 12th St (002-0157-008)	--	Possible mixed-use, housing or strictly commercially/retail development.	TBD
Egg Warehouse	14th Street between North A and North B	CBD	Construct a 100 unit affordable apartment mixed-use project.	TBD
MLK/Broadway Development Site	3900 Broadway	--	Development of a mixed-use project, including 60 affordable rental units and 23 for sale market-rate units located at the SW corner of the Broadway and MLK King Jr. Boulevard.	Private funds & SHRA funds
Broadway/2nd Avenue	Broadway/2nd Avenue	--	Mixed-use project including 15,000 sf of medical office, 6,400 sf of retail, 18 condominiums.	Private funds & SHRA funds
Power Inn and Elder Creek Retail Center	Southeast corner of Power Inn and Elder Creek	--	Retail center of 150,000 to 200,000 sf.	Private funds & SHRA funds
65th & Folsom Mixed Use	65th & Folsom	65N	400,000 -600,000 sf mixed-use project, including hotel, office, retail, fitness, residential.	Private funds & SHRA funds
14th Avenue St. Improvement	14th Avenue from Power Inn to SR16	65N	Widen and provide basic infrastructure improvements, curb, gutter, and sidewalk.	Private, SHRA, & City funds
Power Inn Road St. Improvement	Power Inn Road from 14th Avenue south to city limits	65N	Widen and include improved pedestrian and bike amenities.	SHRA, City, state & federal funds
Elvas Avenue Streetscape/Road Improvement	Elvas Avenue between 65th St. & J St.	65N	Improve the bike, pedestrian, and roadway to include separated sidewalks and bike lanes to improve the roadway safety and aesthetics.	SHRA funds
Greenfair	Broadway and Fairgrounds	--	Construct 200-400 residential units.	Private & SHRA funds

Table 2-2 City Of Sacramento 2035 General Plan Subsequent Projects

Name	Location	PIA	Description	Budget/Funding
1000 Block of Del Paso Blvd	1000 Block of Del Paso Blvd	–	Further transit oriented development with 116 condo units facing Del Paso Boulevard adjacent to the Globe Light Rail Station.	Private funds & SHRA funds
1212 Del Paso Blvd	1212 Del Paso Blvd	–	Further transit oriented development with the mixed use units with 6 townhomes and 20 condominiums facing Del Paso Blvd near the Globe Light Rail Station.	TBD
Rio Linda Superblock	Rio Linda Superblock	–	Single family residential development with 47 units.	TBD
Department of Public Works Projects				
12th St. Signal Upgrades	12th St. between Richards Blvd. and L St.	CBD	Upgrade traffic signal system; repair conduit infrastructure between signals; provide dynamic train and vehicle signs; improve signing and striping. HSIP3-03-022 (T15115000)	$1,300,000
14th Avenue Extension	14th Ave. from Power Inn Rd to Watt Ave.	–	Sacramento. Four-lane extension of 14th Avenue from Power Inn Rd to Watt Ave.	$19,970,000
16th Street Streetscape	16th Street from S Street to N Street	–	On 16th Street from S Street to N Street, pedestrian improvements including bulb-outs, landscaping and trees, banners, pavement treatments, bike racks, and street furniture, and street lights.	$2,660,000
56th Ave Bridge Rehab	56th Ave, over South Sacramento Drain	–	56th Ave, over South Sacramento Drain, 100' east of I-5: Rehabilitate the existing structurally deficient 2 lane bridge. (Toll Credits for CON)	$310,000
65th St.	65th St. from Hwy. 50 to Broadway.	65N	Widen: 5 lanes from Hwy. 50 to Broadway.	$6,704,632
Alhambra and Folsom Signal Upgrade	Intersection of Alhambra Blvd. and Folsom Blvd.	–	Upgrade traffic signal with protected/split phases; add and upgrade pedestrian improvements.(T15105600)	$391,600
Arena Blvd.	Arena Blvd. from El Centro Rd to Duckhorn Drive and from I-5 SB Ramps to I-5 NB Ramps.	–	Widen to 6 lanes from El Centro Rd to Duckhorn Drive, and from I-5 SB Ramps to I-5 NB Ramps.	TBD
Bell Ave.	Bell Ave. from Norwood Avenue to Winters Street	–	Widen/stripe 3 lanes from Norwood Avenue to Winters Street	TBD
Bridging I-5 (Riverfront Reconnection Phase One)	I-5 between approximately Capitol Ave. to "O" St.	CBD	Construct connection over I-5 between approximately Capitol Ave. to "O" St. (T15998100)	$8,432,709
Del Paso Rd	Del Paso Rd from city limit to east of Hovanian Drive	–	Widen to 4 lanes from city limit to east of Hovanian Drive	TBD
Del Paso Rd	Del Paso Rd from El Centro to East Commerce Way	–	Widen to 6 lanes from El Centro to East Commerce Way	TBD

Table 2-2 City Of Sacramento 2035 General Plan Subsequent Projects

Name	Location	PIA	Description	Budget/Funding
Del Paso Regional Park Improvements	Del Paso Regional Park	–	To improve an existing multi-use recreational trail beginning at the east end of Park Road in Del Paso Regional Park and extending west approximately 1400 linear feet along Arcade Creek. Additional improvements include site furniture, interpretive kiosk and informational signage.	$341,000
Docks Riverfront Promenade	R St to Pioneer Bridge	CBD	In Sacramento, extend pedestrian/bicycle riverfront promenade from R St to Pioneer Bridge. Relocation and reconstruction of main rail line. Pedestrian/bicycle paths, benches, lighting, interpretative signs, rail crossings, and on-street bicycle lanes.	$12,518,290
Downtown Sacramento Circulation	Downtown Sacramento	CBD	Roadway Operational Improvements: Unspecified funding for future operational improvements to accommodate increased bus and rail traffic, auto, trucks, in downtown Sacramento.	$137,059,553
Downtown Sacramento Transportation Study	Downtown Sacramento	CBD	Downtown Sacramento, bounded by Broadway, Sacramento River, American River, and Alhambra Blvd.: Study the cost and priority of the $100 million in improvements planned in the MTP 2035.	$1,200,000
East Commerce Way	East Commerce Way from Club Center Drive to Del Paso Rd	–	In Sacramento, East Commerce Way from Club Center Drive to Del Paso Rd, extend as a 6-lane facility.	$10,166,233
East Commerce Way	East Commerce Way from planned Natomas Crossing Drive to San Juan Rd	–	Extend East Commerce Way from planned Natomas Crossing Drive to San Juan Rd. as a 4 lane road.	$4,994,327
East Commerce Way	East Commerce Way from Arena Blvd. to Natomas Crossing Drive	–	In Sacramento, extend East Commerce Way from Arena Blvd. to Natomas Crossing Drive, as a 6 lane road.	$4,156,528
El Centro Rd.	El Centro Rd.	–	New Overcrossing: El Centro Rd. overcrossing.	$13,734,399
Elder Creek Rd.	Elder Creek Rd. from Power Inn Rd. and Florin Perkins Rd.	–	Widen: 4 lanes from Power Inn Rd. and Florin Perkins Rd.	$2,604,132
Elder Creek Rd.	Elder Creek Rd. from Florin Perkins Rd. to South Watt Ave.	–	Widen: 4 lanes from Florin Perkins Rd. to South Watt Ave.	$11,733,105
Elkhorn Boulevard	Elkhorn Boulevard from SR 99 to Power Line Road	–	In Sacramento, Elkhorn Boulevard from SR 99 to Power Line Road: widen from 2 to 6 lanes.	$8,831,925
Folsom Blvd Operations and Maintenance	Folsom Blvd. from Power Inn Road to Watt Avenue	–	Folsom Blvd. from Power Inn Road to Watt Avenue; streetscape project including pedestrian and bicycle improvements, a raised landscaped median, landscaped planters, improvements to signal operations, frontage landscaping, and enhanced connections to transit facilities.	$19,500,000
Folsom Blvd.	Folsom Blvd from Power Inn. to 65th St.	65N	Streetscape Project: Folsom Blvd from Power Inn. to 65th St.	$31,008,921

Table 2-2 City Of Sacramento 2035 General Plan Subsequent Projects

Name	Location	PIA	Description	Budget/Funding
Freeport Shores Ped/Bike Path	grade crossing of SR 160	--	In Sacramento, construct new Freeport Shores Ped/Bike Path at grade crossing of SR 160 connecting the Sacramento River Trail and the Sports Complex.(K15000000)	$1,093,118
Fruitridge Rd.	Fruitridge Rd. from Florin Perkins Rd. to S. Watt Ave.	--	Widen to 4 lanes from Florin Perkins Rd. to S. Watt Ave.	TBD
Garden Highway	Garden Highway from Natomas Park Drive to Truxel Road	--	Widen to 4 lanes from Natomas Park Drive to Truxel Road	TBD
H Street Bridge Preventive Maintenance	H Street, Over American River, 0.4 miles east of Carlson Dr	--	H Street, Over American River, 0.4 miles east of Carlson Dr.: Preventive Maintenance including methacrylate treatment and deck expansion joint repair.	$335,001
Highway 99 Meister Way Overcrossing	Meister Wy. / Hwy. 99	--	New Overcrossing: Meister Wy. / Hwy. 99.	$10,895,026
I-5	I-5 NB from Del Paso Rd. to Hwy. 99	--	Add Auxiliary Lane: NB from Del Paso Rd. to Hwy. 99.	$1,070,035
I-5 / Highway 99	I-5 / Highway 99 Interchange	--	On/Off Ramp Improvement: Add 2nd on-ramp at I-5 / Hwy. 99 Interchange.	$269,694
I-5 at Cosumnes River Blvd.	I-5 and Cosumnes River Boulevard	--	Extend Cosumnes River Boulevard from Franklin to Freeport with an interchange at I-5. (EA: 03-0L1068L) (T15018000)	$97,109,164
I-5 at Richards Blvd. Interchange	Richards Blvd. and I-5	CBD	Sacramento, Richards Blvd. and I-5; reconstruct interchange (ult). (HPP #3784)(T15088200)	$41,535,000
I-80 at West El Camino Interchange	I-80 at West El Camino Interchange	--	Expand the West El Camino interchange on I-80 from 2 to 4 lanes and modify ramps.	$36,875,473
Intermodal Depot Retrofit	Depot	CBD	Construction of structural, facade and building improvements at the Depot. (FFY 2009 Local Funds are from the Historic Places Fund.)	$15,819,029
ITS Expansion - Traffic Operation	Major corridors	--	Project will evaluate and implement on major corridors, Intelligent Transportation System (ITS) elements and infrastructure necessary to provide traffic responsive/coordinated signal timing and communications to the Traffic Operation Center. (Emission Benefits in kg/day: ROG 1, NO_x 1)	$3,992,000
J Street	J Street from Alhambra Blvd to 39th Street	--	Road diet: 2 lanes from Alhambra Blvd to 39th Street. There are 2 lanes 33rd Street to 39th Street already existing.	TBD
Jackson Hwy. (SR 16)	Jackson Hwy. (SR 16) from Power Inn Rd. to South Watt Ave.	--	Road Realignment: 4 lane Rd. from Power Inn Rd. to South Watt Ave.	$41,903,947
Kiefer Blvd.	Kiefer Blvd. from Florin-Perkins Rd. to S. Watt Ave.	--	Widen: 4 lanes from Florin-Perkins Rd. to S. Watt Ave.	$1,370,596
La Mancha Way/Elder Creek Bridge Replacement	La Mancha Way, over Elder Creek, 0.3 mi N of Mack Rd.	--	La Mancha Way, over Elder Creek, 0.3 mi N of Mack Rd. Replace the existing 2 lane functionally obsolete bridge with a new 2 lane bridge.	$4,273,000

Table 2-2 City Of Sacramento 2035 General Plan Subsequent Projects

Name	Location	PIA	Description	Budget/Funding
Lower American River Crossing	Between downtown Sacramento and South Natomas across the Lower American River	CBD	New all-modal bridge: between downtown Sacramento and South Natomas across the Lower American River. Includes: auto, transit, bicycle, and pedestrian facilities. Scale and features to be determined through need and purpose study.	$251,423,681
Main Ave.	Main Ave. from Norwood Ave. to Rio Linda Blvd.	–	Widen: 4 lanes from Norwood Ave. to Rio Linda Blvd.	$11,733,105
Main Ave.	Main Ave. from Sacramento City limit east to Norwood Ave.	–	Widen: 6 lanes from Sacramento City limit east to Norwood Ave.	$5,482,382
Main Ave.	Main Ave. from Rio Linda Blvd. to Marysville Blvd.	–	Road Extension: 2 lanes from Rio Linda Blvd. to Marysville Blvd.	$2,497,163
Manera Rica Dr.	Manera Rica Dr. from El Centro Road to East Commerce Way	–	Extend segment from El Centro Road to East Commerce Way	TBD
Mangan Park	Mangan Park from 24th St. to Freeport Blvd	–	Bikeway Facilities: 0.6 mile in City of Sacramento Mangen Park from 24th St. to Freeport Blvd. Bike trail south in Executive Airport right-of-way.	$998,865
Natomas Crossing Dr.	Natomas Crossing Dr. at I-5	–	New Overcrossing: Natomas Crossing Dr. at I-5.	$13,734,399
Natomas Crossing Drive	Natomas Crossing Drive from Duckhorn Drive to El Centro Rd.	–	In City of Sacramento, build new Natomas Crossing Drive as 2 lane road from Duckhorn Drive to El Centro Rd.	$5,419,737
Northgate Blvd.	Northgate Blvd. / I-80 Interchange	–	On/Off Ramp Improvement: Extend existing I-5 WB off-ramp at Northgate Blvd. / I-80 Interchange. Includes: auxiliary lane to WB on-ramp.	$12,485,817
Norwood Ave Bridge Replacement	Norwood Ave, Over Arcade Creek, .1 miles south of Fairbank	–	Norwood Ave, Over Arcade Creek, .1 miles south of Fairbanks: Replace 2 lane bridge, add sidewalks and widen shoulders.	$10,378,000
Pedestrian Improvements at Robla School SRTS	Vicinity of Robla Elementary School	–	Installation of new curbs, gutters and sidewalks in the vicinity of Robla Elementary School. Also included are street crossing enhancements to facilitate access to the existing bike trail that leads to the school. SRTSD03_0012 (T15085700)	$650,000
Pedestrian Safety Improvements Natomas SRTS	Bannon Cr. Dr. at Azevedo Dr. and at Millcreek Dr.; Pebblewood Dr. at Azevedo Dr. and Bannon Cr. Pkwy; Crest Dr. at Ives Ave., Fenmore Ave., and N Bend Dr.; N Bend Dr./Gateway Park Circle	–	Reconstruct 8 intersections at 3 elementary schools: install curb extensions, curb ramps and high-visibility crosswalks; widen sidewalks, construct speed tables, and install medians. Locations at Bannon Creek ES along Bannon Cr. Dr. at Azevedo Dr. and also at Millcreek Dr.; at Jefferson ES along Pebblewood Dr. at and between Azevedo Dr. and Bannon Cr. Parkway; and at Natomas Park ES along Crest Dr. at Ives Ave., Fenmore Ave., and North Bend Dr., and at the intersection of North Bend Dr./Gateway Park Circle. (SRTS # S0203003)(T15105000)	$1,958,000
Power Inn Rd.	Power Inn Rd. from Fruitridge Rd. to Lorin Ave.	–	Widen: 6 lanes from Fruitridge Rd. to Lorin Ave.	TBD

Table 2-2 City Of Sacramento 2035 General Plan Subsequent Projects

Name	Location	PIA	Description	Budget/Funding
R Street Market Plaza (16th to 18th St)	R Street between 16th & 18th Streets	CBD	Sacramento, R Street between 16th & 18th Streets, develop pedestrian pathway, streetscape improvements, community gathering place, and vehicular lanes adjacent to development of mixed use properties.	$5,515,000
R Street Streetscape Improvements	R Street, from 2nd St. to 18th St.	CBD	City of Sacramento, R Street, from 2nd St. to 18th St., provide paving and streetscape improvements, including curb, gutter, sidewalk, accessibility features, landscaping, lighting, and street furniture.	$7,866,000
Railyard Boulevard Extension	Railyard Boulevard, between Jibboom Street and Bercut Street:	CBD	Railyard Boulevard, between Jibboom Street and Bercut Street: construct approximately 200 feet of new roadway (one lane each direction) to provide access to downtown railyards.	$1,000,000
Railyards Access Improvements	North Central Business District	CBD	Provide 3 access improvements in North Central Business District: 1) At I-5/Richards Blvd. Interchange, construct ramp and signal modifications. 2) Jibboom St., from Richards Blvd. to Railyards Blvd., make frontage improvements and turn pockets. 3) Bercut Dr., from Bannon St. south to Railyards Blvd., extend as a two-lane road. (HPP #2788 and #3784)	$10,523,077
Railyards Streets	Railyards Redevelopment Area	CBD	Construct New Road: various roads in the Railyards Redevelopment Area.	$211,345,831
Raley Blvd.	Raley Blvd. from Santa Ana Ave. to Ascot Ave.	–	Widen: 4 lanes from Santa Ana Ave. to Ascot Ave.	$1,644,715
Ramona Ave Extension	Ramona Avenue to Folsom Blvd	–	Extend Ramona Avenue to the north to connect to Folsom Blvd.	$12,991,889
Rio Linda & Bell Upgrade Traffic Signals	Rio Linda Blvd at Bell Ave	–	In Sacramento, at intersection of Rio Linda Blvd at Bell Ave: Upgrade traffic signals to include left turn phase.(S15084700)	$405,100
Rio Linda & Main Intersection Improvements & Bridge Replacement	Rio Linda Blvd. and Main Ave.	–	Intersection Improvements: at Rio Linda Blvd. and Main Ave. Includes: traffic signal installation, bridge replacement, and intersection re-configuration.	$5,075,039
Road Rehab	Varies	–	Rehabilitate various roads: Bell Ave between Raley Bl and Parker Ave, Stockton Bl bet Broadway and 39th St, Fruitridge Rd between 65th St Expwy and Power Inn Rd, S Land Park Dr bet 35th Ave and Moss Dr, Havenside Dr. between Florin Rd and Gloria Dr.; Riverside Bl bet Park Rivera Wy and Florin Rd, 8th St bet P St and K St, Del Paso Blvd bet El Camino Ave and Marysville Bl, J St bet 3rd St and 10th St, and Fulton Ave bet Auburn Bl and north end of Bus 80	$2,879,930
Road Rehab	2nd Avenue; Truxel Road	–	Roadway Rehabilitation: 2nd Avenue - Santa Cruz Way to Stockton Blvd; Truxel Road - West El Camino Avenue to San Juan Rd.	$1,405,382
Roseville Rd.	Roseville Rd. from Connie Dr. to Sacramento limits	–	Widen: 4 lanes from Connie Dr. to Sacramento limits.	$4,111,787

Table 2-2 City Of Sacramento 2035 General Plan Subsequent Projects

Name	Location	PIA	Description	Budget/Funding
Roseville Rd. Bridge Replacement	Roseville Rd. Over Arcade Creek, 0.4 miles south of S.R 80	--	Roseville Rd. Over Arcade Creek, 0.4 miles south of S.R 80.: Replace existing structurally deficient 2 lane bridge with new 2 lane bridge.	$9,510,000
S. Watt Ave.	S. Watt Ave. from Elder Creek Rd. to Fruitridge Rd.	--	Widen: 6 lanes from Elder Creek Rd. to Fruitridge Rd.	$33,523,158
S. Watt Ave. / Elk Grove Florin Rd.	S. Watt Ave. / Elk Grove Florin Rd. from Fruitridge Rd. to Folsom Blvd.	--	Widen: 6 lanes from Fruitridge Rd. to Folsom Blvd.	$16,761,579
Sacramento City College Bike/Ped Overcrossing	Sacramento City College/UPRR line	--	Sacramento, Sacramento City College/UPRR line. Bike/ped overcrossing of railroad to provide access to Sacramento City College Light Rail Station from existing and future development to the east.(T15065700) ($500k PE is Community Design Funding)	$10,297,680
Sacramento Intermodal Circulation	Streets around the Sacramento Intermodal Station.	--	Extend the streets around the Sacramento Intermodal Station. The following streets may be extended: 2nd, 3rd,4th St from I to G/H St; 5th & 6th St, from H St. to F/G St; F and G St, from 7th to 2nd St; and H St from 5th to 2nd St. Modifications to the existing I St on-ramps to I-5 maybe needed to facilitate these street ext. Phase 1: Construct intersection improvements at 4th and I. Phase 2: Design access improvements at 3rd and I, including PSR	$7,641,112
Sacramento Intermodal Trans. Facility - Phase 2	Sacramento Intermodal Transportation Facility Valley Station	CBD	Sacramento Intermodal Transportation Facility Valley Station: Improvements to the existing station including: relocating the existing LRT station to a north-south alignment; relocating (repave/restripe) the existing RT and Amtrak bus berths; providing enhanced passenger connections; relocating passenger vehicle and bicycle parking; upgrading the Depot's electrical system; providing a transit way.	$25,663,140
Sacramento Intermodal Trans. Facility - Phase 2b	Sacramento Intermodal Transportation Facility Valley Station	CBD	Sacramento Intermodal Transportation Facility Valley Station: Intermodal Facility Phase 2B project is a complete makeover and rehabilitation of the historic Depot to make the facility fully usable and attractive, arrest deterioration and meet code. The project elements will consist of repair and upgrade to the interior and exterior sections of the building including architectural, structural, plumbing, mechanical, electrical, energy, internal circulation, access and other work. Historic rehabilitation will involve features such as façades, canopies, openings, windows, doors, the mural and decorative treatments, finishes and other items.	$36,959,937

Table 2-2 City Of Sacramento 2035 General Plan Subsequent Projects

Name	Location	PIA	Description	Budget/Funding
Sacramento Intermodal Transportation Facility - Phase 1	Sacramento Intermodal Transportation Facility	CBD	Sacramento Intermodal Transportation Facility: Realign and straighten the existing mainline UPRR freight and passenger rail tracks, provide passenger facilities that connect the Depot to the relocated platforms. (Project includes Prelim. Engineering for both Phase 1 and Phase 2 of the Sac. Intermodal Transp. Facility). Between Old Sacramento, the Central Business District, and the Railyards Development and River District: Construct a 247-foot pedestrian/bicycle tunnel beneath the re-aligned mainline Union Pacific tracks. (Other Fed-Project of National & Regional Significance is Section 1301 and are Earmarked funds from SAFETEA-LU. CMAQ funds are being used for straightening and realigning a 3,300-foot-long section of the UPRR mainline. The project will allow UPRR's trains to operate at higher speeds and reduce train idling. Emission Benefits in kg/day: NOx1.2, CO 0.1, PM10 0.1)	$96,343,325
Sacramento Intermodal Transportation Facility - Phase 3	Intermodal Facility	CBD	Intermodal Facility Phase 3 project is the creation of a larger multi-modal transportation center that can meet the region's expanded transportation needs and accommodate high speed trains, commuter rail, light rail, streetcars, transit bus lines, and intercity buses. It will involve expansion of the terminal facilities including passenger amenities and spaces, transportation operations areas, site and circulation improvements and joint development	$377,135,522
Snowey Egret Wy.	Snowey Egret Wy. from El Centro Rd. to Commerce Wy.	–	New Overcrossing: for the planned Snowy Egret Wy. that will run east-west from El Centro Rd. to Commerce Wy. crossing over I-5.	$18,437,737
SR 99 Elkhorn Boulevard Interchange	Elkhorn Blvd. interchange on Route 99	–	In Sacramento County :Expand the Elkhorn Blvd. interchange on Route 99 to accommodate the widening of Elkhorn Blvd. from 2 to 6 lanes	$14,869,359
Sutter's Landing Bridge	Sutter's Landing Bridge	–	Multi-Use Crossing: Sacramento, Sutter's Landing Bridge, between American River Pkwy. and Sutter Landing Park. Construct bike/ped bridge over American River.	$35,287,691
Sutter's Landing Parkway	Between Hwy. 160 and Hwy. 51	CBD	Construct New Road: 1.6 mile 4-lane arterial on new alignment between Hwy. 160 and Hwy. 51. Includes: sidewalks and bike lanes in both directions, a grade separation with the railroad, and a full interchange at the connection with Hwy. 51.	$167,615,788
Truxel Rd. Bridge/American River Crossing	Between South Natomas and the River District	CBD	Construct 2-lane bridge crossing the American River between South Natomas and the River District	TBD
Two Rivers Trail Phase II	Between the Northern Bicycle Trail and Sutter's Landing Park.	–	Study and Design of bike/ped connections between the Northern Bicycle Trail and Sutter's Landing Park. Additional study future bicycle trial connections across the American River, Crossing the Capitol City Freeway, and extending east along the American River towards California State University at Sacramento.	$2,839,000
W. El Camino Ave.	West El Camino Interchange	–	Widen: 6 lanes West El Camino Interchange. Includes: bike lanes at I-80 / Natomas Main Drainage Canal.	$40,227,789

Table 2-2 City Of Sacramento 2035 General Plan Subsequent Projects

Name	Location	PIA	Description	Budget/Funding
Sacramento River Crossing	Either Broadway, Marina View, or Sutterville Road	CBD	New Southern Bridge: from Sacramento to West Sacramento across the Sacramento River. Includes: auto, transit, bicycle and pedestrian facilities. The Sacramento River Crossings Alternatives Study analyzed a new crossing at either Broadway, Marina View, or Sutterville Road, but final alignment options will be studied in subsequent planning efforts.	$251,423,681
Sacramento River Crossing	Either Richards Blvd or C Street	CBD	New Northern Bridge: from Sacramento to West Sacramento across the Sacramento River. Includes: auto, transit, bicycle and pedestrian facilities. The Sacramento River Crossings Alternatives Study analyzed a new crossing at either Richards Blvd or C Street to Railyards Boulevard (I Street Bridge Replacement), but final alignment options will be studied in subsequent planning efforts.	$251,423,681
Police Department Projects				
Permanent Downtown Police (essential service) facility	Within the Railyards Specific Plan area	CBD	Construct a 25,000 sf 24-hour policy facility that houses 200 total staff (sworn & civilian) and includes a public counter, offices, work stations, interview rooms, locker rooms, break rooms, gym, and conference rooms. There is also a separate 8,500 sf service garage and fueling station.	$750.00/sq. ft.
North Natomas Police (essential service) facility	TBD in North Natomas Town Center south of New market Drive	–	Construct a 25,000 sf 24-hour police facility that houses 200 total staff (sworn & civilian) and includes a public counter, offices, work stations, interview rooms, locker rooms, break rooms, gym, and conference rooms. There is also a separate 8,500 sf service garage and fueling station.	$750.00/sq. ft.
South Area Police (essential service) Facility	TBD	–	Construct a 25,000 sf police facility that houses 200 total staff (sworn & civilian) and includes a public counter, offices, work stations, interview rooms, locker rooms, break rooms, gym, and conference rooms. There is also a separate 8,500 sf. service garage and fueling station.	$750.00/sq. ft.
Property Warehouse (Police Evidence & Supplies)	555 Sequoia Pacific	CBD	Construct 20,000 sf of additional storage space to accommodate both the demands from increased growth and from new evidence retention laws. The current facility will either be expanded or an additional facility will be built or purchased.	$400.00/sq. ft.
Utilities Department Projects				
P St. Relief Sewer (Combined system)	P St. between 5th & 7th streets	CBD	Construct 72-inch diameter combined sewer pipeline.	$1.0M; sewer fees, impact fees; and EPA grant
Pioneer Reservoir (Combined System)	Front Street	CBD	Major roof repairs.	$12M; sewer fees
3rd Relief Sewer (combined system)	Downtown Railyards at I St. to T St.	CBD	Construct a 42-inch relief sewer, or size TBD based on demand.	Developer funded

Table 2-2 City Of Sacramento 2035 General Plan Subsequent Projects

Name	Location	PIA	Description	Budget/Funding
Oak Park Storage Project (Combined System)	Oak Park neighborhood	–	Construct a sewer storage project in Oak Park. Shown in the DOU – Capital Improvement Programming Guide as a FY 15/16 project.	Approximate $10M; funding sources Combined Sewer System Impact Fees and Sewer Fees
7th Street Sewer (Combined System)	7th St. from K St. to P St.; L St from 7th to 9th	CBD	Construct approximately 2800 LF of 60-inch diameter combined sewer main as part of the Downtown Sewer Upsizing Project.	$3.4M funded by Prop 1E Grant
9th Street Sewer (Combined System)	9th St, from L St. to H St.	CBD	Construct approximately 2000 LF of 60 inch diameter combined sewer main as one of the final legs to the Downtown Sewer Upsizing Project	$2.8M funded by Prop 1E Grant
V/W Alley Sewer (Combined System)	V/W Alley from 14th St. to 15th St.	CBD	Remove and replace approximately 352 feet of existing 8-inch combined system main.	$273,017
F Street Sewer Rehabilitation, 19th-20th Street (Combined System)	F St, 19th to 20th Street	CBD	Replace 400 foot segment of existing 8-inch combined system main using pipe bursting.	$111,807
R Street Sewer Replacement, 16th-18th Street (Combined System)	R Street from 16th St. to 18th St.	CBD	Remove and replace approximately 900 feet of existing 12-inch combined system main.	$232,350
Curtis Park Storage	Feasibility Study to determine location for storage	–	Construct underground combined sewer storage facility (approx. 325,000 cu. ft.) FY16	$12,000,000
Freeport Blvd Sewer Replacement, 7th Ave to Bidwell Way (Combined System)	Freeport Blvd, 7th to Bidwell Way	–	Line approximately 1009 feet of existing 36-inch sewer main from MH 404II15 to 110II15.	$822,188
L Street Sewer Rehabilitation, 19th to 20th Street (Combined System)	L St, 19th to 20th Street	CBD	Replace approximately 400 feet of existing 8-inch combined system main using the pipe bursting method.	$217,066
Q/R Alley Sewer Replacement, 16th to 17th Street (Combined System))	Q/R Alley, 16th to 17th St	CBD	Remove and replace approximately 270 feet of existing 8-inch combined system main.	$234,241
N St/Capitol Ave Easement Sewer Replacement, Alhambra to 30th St (Combined System)	N St/Capitol Ave, Alhambra to 30th St	CBD	Replace 360' of main and all 3 manholes between manholes 409EE19 and 411EE19. Major cracks and holes.	$184, 506
32nd Street Sewer Replacement, X St to Y St(Combined System)	32nd St. from X St. to Y St.	CBD	Remove and replace approximately 160 feet of existing 8-inch combined system main.	$159,140
Sunland Vista Ave Sewer Replacement, S. Land Park Dr to Camino Del Rey St	Sunland Vista Ave, S. Land Park Dr to Camino Del Rey St	–	Remove and replace approximately 140 feet of existing 8-inch combined system main.	$128,193
39th St Sewer Replacement, Boyle Ct to Broadway (Combined System)	39th St, Boyle Ct to Broadway	CBD	Remove and replace approximately 302 feet of existing 8" combined sewer main.	$233,990
R/S Alley Sewer Rehabilitation, 3rd to 4th Street (Combined System)	R/S St Alley, 3rd to 4th Street	CBD	Replace approximately 383 feet of existing 8-inch combined system main using the pipe bursting method.	$21,566

Table 2-2 City Of Sacramento 2035 General Plan Subsequent Projects

Name	Location	PIA	Description	Budget/Funding
D St Sewer Rehabilitation, 19th to 20th Street (Combined System)	D St, 19th to 20th Street	CBD	Replace approximately 450 feet of existing 8-inch combined system main using the pipe bursting method.	$233,244
Sherman Way Easement Sewer Rehabilitation, Miller Way to 39th St (Combined System)	Sherman Way Easement, Miller Way to 39th St	–	Replace approximately 750 feet of existing 8-inch combined system main using the pipe bursting method.	$283,191
P/R Alley Sewer Replacement, 35th to Santa Ynez Way (Combined System)	P/R Alley, 35th to Santa Ynez Way	–	Remove and replace approximately 300 feet of existing 8-inch combined system main.	$223,100
Donner Way/5th Ave Alley Sewer Replacement, 26th to 27th St (Combined System)	Donner Way/5th Ave Alley, 26th to 27th St.	–	Remove and replace approximately 540 feet of existing 8-inch combined system main.	$256,324
S/T Alley Replacement, 9th to 10th Street (COmbined System)	S/T Alley from 9th St. to 10th St.	CBD	Remove and replace approximately 370 feet of existing 8-inch combined system main	$229,868
24th St/Highland Ave Easement Sewer Rehabilitation, Marshall to 4th Ave (combined System)	24th St/Highland Ave Easement, Marshall to 4th Ave	–	Replace approximately 665 feet of existing 8-inch combined system main using the CIPP lining method.	$60,000
24th St Sewer Replacement, 3rd Ave to Castro Way (Combined System)	24th St, 3rd Ave to Castro Way	–	Remove and replace approximately 470 feet of existing 8-inch combined system main.	$334,172
W. Lincoln Ave Sewer Rehabilitation (Combined Sewer System)	W. Lincoln Ave/17thSt Easement, at 19th St	–	Replace approximately 225 feet of existing 8-inch combined system main using the CIPP lining method.	$60,000
41st /42nd St Easement Sewer Rehabilitation, 2nd Ave to Sherman Way (Combined System)	41st /42nd St Easement, 2nd Ave to Sherman Way	–	Replace approximately 800 feet of existing 8-inch combined system main using the pipe bursting method.	$300,000
9th/10th St Easement Sewer Rehabilitation, 22nd to 23rd St (Combined System)	9th/10th St Easement, 22nd to 23rd St	CBD	Replace approximately 605 feet of existing 8-inch combined system main using the CIPP lining method.	$86,824
22nd St Alley Sewer Rehabilitation, Marshall to 4th Ave (Combined System)	22nd St Alley, Marshall to 4th Ave	–	Replace approximately 205 feet of existing 8-inch combined system main using the CIPP lining method.	$35,646
G/H Alley Sewer Rehabilitation, 19th to 20th St (Combined System)	G/H St Alley, 19th to 20th St	CBD	Replace approximately 417 feet of existing 8-inch combined sewer main in alley between G & H St using the CIPP lining method.	$62,623
I St Sewer Rehabilitation, 33rd to 35th St (Combined System)	I St, 33rd to 35th St	CBD	Replace approximately 530 feet of existing 8-inch combined sewer main using the CIPP lining method.	$73,727
43rd/44th St Easement Sewer Rehabilitation, 12th to 13th Ave (Combined System)	43rd/44th St Easement, 12th to 13th Ave	–	Replace approximately 225 feet of existing 8-inch combined sewer main using the CIPP lining method.	$37,671

Table 2-2 City Of Sacramento 2035 General Plan Subsequent Projects

Name	Location	PIA	Description	Budget/Funding
McKinley Village Regional Storage	TBD through feasibility study	--	Feasibility study being performed to identify best locations for approximately 1,000,000 cu ft of underground combined sewer storage.	$50M
K & L Street Water Mains	K Street from 7th St. to 10th St. and L Street from 7th St. to 10th St.	CBD	Construct 12-inch diameter water mains Potential Investment Strategy Project	$514,500
McClatchy Park Sewer Storage	37th Street from 9th Ave. to McClatchy Park	65th North	Repalce 1300 l.f. of existing 24" with 48" to create 100,000 cubic feet of storage. Potential Investment Strategy Project.	$3,257,000
Fire Department Projects				
Fire Station 3	South of Airport & north of I-5	--	Relocate Fire Station from W. Elkhorn Blvd. and construct a new station.	$8-10M
Fire Station 4	TBD	--	Relocate fire station from Granada Way and construct a new station.	$8-10M
Fire Station 10	66th St.	--	Demolish existing fire station and construct a new station.	$8-10M
Fire Station 14	TBD	--	Relocate fire station from North C St. and construct a new station.	$8-10M
Fire Station 15	Newborough Dr.	--	Demolish existing fire station and construct a new station.	$8-10M
Fire Station 18	TBD	--	Relocate fire station from North Market Blvd and construct a new station.	$8-10M
Fire Station 57	East Parkway	--	Demolish existing fire station and construct a new fire station.	$8-10M
Fire Station 60	TBD	--	Relocate fire station from Julliard Dr. and construct a new station.	$8-10M
Fire Station Greenbriar	Elkhorn & Hwy 99	--	Construct a new fire station.	$8-10M
Fire Station Railyards	TBD within Railyards Specific Plan area	CBD	Construct a new fire station.	$8-10M
Fire Station Delta Shores	TBD near Delta Shores project in South Sacramento	-	Construct a new fire station.	$8-10M
Fire Station Shasta	Shasta & Bruceville roads	--	Construct a new fire station.	$8-10M
Fire Administration, Training & Logistics Centers	TBD	--	Construct a fire administration, training & logistics center.	TBD

Note: TBD = To Be Determined.

Source: List of subsequent projects provided by departments of the City of Sacramento, 2014

3 LAND USE, POPULATION, AND HOUSING

3.1 LAND USE CONSISTENCY AND COMPATIBILITY

3.1.1 Introduction

This chapter of the MEIR analyzes the consistency of the proposed Sacramento 2035 General Plan with existing regional land use plans and policies, as well as land use compatibility with adjacent lands. CEQA Guidelines Section 15125(d) indicates that the EIR must discuss "any inconsistencies between the proposed project and applicable general plans and regional plans." Potential inconsistencies between the proposed City of Sacramento 2035 General Plan and the Sacramento Area Council of Governments (SACOG) Metropolitan Transportation Plan and Sustainable Communities Plan (MTP/SCS) and the 2007 Sacramento International Airport (SMF) Master Plan are discussed in this chapter. Potential land use inconsistencies with other regional plans including the Natomas Basin Habitat Conservation Plan (NBHCP); Sacramento Metropolitan Air Quality Management District (SMAQMD) Plan; the Central Valley Regional Water Quality Control Board's Sacramento River and San Joaquin River Basin Plan; and the Sacramento Executive, Sacramento International, McClellan, Mather, and Rio Linda airports' Airport Land Use Compatibility Plans (ALUCP) are addressed in applicable technical sections in this EIR including Section 4.2, "Air Quality," Section 4.3, "Biological Resources," Section 4.6, "Hazards and Hazardous Materials," as well as others.

The reader is referred to the respective technical sections for a discussion of any potential physical/environmental effects and potential incompatibilities that may be considered in the determination of physical environmental impacts. For example, land uses that produce excessive noise, light, dust, odors, traffic, or hazardous emissions may be undesirable when they intrude on places where people sleep and recreate, such as residences and parks. Therefore, some industrial or agricultural uses (which can produce noise and odors) would not be considered compatible with residential uses, unless buffers, landscaping, or screening can be used to protect residents from health hazards or nuisances. These potential concerns or land use incompatibilities are addressed in the applicable technical sections.

An EIR may provide information regarding social and economic issues, but CEQA does not recognize these issues as significant impacts on the environment. CEQA Guidelines Section 15131 states "[E]conomic or social effects of a project shall not be treated as significant effects on the environment." A direct physical change in the environment is a change caused by and immediately related to the project (CEQA Guidelines Section 15064(d)(1)). Direct physical changes to the environment (impacts) that could result from implementation of 2035 General Plan or project alternatives are addressed in the appropriate technical sections. Likewise, inconsistency with an adopted plan, in general, is not considered a direct physical impact to the environment, but may result in impacts, which would be discussed in the appropriate technical sections.

Several public NOP comments raised land use issues in the context of environmental impacts, including placement of structures near rail facilities, and industrial land uses affecting water quality. These NOP comments are addressed in the applicable technical sections of this Draft MEIR. None of the NOP comments raised issues with land use or plan consistency or issues related to division of a community.

PROPOSED 2035 GENERAL PLAN POLICY AREA BOUNDARY

As described in Chapter 2, "Project Description," the General Plan Policy Area includes land within the city limits, as well as additional areas within the City's sphere of influence for which the General Plan designates land use. These additional areas include the Panhandle Area, which is currently pending annexation, and the Camino Norte Area.

Priority Investment Areas

Priority Investment Areas (PIAs), which include the Central Business District (CBD), 65th North, and Arden Fair, are the areas of the City that are the highest priority for investment and development through infill, reuse, or redevelopment. These three areas were derived from the Focused Opportunity Areas defined in the 2030 City of Sacramento General Plan. Impacts relating to the PIAs are included in Chapter 6, Section 6.6.

LAND USE DESIGNATIONS

Existing land use is described in Section 2.6.2, "2035 General Plan Potential Land Use Changes," in Chapter 2, "Project Description." Additional information and planning context is provided in Section 2.1, "Land Use," in Chapter 2, "Community Development," of Appendix C, "Background Report."

3.1.2 Land Use Evaluation

This section evaluates the proposed 2035 General Plan for consistency with the principles of the SACOG MTP/SCS and the Blueprint.

The MTP/SCS is a long-range plan for transportation in the region built on the Blueprint. SACOG is required by federal law to update the MTP at least every four years. Since the last MTP, California adopted Senate Bill 375, which requires a Sustainable Communities Strategy, similar to the Sacramento region's smart land use Blueprint project, to be added to transportation plans across the state. The downturn in the economy has also resulted in less money for transportation, especially at the local level. SACOG will be factoring these changes into the MTP/SCS. The proposed 2035 General Plan's buildout assumptions and population projections, as well as the transportation assumptions, are based largely on information provided by SACOG for the MTP/SCS.

Physical environmental impacts resulting from future development under the proposed 2035 General Plan are discussed in the applicable technical sections in this MEIR. This chapter differs from other MEIR impact discussions in that only plan or policy consistency issues are discussed, as opposed to a discussion of the physical impacts on the environmental that could occur with implementation of the proposed General Plan. This discussion complies with Section 15125(d) of the CEQA Guidelines, which requires EIRs to discuss potential conflicts with local or regional plans as part of the environmental setting. Therefore, the following discussion analyzes the proposed 2035 General Plan for effects resulting in: 1) physically dividing an established community; 2) conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the proposed project adopted for the purpose of avoiding or mitigating an environmental effect; or 3) short or long-term land use conflicts due to the placement of incompatible uses in proximity to one another.

PHYSICAL DIVISION OF AN ESTABLISHED COMMUNITY

The land use policies included in the Land Use and Urban Design Element of the proposed 2035 General Plan are supported by six themes: 1) making great places, 2) growing smarter, 3) maintaining a vibrant economy, 4) creating a healthy city, 5) living lightly – reducing the carbon footprint, and 6) developing a sustainable future. The City of Sacramento consists of neighborhoods and districts that the City wants to protect and maintain. As a result, future growth and change would be directed primarily into areas that are not achieving their full potential and that would benefit from enhancement, revitalization, or redevelopment in a manner that complements and enhances Sacramento's character and livability.

Land use policies provide for strategic growth and change that preserves existing viable neighborhoods and targets new development primarily to infill areas that are vacant or underutilized, and only secondarily to new "greenfield" areas. These policies focus on enhancing the quality of life through improved connectivity with other parts of the city, greater access to amenities, enhanced safety, and greater housing and employment choices. The City's growth policies strengthen and expand the framework of neighborhoods, centers, and corridors throughout Sacramento, ensuring compatible transitions between established neighborhoods and future development. The 2035 General Plan contains citywide policies as well as policies specific to the 10 Community Plans. The proposed policies contained within the Community Plans are

consistent and compatible with the proposed 2035 General Plan policies. All Priority Investment Areas (PIA) would be developed consistent with the same six themes listed above. Therefore, the proposed 2035 General Plan has been designed as a cohesive plan that builds upon existing neighborhoods and developed areas and would not physically divide an existing established community.

CONFLICT WITH EXISTING PLANS, POLICIES, OR REGULATIONS

Several regionally and locally adopted land use plans, policies, and regulations that regulate potential effects of projects on the environment would be applicable to development under the proposed 2035 General Plan. These include the 2012 SMAQMD Air Quality Management Plan, NBHCP, City of Sacramento Zoning Code, City of Sacramento Urban Form Guidelines, and the ALUCPs, as well as the SMF Master Plan. As mentioned in the introduction of the section, analyses of consistency with many of these plans are provided in Sections 4.1 "Agricultural Resources," 4.2 "Air Quality," 4.3 "Biological Resources," 4.6 "Hazards and Hazardous Materials," 4.7 "Hydrology and Water Quality," 4.8 "Noise and Vibration," 4.14 "Transportation and Circulation," and 4.15 " Visual Resources."

The City of Sacramento Planning and Development Code, Title 17 of the City Code, is one of the primary means of implementing the General Plan. No changes are proposed to the Land Use and Urban Form Diagram. The Zoning Map is consistent with the current 2030 General Plan. Because very few changes are proposed to the Land Use and Urban Diagram, the Zoning Map is consistent with the proposed 2035 General Plan.

The boundaries of the proposed Sacramento 2035 General Plan include the existing city limits in addition to the Panhandle area and Camino Norte area located adjacent to the northern and northwestern boundaries of the city and in proximity to Sacramento International Airport. The Panhandle and Camino Norte areas are located over one mile to the east of the SMF airport's eastern boundary. Development within the Policy Area boundary would not conflict with implementation of the SMF Master Plan.

Implementation of the proposed 2035 General Plan and SMF Master Plan would not violate the terms of the Natomas Joint Vision MOU adopted by the City and County of Sacramento. The Memorandum of Understanding states that the City would act as the agent of development within the Natomas area while the County would act as the agent of permanent open space preservation. Both jurisdictions would work to protect SMF and land use buffers (County of Sacramento 2007). Because the Policy Area of the proposed 2035 General Plan does not encroach upon existing or future airport operations no conflicts with the Natomas Joint Vision would occur.

Land use policies adopted by SACOG in the MTP/SCS, as described previously, would guide regional development in a number of cities, including Sacramento, to mitigate for regional transportation-related impacts as a result of modeled future growth. The proposed 2035 General Plan reflects the following six guiding principles from the MTP/SCS adopted by SACOG:

- Smart Land Use: Design a transportation system to support good growth patterns, including increased housing and transportation options, focusing more growth inward and improving the economic viability of rural areas.
- Environmental Quality and Sustainability: Minimize direct and indirect transportation impacts on the environment for cleaner air and natural resource protection.
- Financial Stewardship: Manage resources for a transportation system that delivers cost-effective results and is feasible to construct and maintain.
- Economic Vitality: Efficiently connect people to jobs and get goods to market.
- Access and Mobility: Improve opportunities for businesses and citizens to easily access goods, jobs, services and housing.
- Equity and Choice: Provide real, viable travel choices for all people throughout our diverse region.

The proposed 2035 General Plan has been designed to reflect the MTP/SCS principles that mitigate for potential traffic-related impacts to the environment; therefore, the proposed General Plan would not conflict with the MTP/SCS. The 2035 General Plan also includes the development assumptions included in the MTP/SCS for the City of Sacramento in terms of population, housing units, and employment. The City has worked closely with SACOG to ensure their commitment to the MTP/SCS and to shouldering their portion of the region's population, housing, and jobs.

COMPATIBILITY WITH ADJACENT LANDS

Implementation of the 2035 General Plan includes land use designations of Suburban Residential, Parks, Employment Center, and Industrial uses in those areas adjacent to the boundaries of the Policy Area. In most instances, the types of land uses, as well as land use designations proposed under the 2035 General Plan, are a continuation of what currently exists.

Generally, the Policy Area is adjacent to urban, developed areas in the county to the east and undeveloped land to the north and south, with the exception of the Sacramento International Airport located to the north. In many instances, the transition from the Policy Area into the adjacent unincorporated county is seamless. However, depending on the specific location of certain uses, potential incompatibilities could occur. Based on the analysis of the proposed General Plan, this MEIR concludes that the proposed land use designations under the 2035 General Plan would not produce excessive noise, light, odors, or traffic that could result in a land use incompatibility with adjacent lands. Refer to the applicable technical sections of this MEIR for discussion of specific incompatibilities associated with noise, odor, light, or traffic.

3.2 POPULATION, EMPLOYMENT, AND HOUSING

3.2.1 Introduction

This section describes existing levels of and trends in population, employment, and housing in the Policy Area and Sacramento County, including jobs-housing balance. It identifies 2035 Sacramento General Plan Update growth assumptions and analyzes projected population, employment, and housing growth in relation to planned buildout of the Policy Area under the 2035 General Plan Update.

No comments were received in response to the NOP concerning population, employment, and housing. Potential environmental impacts associated with increased development densities are addressed in the applicable technical sections of this Draft MEIR. The potential for the project to induce substantial growth by concentrating population growth away from areas with available infrastructure and urban services is addressed in Chapter 6, "Other CEQA Considerations," in this Draft MEIR.

3.2.2 Setting, Growth Assumptions, and Proposed General Plan Policies

The Environmental Setting is provided in the Background Report included as Appendix C of this Draft MEIR (see Section 2.4 "Economic Development" within Chapter 2 "Community Development") and the 2013-2021 Housing Element. Key pieces of this environmental setting information are provided below.

2035 SACRAMENTO GENERAL PLAN UPDATE GROWTH ASSUMPTIONS

To estimate the amount of growth that is anticipated to occur within the Policy Area between now and 2035, the City considered a range of factors, including the physical capacity of the General Plan Land Use Diagram, the projected growth in the Sacramento Area Council of Governments (SACOG) region, the specific policy directions in the General Plan, and socioeconomic trends. The results of this analysis include forecasts of the number of new residences, amount of new employment, and increase in population.

In 2004, SACOG adopted the Preferred Blueprint Scenario, a long-range vision for the six-county Region that promotes compact, mixed-use development, more transit, and more transportation choices. The Blueprint accounts for an expected reduction in household sizes as a result of lower fertility rates and the aging of the region's population.

SACOG's 2035 MTP/SCS, which has incorporated the Blueprint concept, projects that the region will have approximately 1.3 million employees and 1.2 million housing units by 2035. Sacramento is expected to contain roughly 20 percent of the region's housing and nearly 30 percent of the region's jobs. The SACOG forecasts project that the city will have roughly 261,000 housing units and 387,000 employees by 2035 (Table 3.2-1). Projections using SACOG's MTP/SCS data suggest that buildout of the General Plan Update would result in Sacramento's population growing to 640,400 residents by 2035.

Table 3.2-1 SACOG Growth Forecast, City of Sacramento: 2012-2035

Item	2012 Estimated Number	2035 Projected Number	2012-2035 Growth			1990-2012 Actual	
			Total Amount	Avg. Ann. Amt.	Avg. Ann. Growth Rate	Avg. Ann. Amt.	Avg. Ann. Growth Rate
Housing (Units)							
Single-Family (SF)	118,687	129,623	10,936	475	–	1,100	–
Multifamily (MF)	73,665	131,076	57,411	2,496	–	500	–
Total Housing Units[1]	**192,352**	**260,699**	**68,347**	**2,972**	**1.3%**	**1,600**	**1.0%1**
Housing (SF/MF Split)							
SF (%)	62%	50%	16%			69%	
MF (%)	38%	50%	84%			31%	
Total (%)	**100%**	**100%**	**100%**			**100%**	
Employees[2]	**299,732**	**386,215**	**86,483**	**3,760**	**1.1%**	**NA**	**NA**

[1] In 1990 there were 153,362 housing units in the City. By 2012, there were 37,100 additional units.

[2] For purposes of this table, 2012 employee figures reflect 2008 SACOG estimates while 2035 estimates are consistent with the buildout scenario described by Mintier Harnish in its March 26, 2013 memorandum to City staff describing the buildout analysis.

Sources: Mintier Harnish 2014:2-199.

To achieve the 2035 projections, the city would need to add approximately 68,000 housing units, or about 3,000 new units per year. SACOG's projection suggests that by 2035 half of the city's units should be multifamily. To reach this level, 84 percent of new units constructed between 2012 and 2035 would have to be multifamily, upending the city's historical pattern of 35 percent over the last 26 years.

Sacramento's current stock of approved and planned projects appears to support a trend toward increased multifamily development, though 100 percent of the approved multifamily units, plus 18,300 additional units, would be needed to achieve the SACOG's multifamily target. Research into approved and planned projects suggests that building patterns may be changing. As shown in Table 3.2-2, 74 percent of approved projects and 68 percent of planned units are classified as multifamily.

Table 3.2-2 Summary of Approved Residential Units, City of Sacramento (2013)

Item	Single Family (SF)	Multi-Family (MF)	Total	Portion of 2035 Target		
				Single Family (SF)	Multi-Family (MF)	Total
Forecast (Residential Units)	**–**	**–**	**–**	**129,623**	**131,076**	**260,699**
SF/MF Split	–	–	–	50%	50%	100%
Portion of Total	–	–	–	100%	100%	100%
Existing Units (2012)	**118,687**	**73,665**	**192,352**	**90%**	**56%**	**74%**
SF/MF Split	62%	38%	100%	–	–	–

Table 3.2-2 Summary of Approved Residential Units, City of Sacramento (2013)

Item	Single Family (SF)	Multi-Family (MF)	Total	Portion of 2035 Target		
				Single Family (SF)	Multi-Family (MF)	Total
Approved and Planned Projects						
Approved Projects						
Rem. Units, Partially BO or UC	3,724	846	4,570	–	–	–
Projects Not Yet Constructed	879	4,631	5,510	–	–	–
SP/MPs Not Yet Constructed	6,279	26,003	32,282	—	–	–
Total Approved Projects	**10,882**	**31,484**	**42,362**	**8%**	**22%**	**16%**
SF/MF Split	26%	74%	100%	–	–	–
Other Planned Projects	**3,591**	**7,600**	**11,191**	**3%**	**6%**	**4%**
SF/MF Split	32%	68%	100%	–	–	–
Existing + Approved + Planned	**133,160**	**112,745**	**245,905**	**103%**	**86%**	**94%**
SF/MF Split	54%	46%	100%	–	–	–
Additional Units Needed to Reach Projection	**–**	**–**	**–**	**(3,537)**	**18,331**	**14,794**

Sources: Mintier Harnish 2014:2-200.

CITY OF SACRAMENTO HOUSING ELEMENT

The City of Sacramento 2013-2021 Housing Element was adopted by the City Council on December 17, 2013. This is an update to the previously adopted 2003 General Plan Housing Element (June 2003) which addressed the period from 2008-2013. The 2013-2021 Housing Element reflects the long-term vision of City's General Plan of shifting towards infill development and focusing on sustainable and complete neighborhoods. The Housing Element first evaluates the city's housing conditions and needs, then provides an inventory of vacant residential land available to meet that need. At the heart of the Housing Element, however, are the goals, policies, and programs, which would guide City investments and land use decisions to address future growth and existing needs. Organized under six key themes, this new strategy demonstrates the City's commitment to meeting the housing needs of all its residents. The following goals and policies from the proposed approved Housing Element are relevant to population, employment, and housing within the entire Policy Area.

Housing Element

Goal H 1.2: Housing Diversity. Provide a variety of quality housing types to encourage neighborhood stability.

- **Policy H 1.2.1:** Variety of Housing. The City shall encourage the development and revitalization of neighborhoods that include a variety of housing tenure, size and types, such as second units, carriage homes, lofts, live-work spaces, cottages, and manufactured/modular housing.

- **Policy H 1.2.2:** Compatibility with Single Family Neighborhoods. The City shall encourage a variety of housing types and sizes to diversify, yet maintain compatibility with, single-family neighborhoods.

- **Policy H 1.2.4:** Mix of Uses. The City shall actively support and encourage mixed-use retail, employment, and residential development.

Goal H 1.3: Balanced Communities. Promote racial, economic, and demographic integration in new and existing Neighborhoods

- **Policy H 1.3.4:** A Range of Housing Opportunities. The City shall encourage a range of housing opportunities for all segments of the community.

- **Policy H 1.3.5:** Housing Type Distribution. The City shall promote an equitable distribution of housing types for all income groups throughout the city and promote mixed income neighborhoods rather than creating concentrations of below-market-rate housing in certain areas.

Goal H 2.1: Adequate Sites. Provide adequate housing sites and opportunities for all households.

- **Policy H 2.1.1:** Adequate Supply of Land. The City shall maintain an adequate supply of appropriately zoned land with public services to accommodate the projected housing needs in accordance with the General Plan.

- **Policy H 2.1.3:** Housing Element Annual Report. The City shall monitor and annually report on implementation of Housing Element objectives.

Goal H 2.2: Development. Assist in creating housing to meet current and future needs.

- **Policy H 2.2.1:** Quality Infill Development. The City shall promote quality residential infill development by maintaining and implementing flexible development standards.

PROPOSED GENERAL PLAN POLICIES

The following goals and policies from the proposed 2035 General Plan Update are relevant to population, employment, and housing within the entire Policy Area. The proposed General Plan Update does not include any policies regarding population, employment, or housing that are unique to any of the City's community plans or PIAs.

Land Use and Urban Design Element

Goal LU 1.1: Growth and Change. Support sustainable growth and change through orderly and well-planned development that provides for the needs of existing and future residents and businesses, ensures the effective and equitable provision of public services, and makes efficient use of land and infrastructure.

- **Policy LU 1.1.2:** Building Intensity and Population Density. The City shall regulate the levels of building intensity and population density according to the standards and land use designations set out in the General Plan and the Sacramento City Code. Within these designations, cumulative development shall not exceed 640,400 persons and 390,100 employees by 2035.

- **Policy LU 1.1.3:** Growth and Change Evaluation. The City shall review and adjust, as needed, the General Plan's land use, population, and employment capacities every five years, subject to the evaluation of their impacts.

- **Policy LU 1.1.4:** Leading Infill Growth. The City shall facilitate infill development through active leadership and the strategic provision of infrastructure and services and supporting land uses.

- **Policy LU 1.1.5:** Infill Development. The City shall promote and provide incentives (e.g., focused infill planning, zoning/rezoning, revised regulations, provision of infrastructure) for infill development, reuse, and growth in existing urbanized areas to enhance community character, optimize City investments in infrastructure and community facilities, support increased transit use, promote pedestrian- and bicycle-friendly neighborhoods, increase housing diversity, ensure integrity of historic districts, and enhance retail viability.

Goal LU 2.8: City Fair and Equitable. Ensure fair and equitable access for all citizens to employment, housing, education, recreation, transportation, retail, and public services, including participation in public planning for the future.

- **Policy LU 2.8.1:** Equitable Distribution of Uses and Amenities. The City shall strive to ensure that that desirable uses and neighborhood amenities are distributed equitably throughout the city.

- **Policy LU 2.8.2:** Public Facilities and Services. The City shall strive to equitably distribute public facilities, improvements, and services throughout the city, with priority given to remedying existing deficiencies in blighted or under-served neighborhoods.

- **Policy LU 2.8.3:** High Impact Uses. The City shall avoid the concentration of high-impact uses and facilities in a manner that disproportionately affects a particular neighborhood, center, or corridor to ensure that such uses do not result in an inequitable environmental burden being placed on low income or minority neighborhoods.

- **Policy LU 2.8.4:** Sustainability for All. The City shall identify and work with existing groups, such as schools, neighborhood associations, and non profits, to identify issues and opportunities for engaging them in sustainability efforts, and ensure that all possible segments of the community are included in the City's sustainability efforts and outreach. (PI/IGC)

- **Policy LU 2.8.5:** Safety and Hazardous Materials. The City shall discourage establishment or expansion of potentially hazardous uses that have the potential to disproportionately impact minority or low-income populations.

- **Policy LU 2.8.6:** Jobs Housing Balance. The City shall encourage a balance between job type, the workforce, and housing development to reduce the negative impacts of long commutes and provide a range of employment opportunities for all city residents.

Goal LU 7.1: Employment Centers. Encourage employee-intensive uses throughout the city in order to strengthen Sacramento's role as a regional and West Coast employment center and to encourage transit ridership and distribute peak hour commute directions.

- **Policy LU 7.1.1:** Employment Intensive Uses. The City shall encourage employee intensive uses such as medical and professional offices, light industry, research, and skill training.

- **Policy LU 7.1.2:** Housing in Employment Centers. The City shall require compatible integration of housing in existing and proposed employment centers to help meet housing needs and reduce vehicle trips and commute times, where such development will not compromise the City's ability to attract and maintain employment-generating uses.

Economic Development Element

Goal ED 2.1: Workforce. Assist in preparing an educated, skilled and competitive workforce to match the employment needs of the region and its businesses.

- **Policy ED 2.1.1:** Higher Education and Local Economy. The City shall work with local organizations, (e.g. Sacramento Employment and Training Agency (SETA) and NextEd and higher education institutions) to develop links between public and private providers of primary, secondary, and post-secondary education, and local businesses and industries to promote educational programs relevant to the needs of the local economy. *(JP/PI)*

- **Policy ED 2.1.2:** Attraction of Key Technical Institutions. The City shall identify and seek to attract public and private technical institutions, such as those with specialized training programs in arts, trade and technical subjects that meet the workforce requirements of Sacramento businesses.

3.2.3 Population, Employment, and Housing Evaluation

POPULATION

Buildout of the proposed 2035 General Plan would result in Sacramento's population growing to approximately 640,400 by 2035. This is an increase of approximately 165,000 residents when compared to the estimated population of 475,500 in 2012 (U.S. Census 2014). The 2035 General Plan Update includes a number of goals

and policies designed to support infill development along with well-planned development that accommodates the growing needs of the city while also preserving the many unique aspects of Sacramento. Proposed Goal LU 1.1 of the 2035 General Plan Update would encourage sustainable growth and change through orderly and well-planned development that provides for the needs of existing and future residents and businesses. Proposed policies LU 1.1.2 and LU 1.1.3 would ensure that the City regulates the levels of building intensity and population density according to the standards and land use designations set out in the General Plan Update and the City's Zoning Code, which requires that cumulative development not exceed 640,400 persons and 390,100 employees by 2035, and requires the City to review and adjust remaining capacities of the General Plan's land use, population, and employment every five years, subject to evaluation of their impacts.

EMPLOYMENT

As shown in Table 3.2-1, the City projects an increase of approximately 86,483 jobs by 2035, bringing the total estimated jobs in the city to 386,215. The 2035 General Plan Update is designed to balance future housing, office, retail, commercial and industrial uses to accommodate projected employment growth. One of the visions of the General Plan Update is to maintain the city's role as the center of government, employment, and culture in the region. This includes broadening the city's economy to provide jobs in all sectors, including those related to small and locally-owned businesses. Proposed Goal LU 7.1 of the General Plan encourages the location of employee-intensive uses throughout the city in order to strengthen Sacramento's role as a regional and West Coast employment center. In addition, Policies LU 7.1.1 and LU 7.1.2 encourage employee-intensive development along corridors, adjacent to transit centers, within urban centers, and where community plan and redevelopment goals would be implemented. These policies would also require sensitive and compatible integration of housing into existing and proposed employment centers to help meet housing needs and reduce vehicle trips and commute times. Adequate land is designated in the proposed General Plan Update to accommodate the increase in projected employment slated to occur over the next 20 years.

HOUSING

The 2035 General Plan Update includes goals and policies that encourage and support development of a range of housing types including suburban low density, medium density traditional neighborhood, and higher density urban, mixed-use. The plan is designed to support and accommodate housing throughout the Policy Area to encourage a jobs/housing balance and to promote usage of alternate modes of transportation. Buildout of the Policy Area under the General Plan's Land Use Diagram would accommodate projected population growth within the Policy Area.

The SACOG forecasts project the city will have roughly 261,000 housing units and 387,000 employees by 2035. To achieve the 2035 projections, new housing development would need to outpace historical growth rates. The city would need to add approximately 68,000 housing units, or about 3,000 new units per year. This rate is about 30 percent higher than the city's average annual pace of growth between 1990 and 2006, which represents roughly 1,600 new units per year or a rate of 1.0 percent.

The SACOG forecast predicts a significant change in Sacramento's mix of housing units, effectively reversing the city's historical development patterns. Sacramento's current stock of approved and planned projects appears to support a trend toward increased multifamily development, though 100% of the approved multifamily units, plus 18,400 additional units, would be needed to achieve the SACOG's multifamily target. Research into approved and planned projects suggests that building patterns may be changing. As shown in Table 3.2-2, 74 percent of approved projects and 68 percent of planned units are classified as multifamily.

Proposed General Plan Update Policy LU 2.8.6 promotes the designation of sufficient land and development potential for housing and employment opportunities for a range of incomes and household types throughout the city, and encourages a balance between job type, the workforce, and housing development. Proposed Goal LU 4.1 promotes the development of neighborhoods that provide a variety of housing types, densities, and designs, and mix of uses and services that address the diverse needs of Sacramento residents of all age and socio-economic groups. The General Plan Update designates adequate land for a mix of residential densities to accommodate the projected increase in housing units contemplated under the Plan.

JOBS-HOUSING BALANCE

The City anticipates that Sacramento's employment base in 2035 would be 386,215, with a total of 260,699 residential units in the Policy Area. The employee-per-unit ratio under buildout conditions in the Policy Area would be 1.48:1. While this projected ratio would represent an imbalance between jobs and housing within the Policy Area, it is an improvement over the existing ratio of 1.56:1. Over time, several factors, including recent demographic trends, ongoing housing and development patterns, and General Plan Update buildout projections and policies, would likely result in a more balanced ratio of jobs and housing in the Policy Area along with a reduction in vehicle trips and associated pollutant emissions and congestion on area roadways and intersections. For example, major infill projects within the Policy Area, including the Railyards and Township 9 developments, as well as recently approved loft, condominium and single-family residential in downtown/midtown Sacramento, provide a wide range of housing types as well as housing and employment centers in close proximity to transit, bike lanes and the network of sidewalks. In addition, recent trends indicate that an increasing number of professionals and so-called "empty nesters" prefer to live in urban areas in closer proximity to job centers and retail, dining, and cultural amenities not as readily available in the suburbs.

The proposed General Plan Update includes several goals and policies that encourage a greater balance between jobs and housing, including Goal LU 2.8 of the Land Use and Urban Design Element, which ensures fair and equitable access for all citizens to employment, housing, education, recreation, transportation, retail, and public services; Policy LU 2.8.6, which encourages a balance between job type, the workforce, and housing development to reduce the negative impacts of long commutes and provide a range of employment opportunities for all city residents; Goal LU 7.1, which encourages the location of employee-intensive uses throughout the city in order to strengthen Sacramento's role as a regional and West Coast employment center and to encourage transit ridership; Policy LU 7.1.1, which encourages employee-intensive development that provides for training and employment centers adjacent to transit centers, within urban centers, and where community plan and redevelopment goals would be implemented; and Policy LU 7.1.2, which requires the sensitive and compatible integration of housing into existing and proposed employment centers to help meet housing needs and reduce vehicle trips and commute times.

POTENTIAL DISPLACEMENT OF PEOPLE AND EXISTING HOUSING

As discussed above, the SACOG forecasts project the city will have roughly 261,000 housing units and a population of 640,400 by 2035. This is an increase of approximately 68,000 housing units and 165,000 residents over 2012 numbers (192,352 and 475,500, respectively). To achieve the 2035 projections, new housing development would need to outpace historical growth rates. Policies in the General Plan Update provide for strategic growth and change that preserves existing viable neighborhoods and targets new development to infill areas that are vacant or underutilized. Policy LU 1.1.4 states that the City shall facilitate infill development through active leadership and the strategic provision of infrastructure and services and supporting land uses while Policy LU 1.1.5 directs the City to provide incentives (e.g., focused infill planning, zoning/rezoning, revised regulations, provision of infrastructure) for infill development, reuse, and growth in existing urbanized areas to enhance community character, optimize City investments in infrastructure and community facilities, support increased transit use, promote pedestrian- and bicycle-friendly neighborhoods, increase housing diversity, ensure integrity of historic districts, and enhance retail viability. In addition, the 2013-2021 Housing Element reflects the long-term vision of City's General Plan of shifting towards infill development and focusing on sustainable and complete neighborhoods. Goals and policies designed to support infill development would not displace substantial numbers of people and existing housing, necessitating the construction of replacement housing elsewhere.

4 ENVIRONMENTAL ANALYSIS

This chapter uses the following approach to the environmental analysis:

Existing Conditions Serve as the Baseline of the Analysis

Section 15125(a) of the CEQA Guidelines requires that an EIR include a description of the physical environmental conditions (environmental setting) as they exist at the time the Notice of Preparation (NOP) is published. The environmental setting will normally constitute the baseline physical conditions used by the Lead Agency as the point of comparison for determining the significance of an environmental impact.

Each technical section of this MEIR (see Sections 4.1 through 4.14) includes a summary of the environmental setting based on information that was prepared as part of the Background Report (BR) included as Appendix C of this Draft MEIR. The timeframe of the information in the BR is essentially the same time as the release of the NOP in late 2012.

Structure of the Impact Analysis

Each technical section begins with an introduction that describes the particular environmental topic of that section, as well as a summary of public comments pertaining to that topic received during the NOP review period, if any.

ENVIRONMENTAL SETTING

As indicated above and throughout this MEIR, the environmental setting is included in the BR included as Appendix C of this Draft MEIR. Each technical section in Chapter 4 indicates which specific section(s) of the BR include the environmental setting for the specific topic(s) of discussion in the technical section.

THRESHOLDS OF SIGNIFICANCE

The thresholds that serve as the standards for determining the significance of environmental effects are identified in each technical section. Thresholds of Significance used for the evaluation of impacts include those currently employed by the City of Sacramento. These have been developed by City staff based on Appendix G of the CEQA Guidelines and other environmental information pertinent to community and the region. The thresholds are tailored for application to issues relevant to the City of Sacramento.

IMPACTS

The impacts discussion describes potential cumulative effects on the environment that would result from adoption and implementation of the proposed 2035 General Plan. The environmental impacts include an analysis of the effects anticipated to result from implementation of the 2035 General Plan, as well as specific evaluations of each priority investment area (PIA) and the list of Subsequent Projects identified in Table 3-2. Specific evaluations of each PIA and the list of Subsequent Projects identified in Table 3-2 are provided in Chapter 5, “Other CEQA Considerations.”

Potential environmental impacts have been classified in the following categories related to significance:

Less than Significant – Results in no substantial adverse change to existing environmental conditions.

Significant or Potentially Significant – Causes a substantial or potentially substantial adverse change to existing environmental conditions that can be mitigated to less-than-significant levels by implementation of feasible mitigation measures or by the selection of an environmentally advantageous alternative.

Significant and Unavoidable – Causes a substantial or potentially substantial adverse change to existing environmental conditions that cannot be mitigated to a less-than-significant level by implementation of all feasible mitigation measures, or by the selection of an environmentally advantageous alternative.

Mitigation Measures and Residual Impacts

If impacts are considered significant and it is determined that implementation of the proposed 2035 General Plan policies would not reduce impacts to a less-than-significant level, feasible mitigation measures are described to reduce or avoid these impacts. Some impacts may be reduced to a less-than-significant level with the implementation of mitigation measures. Significant and unavoidable impacts are impacts that would remain significant either due to the lack of feasible mitigation measures or inability of feasible mitigation measures to reduce impacts to a less-than-significant level.

Assumptions

This MEIR makes assumptions about how future development would occur within the Policy Area in ways that are consistent with the proposed General Plan. For instance, the analysis does not evaluate full buildout of the General Plan, but instead assumes projected buildout conditions in 2035, consistent with the horizon year of SACOG's Metropolitan Transportation Plan (MTP)/Sustainable Communities Strategy (SCS). Full buildout is projected to occur beyond 2035. To determine the 2035 buildout assumptions, citywide 2035 MTP/SCS model data were extracted and were used as a basis for the land use allocations. The overall totals for each category developed by SACOG were used, but the land uses were geographically reallocated within the city to match the most recent projected growth patterns. For traffic, air quality, and noise analyses, these modified numbers within the city were then reincorporated into the SACOG MTP/SCS model and used to forecast trips under 2035 conditions.

4.1 AGRICULTURAL RESOURCES

4.1.1 Introduction

This section of the Draft MEIR examines the effects of implementation of the Sacramento 2035 General Plan (proposed General Plan) on agricultural resources and operations in the Policy Area and on nearby lands. It analyzes the potential conversion of farmland to non-agricultural uses, the potential conflicts with existing zoning for agricultural uses or land under Williamson Act contract, and the potential conflicts with City goals and policies that may lead to substantial physical effects on the environment.

The 2035 General Plan includes policies to support community-gardens and access to locally grown and organic foods as a means of supporting local farms and promoting sustainable agricultural practices. The 2035 General Plan focuses on promoting infill growth. Proposed policies that focus planning efforts on permanently preserving viable habitat/ agricultural lands in unincorporated Natomas help to prioritize infill growth.

No comments pertaining to agricultural resources were received in response to the Notice of Preparation (see Appendix A).

4.1.2 Environmental Setting

The detailed Environmental Setting is provided in the Background Report (BR) included as Appendix C of this Draft MEIR. (See Section 6.1, "Agricultural Resources," in BR Chapter 6, "Environmental Resources.") As described in the BR, the city of Sacramento is mostly urbanized, with limited amounts of active commercial agricultural lands remaining that support large-scale operations. Remaining agricultural land and commercial agricultural activity within the city limits are located in the southern area of the city and the northern area located within the North Natomas Community Plan area. There are several parcels adjacent to the Policy Area under Williamson Act contract, but none within the Policy Area.

4.1.3 Impacts and Mitigation Measures

METHODS OF ANALYSIS

Potential impacts on agricultural resources were assessed based on information contained in a variety of sources, including the BR, the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP), aerial photographs of the city, the Natural Resources Conservation Service Soil Survey, and GIS data. The BR prepared for the proposed General Plan is included as Appendix C of this Draft MEIR. In addition, the proposed General Plan was analyzed in relation to existing state and local regulations and policies pertaining to agricultural resources and operations.

PROPOSED GENERAL PLAN POLICIES

The following goals and policies from the proposed 2035 General Plan are relevant to agricultural resources within the entire Policy Area. The proposed General Plan does not include any policies regarding agricultural resources that are unique to any of the City's community plans or priority investment areas.

Environmental Resources Element

Goal ER 4.1: Urban Agriculture and Access to Locally Grown Foods. Expand urban agriculture and food production and increase the distribution and sale of locally grown fresh food.

- **Policy ER 4.1.1:** Community and Rooftop Gardens. The City shall provide incentives for developers to include community gardens and rooftop gardens in new development projects. (RDR/PI)

- **Policy ER 4.1.2:** Local Food Production, Distribution, and Sale. The City shall promote urban agriculture with zoning provisions that support means for production, distribution, and sale of locally grown foods, such as market gardens, farmer's markets, community markets, and farm stands, particularly in areas that have vacant or underutilized land.

Goal ER 4.2: Growth and Agriculture. Support preservation and protection of agricultural lands and operations outside of the city for their value for open space, habitat, flood protection, aesthetics, and food security by working with surrounding jurisdictions.

- **Policy ER 4.2.1:** Protect Agricultural Lands. The City shall encourage infill development and compact new development within the existing urban areas of the city in order to minimize the pressure for premature conversion of productive agricultural lands for urban uses.

- **Policy ER 4.2.2:** Permanent Preservation. The City shall work with the County, Natomas Basin Conservancy, and other entities to protect and permanently preserve a one-mile buffer outside of the 2009 City Limits to preserve viable agricultural activities and as a community separator between Sutter and Sacramento Counties and along the Sacramento River.

- **Policy ER 4.2.3:** Coordinate to Protect Farmland. The City shall continue to work with the County and other adjacent jurisdictions to implement existing conservation plans to preserve prime farmland and critical habitat outside the city.

- **Policy ER 4.2.4:** Development Adjacent to Agriculture. The City shall require open space or other appropriate buffers for new development abutting productive agricultural areas to protect the viability of active agricultural operations outside of the city and ensure compatibility of uses with residents in adjacent areas.

- **Policy ER 4.2.5:** Homeowner Notification. The City shall require that purchasers of homes located in the vicinity of agricultural operations be provided notification of such activities by way of their deeds and/or escrow documentation.

4.1.4 Thresholds of Significance

For the purposes of this MEIR, impacts on agricultural resources are considered significant if the proposed General Plan would:

- affect commercial agricultural operations or resources (e.g., impacts to undeveloped important farmland, or impacts from non-compatible land uses, or premature conversion of Williamson Act contracts).

IMPACTS AND MITIGATION MEASURES

Impact 4.1-1	Conversion of Important Farmland to a non-agricultural use.
Applicable Regulations	None
Proposed SGP Policies that Reduce Impacts	Policies ER 4.2.1 through 4.2.3
Significance after Implementing SGP Policies	**Less than Significant**
Mitigation Measures	None required

According to the California Department of Conservation (CDC), the amount of agricultural land in Sacramento County decreased from 2008 to 2010. As of 2010, Sacramento County has 211,744 acres of Important Farmland. The net decrease of farmland for crops from 2008 to 2010 within Sacramento County was 1,374 acres. The CDC shows a consistent year-to-year decrease in Important Farmland between 2000 and 2010. This trend suggests that Important Farmland conversion is likely to continue throughout the County.

As shown on Figure 6-1 of the BR, the most recent information available from the 2010 FMMP indicates that the Policy Area contains approximately 5,394 acres of Important Farmland. This total includes 1,175 acres of Prime Farmland, 577 acres of Farmland of Statewide Importance, 67 acres of Unique Farmland, and 3,575 acres of Farmland of Local Importance. The 2010 FMMP data does not reflect some of the urban development that has occurred recently on Important Farmland (e.g., North Natomas), which means that some land areas have already been converted to non-agricultural uses, reducing that actual amount of Important Land remaining in the Policy Area. Figure 6-1 takes into account the locations where land designated on the 2010 FMMP is no longer farmland. The actual amount of Important Farmland available for cultivation is estimated to be 824 acres of Prime Farmland, 521 acres of Farmland of Statewide Importance, and 2,595 acres of Farmland of Local Importance, which is somewhat less than identified above, which is substantially less than indicated by the 2010 FMMP. Implementation of the 2035 General Plan could result in the conversion of Important Farmland to urban uses.

Goals and policies included in the Environmental Resources section of the proposed 2035 General Plan encourage the continued productivity and preservation of existing local agricultural lands and operations in areas outside of the city. These policies include Policy ER 4.2.1, which encourages infill development and compact new development within the existing urban areas of the city to prohibit the premature conversion of productive agricultural lands for urban uses, and Policy ER 4.2.3, which ensures that the City continues to work with Sacramento County and other adjacent jurisdictions to ensure implementation of all existing conservation plans to preserve prime farmland outside the city.

To the extent that the proposed 2035 General Plan accommodates future growth within the Policy Area, the conversion of Important Farmland outside the Policy Area would be minimized.

Although the city still contains agricultural land or land designated as Important Farmland, much of this land within the Policy Area has been designated and zoned for development and in many instances has been entitled for future development, in part to limit the conversion of agricultural lands outside of the Policy Area. There are no large-scale, active agricultural operations currently within the Policy Area, because extensive agricultural activity is not economically viable or compatible with adjacent urban development surrounding smaller agricultural parcels. For example, pesticide application on crops and use of slow-moving, agricultural equipment on public roads in urban areas create incompatibilities with surrounding urban development, which places pressure on agricultural activities to limit or cease operations.

Because Sacramento is a substantially developed, large city, active agricultural operations would conflict with adjacent and nearby urban development. The City has not adopted a right-to-farm ordinance, which is common in more rural cities and in counties. By keeping development within established growth areas, the

City seeks to limit urban sprawl into other agricultural regions, thereby helping to minimize or reduce impacts on regional agricultural resources and operations in more productive areas.

Infrastructure already exists or is planned for the areas within the city, signaling the intention for urban growth within the Policy Area. The City is focusing new planned growth within the Policy Area away from agricultural areas outside the city. Also, the city's contribution to the state's inventory of Important Farmland is insubstantial. Because planned growth would be focused within the Policy Area and not on surrounding, regional agricultural areas outside the city and the remaining agricultural land within the Policy Area is not considered viable or suitable for large-scale agricultural operations, the proposed General Plan's impact on agricultural resources associated with Important Farmland would be **less than significant**.

Mitigation Measure

None required.

Impact 4.1-2	**Incompatibility with surrounding agricultural operations outside the Policy Area.**
Applicable Regulations	CCR Title 3, Sections 6000-6920 (various enactment and amendment dates) and CCR Title 3, Sections 3482.5 and 3482.6 (enacted in 1981, amended in 1993 and 1999)
Proposed SGP Policies that Reduce Impacts	Policies ER 4.2.2 through 4.2.5
Significance after Implementing SGP Policies	**Less than Significant**
Mitigation Measures	None required

Lands surrounding the Policy Area are among the most agriculturally productive in California. The area to the south and extending into the Delta and the area west of the Policy Area and extending towards the City of Davis are productive regions for important food and feed crops, such as tomatoes, pears, sugar beets, and alfalfa. Undeveloped land to the east of the Policy Area is less suitable for crop production, but is well suited for grazing livestock. Lands to the north of the Policy Area are productive for cultivation of rice, grains, fruits, and other field crops. Although Policy ER 4.1.2 promotes urban agriculture, the policy is intended to facilitate small-scale cultivation, such as community gardens, that would be compatible with urban environments. The focus of this impact discussion is larger scale, commercial agricultural operations.

Agricultural operations often generate emissions (e.g., noise, dust, odors, pesticide drift) that are considered objectionable to residential uses. New development within the Policy Area adjacent to existing agricultural operations outside the Policy Area could require an adjacent farmer or rancher to modify agricultural operations (e.g., the selection of alternate crops, limitations to pesticide application) to accommodate proposed development. Furthermore, transportation of large pieces of farm equipment on local roadways could be hindered as a result of increased traffic from vehicles associated with new urban development. Future residents could also inconvenience farmers through the introduction of domestic pets, pests, trespass, vandalism or theft on farm properties.

The Environmental Resources Element of the proposed 2035 General Plan includes several policies that would address potential incompatibilities between land uses within the Policy Area and adjacent agricultural operations. Policy ER 4.2.2 requires the City to work with Sacramento County, Natomas Basin Conservancy, and other entities to establish a method to protect and permanently preserve a one-mile buffer that can serve as a means to preserve viable agricultural activities and as a community separator between Sutter and Sacramento counties and along the Sacramento River.

Policy ER 4.2.4 requires open space or other appropriate buffers to protect the viability of existing agricultural operations and health and safety of residents in adjacent areas. Policy ER 4.2.3 ensures that the City would work with Sacramento County and other adjacent jurisdictions to implement existing conservation plans to preserve prime farmland and critical habitat.

Policy ER 4.2.5 requires that purchasers of homes located in the vicinity of agricultural operations be provided notification of such activities by way of their deeds and/or escrow documentation. The California Code of Regulations (CCR) Title 3, Sections 6000-6920, included in the Regulatory Setting above, regulates the registration, management, use, and application of pesticides on agricultural lands, and includes provisions for the protection of persons, animals, and property. CCR Title 3, Sections 3482.5 and 3482.6, also included in the Regulatory Setting above, protects the right-to-farm in California by establishing that agricultural operations in operation for more than three years and are conducted in accordance with accepted customs and standards shall not be considered a private or public nuisance due to any changes in condition or within the locality.

Because proposed General Plan policies and existing regulations would ensure that land uses within the Policy Area would not adversely affect agricultural productivity on surrounding, nearby agricultural operations, this impact is considered **less than significant**.

Mitigation Measure

None required.

Impact 4.1-3	**Conflict with existing zoning for agricultural use or with a Williamson Act contract.**
Applicable Regulations	City of Sacramento Comprehensive Zoning Plan and the California Land Conservation Act of 1965
Proposed SGP Policies that Reduce Impacts	Policies ER 4.1.1, ER 4.1.2, ER 4.2.1, ER 4.2.4
Significance after Implementing SGP Policies	**Less than Significant**
Mitigation Measures	None required

There are several properties zoned as Agricultural (A) and Agriculture-Open Space (A-OS) within the Policy Area. Many of these properties are currently developed with schools or other state-owned public facilities. There are very few properties within the Policy Area that are zoned A or A-OS that are currently used for commercial agriculture; these active agriculture uses occur primarily in the northern area of North Sacramento and the southern area of South Sacramento. The proposed 2035 General Plan designates many of these properties for urban development.

While development of the Policy Area under the proposed 2035 General Plan could result in the need to rezone properties currently zoned as A or A-OS, changes to the City's Planning and Development Code would require City approval and compliance with existing laws and regulations pertaining to proposed zoning changes. The proposed General Plan includes policies that aim to preserve agricultural land for open space, habitat, flood protection, and aesthetic values. Policy ER 4.2.1 encourages infill development and compact new development within the existing urban areas in order to prohibit the premature conversion of productive agricultural lands for urban uses. Policy ER 4.1.1 would incentivize provision of community gardens and rooftop gardens in new development projects. Policy ER 4.1.2 promotes opportunities for urban agriculture (community gardens) and recognizes their value in providing fresh food in urban areas in addition to their recreational, community building, landscaping, and educational value.

There are currently no properties under Williamson Act contracts within the Policy Area. There are several parcels adjacent to the Policy Area under Williamson Act contract, see Figure 2-10 in the BR. As discussed in Impact 4.1-2 above, existing regulations and proposed General Plan policies would ensure that land uses within the Policy Area would not be incompatible with adjacent agricultural operations. See specifically proposed General Plan Policy ER 4.2.4 which requires appropriate buffers for new development abutting agricultural areas to protect the viability of existing agricultural operations outside of the city and ensure compatibility of uses with residents in adjacent areas.

Because potential rezoning of properties currently zoned as A or A-OS would require City approval and compliance with existing laws and regulations pertaining to proposed zoning changes, and because the

proposed General Plan includes policies that recognize existing Williamson Act contracts and aim to preserve agricultural land for open space, habitat, flood protection, and aesthetic values, future development proposed under the 2035 General Plan would not conflict with existing zoning for agricultural use or with a Williamson Act contract. This impact is considered **less than significant**.

Mitigation Measure

None required.

4.2 AIR QUALITY

4.2.1 Introduction

This section of the MEIR examines the effects of implementation of the proposed Sacramento 2035 General Plan Update (2035 General Plan or proposed General Plan) on air quality in the Policy Area and the potential for exposure of sensitive individuals to unhealthy pollutant concentrations. This section also evaluates the potential for the proposed General Plan to conflict with or obstruct implementation of applicable air quality plans; to violate an air quality standard or contribute substantially to an existing or projected air quality violation; to result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment; or result in exposure of sensitive receptors to excessive odors. Air pollutants of concern for Sacramento County include particulate matter (PM) and ozone. Ozone is a secondary pollutant formed from its precursors – reactive organic gases (ROG) and nitrogen oxides (NO_X).

Air quality improvements are fundamental objectives that underlie policies throughout the General Plan. The General Plan addresses air quality primarily through land use and mobility policies intended to reduce automobile trips on a per capita basis, and environmental resources policies aimed at minimizing emissions sources and exposure to emissions.

Comments received in response to the NOP (Appendix B) related to air quality include acknowledgement of the City's proposed bike share program, and incorporation of elements that promote adequate bicycle access in the General Plan.

4.2.2 Environmental Setting

The Environmental Setting is provided in the Background Report (BR) included as Appendix C of this Draft MEIR. Section 6.6, "Air Quality," in BR Chapter 6, "Environmental Resources," describes the existing air quality conditions within the Policy Area, the regulatory agencies responsible for managing and improving air quality, and the laws and plans that have been adopted to improve air quality. Key issues and conclusions from BR Section 6.6 are discussed below (see BR Section 6.6. in Appendix C for detailed discussions).

- Air quality in the Sacramento Valley Air Basin (SVAB), which includes Sacramento County and includes the city of Sacramento, has steadily improved over the last two decades. However, the Sacramento County portion of the SVAB still does not meet certain State and Federal ambient air quality standards (AAQS) for specific criteria air pollutants that are harmful to human health, including ozone precursors (ROG and NO_X), respirable particulate matter (PM_{10}), and fine particulate matter ($PM_{2.5}$). State and Federal ambient air quality standards have been established to reduce emissions of these pollutants and improve air quality, thereby reducing adverse health effects. Future population growth will make attaining these standards challenging; meteorology and topography in the Sacramento region, and effects of global climate change, add to this challenge. Regional efforts, as well as policies adopted by the City of Sacramento, indicate that there is acknowledgement of the linkage between land use, transportation and air quality.

- Mobile sources compose the majority of ozone precursors in the plan area, while area sources compose the majority of PM emissions. Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and are classified as either on-road or off-road. On-road sources are those that are legally operated on roadways and highways. Off-road sources include aircraft, trains, and construction vehicles.

- Area sources are emissions-generating activities that are distributed over an area and do not require permits to operate from any air agency. Examples of area sources include natural gas combustion for residential or commercial space and water heating, landscaping equipment such as lawn mowers, and consumer products such as barbeque lighter fluid and hairspray.

- The Sacramento Metropolitan Air Quality Management District (SMAQMD) is the primary agency responsible for planning to meet Federal and State ambient air quality standards in Sacramento County. SMAQMD's Sacramento Area Regional Ozone Attainment Plan commits to obtaining one ton per year of ROG reductions and one ton per year of NO_X reductions from Land Use and Transportation Control Measures. The plan lists land use mitigation and transit-oriented development as examples of the types of programs that the SMAQMD will use to reach these goals. SMAQMD does not develop specific rules to implement these programs, but instead does so mostly through the CEQA process. 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 (including ozone precursors and PM) and TACs, and also make recommendations for conducting air quality analyses.

- Toxic air contaminants (TACs) are airborne substances that, even in small quantities, are capable of causing chronic (of long duration) and acute (severe, but of short duration) adverse effects on human health. They include both organic and inorganic chemical substances that may be emitted from a variety of common sources including gasoline stations, motor vehicles, dry cleaners, industrial operations, painting operations, and research and teaching facilities. TACs are different than the criteria air pollutants discussed previously in that ambient air quality standards have not been established for them. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations. Diesel PM, emitted by diesel engines, is considered by the California Air Resources Board (ARB) to be the primary TAC of concern in the Plan area. High-volume roadways such as freeways or major arterials are a primary source of diesel PM, and ARB recommends that sensitive land uses such as residential be set back a minimum distance of 500 feet from such roadways.

- SMAQMD developed its Recommended Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways (Roadway Protocol) to provide decision makers with a methodology to make informed land use decisions on siting new residential projects and other sensitive land uses in proximity to a freeway or major roadway. The Roadway Protocol provides screening-level guidance on situations where SMAQMD recommends a health risk assessment (HRA) be performed to evaluate risk associated with siting sensitive land uses within specified distances from major roadways in the Sacramento region.

4.2.3 Impacts and Mitigation Measures

METHODS OF ANALYSIS

The analysis in this section is consistent with the recommendations of SMAQMD's Guide to Air Quality Assessment in Sacramento County, Chapter 9, "Program-Level Analysis of General Plans and Area Plans" (SMAQMD 2013a). The analysis primarily focuses on the extent to which the proposed General Plan would conflict with regional and local air quality planning and regulatory compliance efforts. Ozone precursors and PM emitted anywhere in the SVAB can affect air quality throughout the region; thus, any increases in ozone precursors and PM associated with the proposed General Plan are considered to be inherently cumulative in nature. In contrast, the effects of diesel PM, TAC or odor emissions are much more localized to the vicinity of their specific sources, and the cumulative context for these emissions sources would include existing and proposed future development within the Policy Area.

The net increase in criteria air pollutant emissions for which the region is in nonattainment of ambient air quality standards (respirable and fine particulate matter, PM_{10} and $PM_{2.5}$, respectively) and ozone precursor (ROG and NO_X) generated by the proposed General Plan were estimated based on predicted vehicle miles

traveled (VMT) (Fehr & Peers 2014) and general plan land use buildout assumptions contained in the Land Use Element. Operational emissions were estimated using emission factors from the California Air Resources Board's (ARB's) Mobile-Source Emission Factor Model (EMFAC 2011) for mobile sources, and the California Emissions Estimator Model (CalEEMod) was used to estimate area-source emissions and annual average short-term construction-generated emissions.

The analysis also evaluates the potential for exposure of sensitive receptors to substantial pollutant concentrations and to excessive odors according to guidance from SMAQMD (SMAQMD 2013a).

PROPOSED GENERAL PLAN POLICIES

The following goals and policies from the proposed 2035 General Plan are specifically relevant to air quality within the Policy Area. Numerous policies within the 2035 General Plan address sustainable development, which influence operational mobile- and area-source emissions within the Policy Area. Policies throughout the Land Use and Mobility elements promote reductions in VMT through mix and density of land uses, walkable neighborhood design, bicycle facilities and infrastructure, public transportation facilities and infrastructure. Please refer to Appendix F to the MEIR for a summary of sustainability-related policies, which are also relevant to air quality in the Policy Area. The proposed General Plan does not include any policies regarding air quality that are unique to any of the City's community plans or priority investment areas.

Land Use

- **Policy LU 2.7.5:** Development along Freeways. The City shall promote high-quality development character of buildings along freeway corridors and protect the public from the adverse effects of vehicle-generated air emissions, noise, and vibration, using such techniques as:
  - requiring extensive landscaping and trees along the freeway fronting elevation,
  - establish a consistent building line, articulating and modulating building elevations and heights to create visual interest, and
  - include design elements that reduce noise and provide for proper filtering, ventilation, and exhaust of vehicle air emissions.

Environmental Resources

Goal ER 6.1: Improved Air Quality. Improve the health and sustainability of the community through improved regional air quality and reduced greenhouse gas emissions that contribute to climate change.

- **Policy ER 6.1.1:** Maintain Ambient Air Quality Standards. The City shall work with the California Air Resources Board and the Sacramento Metropolitan Air Quality Management District (SMAQMD) to meet State and Federal ambient air quality standards in order to protect residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location, from the health effects of air pollution.
- **Policy ER 6.1.2:** New Development. The City shall review proposed development projects to ensure projects incorporate feasible measures that reduce construction and operational emissions for reactive organic gases, nitrogen oxides, and particulate matter (PM_{10} and $PM_{2.5}$) through project design.
- **Policy ER 6.1.3:** Emissions Reduction. The City shall require development projects that exceed SMAQMD ROG and NO_X operational thresholds to incorporate design or operational features that reduce emissions equal to 15 percent from the level that would be produced by an unmitigated project.
- **Policy ER 6.1.4:** Sensitive Uses. The City shall coordinate with SMAQMD in evaluating exposure of sensitive receptors to toxic air contaminants, and will impose appropriate conditions on projects to protect public health and safety.

- **Policy ER 6.1.12:** Reduced Emissions for City Operations. The City shall promote reduced idling, trip reduction, routing for efficiency, and the use of public transportation, carpooling, and alternate modes of transportation for City operations.

- **Policy ER 6.1.13:** Fleet Operations. The City shall continue to purchase low-emission vehicles for the City's fleet and to use available clean fuel sources for trucks and heavy equipment.

- **Policy ER 6.1.14:** Zero-Emission and Low-Emission Vehicle Use. The City shall encourage the use of zero-emission vehicles, low-emission vehicles, bicycles and other non-motorized vehicles, and car-sharing programs by requiring sufficient and convenient infrastructure and parking facilities in residential developments and employment centers to accommodate these vehicles.

- **Policy ER 6.1.15:** Preference for Reduced-Emission Equipment. The City shall give preference to contractors using reduced-emission equipment for City construction projects and contracts for services (e.g., garbage collection), as well as businesses that practice sustainable operations.

- **Policy ER 6.1.16**: Air Quality Education. The City shall educate the public about air quality standards, health effects, and efforts they can make to improve air quality and reduce greenhouse gas emissions in the Sacramento region.

THRESHOLDS OF SIGNIFICANCE

For the purposes of this MEIR, impacts on air quality are considered significant if the proposed General Plan would:

- conflict with or obstruct implementation of an applicable air quality plan[1];

- violate any air quality standard or contribute substantially to an existing or projected air quality violation[2];

- expose sensitive receptors to substantial pollutant concentrations;

- TAC exposures create an additional risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TACs for mobile sources;

- result in a cumulatively considerable net increase of any criteria pollutant for which the project area is in nonattainment under an applicable federal or state ambient air quality standard; or

- create objectionable odors affecting a substantial number of people.

Notes:

1. Consistent with the 2009 SMAQMD Guidance for program-level analysis, the proposed 2035 General Plan is evaluated for consistency with the adopted regional air quality plan and the Metropolitan Transportation Plan, including:

    - the plan's consistency with both ozone attainment plan (OAP) and Metropolitan Transportation Plan population growth projections;

    - the relationship between the plan's projected VMT and population growth (in other words, whether the two projections are proportional, or whether the VMT increases at a slower rate than population, indicating a successful mode shift); and

    - the extent to which the plan implements OAP transportation control measures.

2. For individual and subsequent projects developed consistent with the General Plan, the following SMAQMD standards apply:

   - short-term (construction) emissions of NO_X above 85 pounds per day (lbs/day), or
   - long-term (operational) emissions of NO_X or ROG above 65 lbs/day.

IMPACTS AND MITIGATION MEASURES

Impact 4.2-1	**Potential to conflict with or obstruct implementation of Sacramento Valley regional air quality planning efforts.**
Applicable Regulations	Sacramento Valley Regional Ozone and PM attainment plans
Proposed SGP Policies that Reduce Impacts	Policies ER 6.1.1, ER 6.1.2, ER 6.1.3
Significance after Implementing SGP Policies	**Less than Significant**
Mitigation Measures	None required

The Sacramento County portion of the SVAB, which includes the Policy Area, is in nonattainment for federal and state ozone air quality standards, for federal and state $PM_{2.5}$ standards, and state PM_{10} standards. The SMAQMD is in the process of requesting EPA to redesignate the Sacramento County portion of the SVAB to attainment for the federal $PM_{2.5}$ standard. Relevant designations and applicable air quality plans for pollutants of concern in the Policy Area are summarized in Table 4.2-1 below.

Table 4.2-1 Nonattainment Status and Applicable Air Quality Plans for the Policy Area

Pollutant	Ambient Air Quality Standard	Attainment Status	Applicable Air Quality Plan
Ozone	Federal 8-hour AAQS:	Nonattainment	Sacramento Regional 8-hour Ozone Attainment Plan and Reasonable Further Progress Plan (2013 Revisions)[1]
	State 1-hour and 8-hour AAQS:	Nonattainment	2012 Annual Progress Report[2] 2009 Triennial Report[3]
PM_{10}	Federal AAQS:	Attainment/ Maintenance	2010 PM_{10} Implementation/ Maintenance Plan and Redesignation Request for Sacramento County[4]
	State AAQS:	Nonattainment	Final Staff Report - SB656 Assessment and Control Measure Evaluation[5]
$PM_{2.5}$	Federal AAQS:	Nonattainment	2013 $PM_{2.5}$ Implementation/ Maintenance Plan and Redesignation Request[6]
	State AAQS:	Nonattainment	Final Staff Report – SB 656 Assessment and Control Measure Evaluation[5]

Notes: AAQS = ambient air quality standard; PM_{10} = respirable particulate matter; $PM_{2.5}$ = fine particulate matter; SB = Senate Bill.
Sources: [1] SMAQMD 2013b, [2] SMAQMD 2013c, [3] SMAQMD 2009, [4] SMAQMD 2010, [5] SMAQMD 2005, and [6] SMAQMD 2013d.

The emissions budgets contained in the air quality plans are based on regional growth projections (which are informed by growth projections in local jurisdiction general plans) and associated VMT estimated by the Sacramento Area Council of Governments (SACOG). SACOG maintains the regional travel demand model that predicts regional VMT. The emissions budgets and control measures contained in the applicable air quality plans demonstrate the region's path to attaining the applicable air quality standards by the respective attainment deadlines.

The City's 2030 General Plan, adopted in 2009, was the current plan in place at the time the air quality plans in Table 4.2-1 were last updated, and was thus considered in those plans, with the exception of the SB 656 Assessment and Control Measure Evaluation for PM_{10} and $PM_{2.5}$, which was adopted in 2005 and still applies in the Policy Area. Because the population growth projections in the City's 2035 General Plan are similar to or slightly reduced compared to the previous 2030 General Plan, the proposed General Plan would not conflict with the emissions budgets or assumptions in the air quality plans applicable to the Policy Area.

The following tables and discussions demonstrate differences between the current 2030 General Plan and the proposed 2035 General Plan. These differences are presented for illustrative purposes only. This impact analysis focuses on the difference between the proposed 2035 General Plan and existing conditions, as required by CEQA. A comparison of the relative impacts of between the current 2030 General Plan and the propose 2035 General Plan is provided in Chapter 5 "Alternatives to the Proposed Project," specifically, the discussion of the No Project/2030 General Plan Alternative.

Table 4.2-2 Policy Area Growth Assumptions

	2030 General Plan	2035 General Plan	Net Change	Percent Change
Cumulative Population[1]	650,000	640,400	-9,600	-1.5%
Cumulative Employment[1]	474,000	390,100	-83,900	-17.7%
VMT (daily) *,**, [2,3]	25,363,131	16,553,254	-8,809,877	-34.7%
VMT/capita (daily)*,**	39.02	25.85	-13.17	-33.8%

Notes: VMT = vehicle miles traveled estimated using SACMET regional travel demand model.

*VMT relied upon in the "Air Quality" discussion of this section was estimated using the "Boundary Method," which includes 100%of VMT on roadways within City boundaries. This is opposed to the "Origin-Destination Method," which is used later in this section under the "Climate Change and Greenhouse Gas" discussion, and includes a 50% discount for VMT associated with trips that do not originate or terminate within City boundaries, and 100% discount for pass-through trips. The Origin-Destination Method is recommended for attribution of GHG emissions from vehicles by the Regional Targets Advisory Committee established pursuant to SB 375; however, it has not been recommended for evaluating air quality impacts. The Boundary Method is consistent with the methodology used to develop criteria air pollutant emissions inventories used in air quality attainment plans, and thus, is employed for purposes of air quality analysis.

**Reductions in projected population and employment in the Policy Area partially explain the projected reduction in VMT in the 2035 General Plan as compared with the 2030 General Plan. The substantial reduction in projected VMT can also be explained by an update to the previous version of the SACMET regional travel demand model. SACMET was updated to include SACOG's demographic projections in its Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), which also included concentration of regional growth along major corridors and transit lines. This resulted in a drop in regional motor vehicle traffic. For additional explanation and information pertinent to transportation modeling conducted for the proposed General Plan, see Section 4.12, "Transportation and Circulation."

Sources:

[1] Land Use Element; Policy LU 1.1.2

[2] City of Sacramento 2009.

[3] Fehr & Peers 2014.

As shown in Table 4.2-2, VMT and VMT per capita within the Policy Area are projected to decline substantially compared to that anticipated under the 2030 General Plan for a variety of reasons including:

- reduced population and employment projections in the Policy Area and regionally,
- concentration of regional growth along major transportation corridors and transit lines, and
- the General Plan is based on the promotion of "Smart Growth Principles" for future development that are known to reduce VMT.

Consistent with the 2030 General Plan, the proposed 2035 General Plan favors a more compact growth pattern for the City, emphasizing infill development and reuse of underutilized properties over expanding outward into undeveloped areas. By intensifying development near transit and mixed-use activity centers, it would reduce private automobile use in favor of mass transit, and encourage walking, bicycling, and alternative transportation modes by co-locating residential and employment uses. Numerous policies in the

land use and mobility elements promote smart growth principles and sustainability, and are summarized in Appendix F of this MEIR. In addition, implementation of policies under Goal ER 6.1 (Improved Air Quality) of the proposed General Plan would continue to promote improvements in regional air quality.

The mobile-source emissions associated with the VMT projections in Table 4.2-2 are summarized below in Table 4.2-3. Mobile-source emissions were estimated using the EMFAC 2011 model.

Table 4.2-3 Mobile-source Emissions Under Existing Conditions, 2030 General Plan, and Proposed 2035 General Plan

	VMT	ROG (tons/day)	NO_X (tons/day)	PM_{10} (tons/day)	$PM_{2.5}$ (tons/day)
Existing (2011)[1]	13,355,734	5.96	12.35	0.96	0.50
No Project (Current 2030 General Plan Buildout[2])	25,363,131	3.86	6.47	1.54	0.69
Proposed 2035 General Plan Buildout[1]	16,553,254	2.29	3.81	1.01	0.45
Net Change from Existing (2035 GP - 2011 existing)	3,197,520	-3.68	-8.54	0.04	-0.05
Cumulative Net Change (2035 GP - No Project)	-8,809,877	-1.57	-2.66	-0.54	-0.24

Notes: VMT = vehicle miles traveled estimated using SACMET regional travel demand model.

See Appendix E for air quality model (EMFAC 2011) output.

Sources:

[1] Fehr & Peers 2014.

[2] City of Sacramento 2009.

The proposed General Plan promotes the goals of the regional air quality plans to reach attainment of federal and state ozone and PM standards and projects a reduction in mobile-source emissions of ozone precursors and PM compared to the motor vehicle emissions budgets allocated in applicable air quality attainment plans. Therefore, the proposed General Plan would not conflict with applicable air quality plans, and this impact would be **less than significant**.

Mitigation Measure

None required.

Impact 4.2-2	**Potential to result in short-term construction-generated emissions of ozone precursors and particulate matter.**
Applicable Regulations	SMAQMD Guidelines, Rules, and Regulations
Proposed SGP Policies that Reduce Impacts	Policies ER 6.1.1, 6.1.2, 6.1.15
Significance after Implementing SGP Policies	**Less than Significant**
Mitigation Measures	None required

Construction emissions are described as “short-term” or temporary in duration and have the potential to represent a significant impact with respect to air quality. ROG and NO_X emissions are primarily associated with gas and diesel equipment exhaust and the application of architectural coatings. Fugitive dust emissions (PM_{10} and $PM_{2.5}$) are primarily associated with site preparation and vary as a function of such parameters as soil silt content, soil moisture, wind speed, acreage of disturbance area, and VMT by construction vehicles on- and off-site.

Many different types of construction equipment would be used in various combinations for the many individual development projects that are expected to occur in the Policy Area over the next 20 years. Much of this equipment would likely be diesel-fueled and would emit NO_X as part of the fuel-combustion process. The amount of NO_X emitted per day at any individual development project site would depend on the amount and type of equipment used. Total construction emissions for the entire Policy Area would depend on the number and intensity of concurrent individual development projects during the 20-year plan horizon. Detailed information on the construction schedules and equipment use by every development project that would be built in the City is not available.

SMAQMD has developed standard construction mitigation measures that require project applicants to provide a plan, for approval by both the City and SMAQMD, that demonstrates that construction equipment would achieve an average 20 percent NO_X reduction and 45 percent particulate reduction for projects that exceed the threshold of 85 lbs/day for NO_X and ROG. Another standard SMAQMD mitigation measure requires project applicants to submit a comprehensive inventory of all off-road construction equipment that would be used for an aggregate of 40 or more hours during any phase of the construction project. The equipment inventory must include the horsepower rating, engine production year, projected hours of use or fuel throughput for each piece of equipment, and its compliance status with respect to ARB emission reduction regulations for off-road diesel equipment. SMAQMD also limits vehicle idling time to five minutes or less.

For projects where emissions still exceed SMAQMD's daily emission threshold of 85 lbs/day after implementation of the above measures, SMAQMD requires the project applicant to pay into the SMAQMD's construction mitigation fund to offset construction-generated emissions of NO_X. Payment into the construction offset program allows the air district to offset the contribution of NO_X associated with individual construction projects by removing other NO_X generating sources elsewhere in the air basin. Compliance with the measures set forth by the air district mitigates NO_X associated with construction activities to a less-than-significant level.

The 2035 General Plan includes Policy ER 6.1.2, which requires the City to review proposed development projects to ensure projects incorporate feasible measures that reduce construction and operational emissions for ROG, NO_X, and PM through project design. In addition, Policy ER 6.1.15 allows the City to give preference to contractors that use reduced-emission equipment for City construction projects. Individual construction projects that are consistent with the General Plan would comply with all SMAQMD-required mitigation measures, including payment into the NO_X mitigation fund, which would reduce project-level construction emissions to below applicable thresholds. Therefore, construction-generated emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$ associated with development consistent with the proposed general plan would be **less than significant**.

Mitigation Measure

None required.

Impact 4.2-3	**Potential to result in long-term operational emissions of ozone precursors and particulate matter that could contribute to a violation of air quality standards.**
Applicable Regulations	SMAQMD Guidelines, Rules, and Regulations
Proposed SGP Policies that Reduce Impacts	Policies ER 6.1.1, 6.1.2, 6.1.3, 6.1.12, 6.1.13, 6.1.14, 6.1.15
Significance after Implementing SGP Policies	**Significant and Unavoidable**
Mitigation Measures	None available

Development projects that may occur under the proposed General Plan could include development of residential, commercial and industrial projects, transportation facilities, public/quasi-public facilities, and other land uses. Long-term operation of new land use development would result in emissions of ozone

precursors, PM_{10}, and $PM_{2.5}$ -- criteria air pollutants for which the Policy Area is in nonattainment status according to State and Federal AAQS. Emissions sources that are the subject of this analysis include mobile (vehicle emissions), area sources (e.g., landscaping equipment, consumer products), and natural gas combustion for space and water heating.

To estimate operational mobile-source emissions, VMT generated within the Policy Area boundary was obtained from the traffic study (see Section 4.12, "Transportation and Circulation") for existing (2011), No Project (2030 General Plan) and Proposed Project (2035 General Plan) conditions. Total mobile-source emissions associated with VMT for all three conditions were modeled using EMFAC 2011. It was assumed that the vehicle fleet mix information contained in the EMFAC model for Sacramento County would be representative of the city.

Area-source and natural gas emissions were estimated using default settings for Sacramento County in CalEEMod. Area-source emissions include emissions from consumer products, landscaping and maintenance, and other off-road equipment. Natural gas-related emissions would be associated with space and water heating. Both area-source and energy emissions were calculated using land use type and acreage inputs based on the 2035 General Plan. The exact amount of development that would occur under 2035 General Plan buildout is not known, but was estimated for the purposes of this analysis. The net increase in residential units that could be developed under the proposed General Plan was obtained from the General Plan, and commercial square footage was calculated based on commercial floor area ratios (commercial square footage per employee) and employment projections for the Policy Area. Land use assumptions are summarized in Table 4.2-4 and Appendix E.

Table 4.2-4 2035 General Plan Buildout Land Use Assumptions and Operational Activity Data

Residential Land Uses [1,2]	single-family (du)	35,731
	multi-family (du)	34,057
Nonresidential Land Uses [1,3]	Retail (sf)	5,813,293
	Office (sf)	11,402,571
	Medical (sf)	6,195,350
	Manufacturing (sf)	10,608,096
Net increase in daily VMT (2035-2011)[4]	3,197,520	

Notes: du = dwelling units; sf = square feet; VMT = vehicle miles traveled.

Sources:

[1] Mintier Harnish 2013.

[2] City of Sacramento 2008.

[3] SACOG 2014.

[4] Fehr & Peers 2014.

The net change in total emissions associated with operation of development generated through general plan buildout was estimated for the build-out year (2035) and compared with existing conditions (2011) (see Table 4.2-5). Because land uses under the proposed 2035 General Plan would be similar to those allowed under the existing 2030 General Plan, it was assumed that there would be no net change in area source or natural gas-related emissions.

Table 4.2-5 Total Estimated Operational Emissions under 2035 General Plan and Estimated Net Change from Existing Conditions

	ROG (tons/day)	NO_X (tons/day)	PM_{10} (tons/day)	$PM_{2.5}$ (tons/day)
2035 General Plan Operational Emissions				
Mobile Sources[1]	2.29	3.81	1.01	0.45
Area Sources[2]	623.75	8.28	3.99	3.99
Natural Gas[2]	12.37	107.62	8.54	8.54
Total	**638.40**	**119.71**	**13.54**	**12.99**
Net Change in Operational Emissions Compared to Existing Conditions (2035 – 2011)				
Mobile Sources[1]	-3.68	-8.54	0.04	-0.05
Area Sources[2]	623.75	8.28	3.99	3.99
Natural Gas[2]	12.37	107.62	8.54	8.54
Total	**632.43**	**107.36**	**12.58**	**12.48**

Notes: NO_X = oxides of nitrogen; PM = particulate matter; ROG = reactive organic gases.

Totals may not sum exactly due to rounding.

See Appendix E for air quality model (EMFAC 2011 and CalEEMod) output.

[1] Mobile sources were estimated using EMFAC 2011 based on the SACMET regional travel demand model VMT output using the "boundary method" of VMT attribution. VMT was modeled for the entire Policy Area.

[2] Area sources and natural gas consumption were estimated using CalEEMod for the increment of new development that could occur under the proposed General Plan.

Sources: Data modeled by Ascent Environmental in 2014.

As shown in the results of the emissions modeling presented in Table 4.2-5, emissions of PM_{10}, $PM_{2.5}$, and ozone precursors (ROG and NO_X) and would be expected to increase by year 2035 under the proposed general plan compared to existing conditions. The increase is attributable to the net increase in VMT associated with growth in population and employment in the Policy Area, as well as a net increase in area-source emissions associated with new development summarized in Table 4.2-4.

The proposed General Plan includes Policy ER 6.1.3, which requires individual development projects that would exceed the SMAQMD ROG and NO_X operational thresholds of 65 lb/day to incorporate design or operational features that result in at least a 15 percent reduction in emissions; and Policy ER 6.1.2, which requires City review of proposed development projects to ensure construction and operation of projects incorporate feasible measures that reduce emissions through project design. Projects with significant operational emissions that reduce ozone precursor emissions by 15 percent or more to below the operational thresholds, through preparation of an SMAQMD-approved Air Quality Mitigation Plan, would be considered less-than-significant with mitigation incorporated by SMAQMD. However, if a project's long-term operational emissions would remain above the applicable threshold of significance after implementation of all feasible on-site mitigation measures, the City may consult with SMAQMD on off-site mitigation strategies to further reduce project long-term operational impacts below the applicable threshold.

Individual projects that are consistent with the proposed General Plan would be required to incorporate all feasible mitigation to reduce operational emissions if they would exceed ROG and NO_x operational thresholds of 65 lb/day, including mitigation that SMAQMD considers sufficient to reduce operational emissions to less-than-significant levels. "Feasible mitigation" refers to measures contained in SMAQMD's *Recommended Guidance for Land Use Emission Reductions,* which includes providing bicycle, transit, and pedestrian infrastructure; diversity of land uses; parking pricing and limiting parking supply; improving energy efficiency of buildings beyond code requirements; renewable energy generation, among many others. (SMAQMD 2013e.)

However, this analysis contemplates buildout of the 2035 General Plan in total, which would result in substantial operational emissions of ozone precursors, PM_{10}, and $PM_{2.5}$ that would increase emissions of pollutants for which the Policy Area is in nonattainment compared to existing conditions. These emissions

could result in cumulatively considerable contributions to a future violation of air quality standards. This impact would be **significant**.

Please note that this impact is distinct from Impact 4.2-1, which evaluates whether the proposed General Plan would conflict with air quality attainment planning efforts. Impact 4.2-1 evaluates consistency of the growth projected in the proposed General Plan within the capacity of the emissions profile of the Sacramento Valley Nonattainment Area. The growth allocated in the proposed General Plan would not conflict with growth assumptions accommodated in current attainment planning efforts. However, the operational emissions associated with the proposed General Plan are considered to be cumulatively considerable, which is the subject of Impact 4.2-3.

Mitigation Measure

The proposed General Plan includes Policy ER 6.1.3, which requires individual development projects that would exceed the SMAQMD ROG and NO_X operational thresholds of 65 lb/day to incorporate design or operational features that result in at least a 15 percent reduction in emissions; and Policy ER 6.1.2, which requires City review of proposed development projects to ensure construction and operation of projects incorporate feasible measures that reduce emissions through project design (e.g., measures contained in SMAQMD's *Recommended Guidance for Land Use Emission Reductions* [SMAQMD 2013e]). Projects with significant operational emissions that reduce ozone precursor emissions by 15 percent through preparation of an SMAQMD-approved Air Quality Mitigation Plan are considered less-than-significant with mitigation incorporated by SMAQMD. The proposed general plan policies require implementation of all feasible mitigation measures. However, when taken together, the total mitigated emissions attributable to growth allowed under the General Plan would be a considerable contribution to cumulative air pollutant emissions in the region. No additional mitigation measures are available. This impact would remain **significant and unavoidable**.

Toxic Air Contaminants (TACs) have no ambient air quality standards. Consequently, any development allowed under the proposed General Plan that would cause a TAC exposure exceeding the SMAQMD quantitative cancer risk thresholds would be significant. This possibility is evaluated in Impact 4.2-4 below.

Impact 4.2-4	**Potential for TAC emissions that could adversely affect sensitive receptors**
Applicable Regulations	CARB land use guidance and SMAQMD protocol
Proposed SGP Policies that Reduce Impacts	Policies LU 2.7.5, ER 6.1.2, and 6.1.4
Significance after Implementing SGP Policies	**Less than Significant**
Mitigation Measures	None required

One of CARB's public health priorities is reducing diesel particulate matter (DPM) generated by trucks, which is one of the primary toxic air contaminate (TAC) found to be responsible for most of the cancer and non-cancer health risks associated with airborne exposures. There are also other key TACs associated with specific types of facilities (e.g., dry cleaners, gas stations, chrome plating facilities) that are the focus of the CARB's control efforts. Regulations to reduce TAC emissions from such sources are in place, but significant reductions are expected to take considerable time. In the interim, the CARB has made specific recommendations to land use agencies to consider proximity to existing sensitive uses when siting new TAC-emitting facilities or proximity to TAC-emitting facilities when siting new sensitive land uses.

The CARB has issued a guidance document on air quality and land use entitled *Air Quality and Land Use Handbook: A Community Health Perspective*, which recommends that sensitive land uses not be located within 500 feet of a freeway and that a site-specific health risk assessment (HRA) be performed as a way to more accurately evaluate the risk. In response to this document, SMAQMD has developed a methodology to assist local land use jurisdictions in assessing the potential cancer risk of siting sensitive land uses adjacent to major roadways. This methodology is contained in SMAQMD's *Recommended Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways.* The methodology also provides a disclosure

mechanism for those risks, and shows the relationship between potential cancer risk from DPM exposure and distance from a major roadway. According to the SMAQMD evaluation criteria, a site specific HRA is recommended only when cancer risks meet or exceed 446 cases per million.

Several policies in the 2035 General Plan would reduce TAC exposures. Policy LU 2.7.5 (Development along Freeways) requires extensive landscaping and trees along the freeway fronting elevation, and design elements that reduce noise and provide for proper filtering, ventilation, and exhaust of vehicle air emissions from buildings. In addition, Policy ER 6.1.4 (Sensitive Uses) requires the City to coordinate with SMAQMD in evaluating exposure of sensitive receptors to TACs, and impose appropriate conditions on projects to protect public health and safety.

Implementation of policies contained in the 2035 General Plan would ensure that exposure to TACs is taken into account in planning for future projects and land use planning, and that precautions are taken to reduce potential health risks resulting from exposure to TACs. Based on these reasons, the City concludes that the impact would be **less than significant**.

Mitigation Measure

No mitigation is required.

Impact 4.2-5	**Potential exposure of sensitive receptors to excessive odors**
Applicable Regulations	SMAQMD Guidelines, Rules, and Regulations
Proposed SGP Policies that Reduce Impacts	Policies LU 2.7.5, ER 6.1.4
Significance after Implementing SGP Policies	**Less than Significant**
Mitigation Measures	None required

The occurrence and severity of odor impacts depend on numerous factors, including the nature, frequency, and intensity of the source; wind speed and direction; and the presence of sensitive receptors. Although offensive odors rarely cause physical harm, they can be unpleasant, leading to considerable distress and often generating citizen complaints to local governments and regulatory agencies.

The proposed General Plan would not result in major sources of odor as the plan does not include or contemplate construction of any of the common types of facilities that are known to produce odors (e.g., landfills, wastewater treatment facilities).Various commercial and industrial land uses would be permitted under the 2035 General Plan that could potentially result in the siting of new sources of odors, including restaurants, food manufacturing and processing, and other industrial uses. Because no specific projects or sites have been identified for such future uses, however, the degree of impact with respect to potential odors associated with future projects and their effects on adjacent receptors is uncertain. Regardless, emissions of odors would be subject to SMAQMD's Nuisance Rule (Rule 402).

Diesel exhaust from the use of on-site construction equipment would be intermittent and temporary, and would dissipate rapidly from the source with an increase in distance.

This impact is considered **less than significant**.

Mitigation Measure

None required.

4.3 BIOLOGICAL RESOURCES

4.3.1 Introduction

This section evaluates effects of the proposed 2035 General Plan on biological resources within the Policy Area. Biological resources in the Policy Area include plant and animal species listed as threatened or endangered, proposed for federal and/or state listing as threatened or endangered, or any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS). Additionally, sensitive habitats, habitat for any of the listed or sensitive species described above, and wetlands or other waters under the jurisdiction of the U.S. Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act (CWA) are considered significant biological resources. Conservation and protection of important biological resources contribute to human health and nurtures a viable economy. No comments related to biological resources were received in response to the NOP.

The 2035 General Plan contains policies to guide the location, design, and quality of development to protect important biological resources such as wildlife habitat, open space corridors, and ecosystems. The Land Use and Design Element encourages development that protects habitat and open space. The Utilities Element includes a policy directing the location and design of utilities to avoid environmentally sensitive habitats. The Environmental Resources Element protects water quality, natural habitats and open space, and urban forest resources. The Environmental Constraints Element recognizes the biological value of trees near rivers. In addition, the North Natomas Community Plan includes provisions for buffers and environmental design of a comprehensive drainage plan. The North Sacramento Community Plan and South Area Community Plan encourage restoration of Arcade Creek and enhancements to Laguna Creek, respectively.

4.3.2 Environmental Setting

The detailed Environmental Setting is provided in the Background Report included as Appendix C of this Draft MEIR. See BR Section 6.2, "Biological Resources," in Chapter 6, "Environmental Resources." As indicated in the BR, although the majority of the Policy Area is developed with residential, commercial, and other urban uses, valuable natural habitat still exists. These habitats are located primarily outside the city boundaries in the northern, southern and eastern portions of the Policy Area, but also occur within the Policy Area along river and stream corridors and on a number of undeveloped parcels. Habitats present in the Policy Area include annual grasslands, riparian woodlands, oak woodlands, riverine, ponds, freshwater marshes, seasonal wetlands, and vernal pools. A list of Special-Status that could potentially occur within the Policy Area is provided below.

Table 4.3-1 Special-Status Species Potentially Occurring in the Policy Area

Scientific Name Common Name	Status	Habitat
Plants		
Astragalus tener var. *tener* Alkali milk-vetch	1B.2	Associated with vernal pools, playas, and valley grasslands on adobe clay and/or alkaline soils.
Atriplex depressa Brittlescale	1B.2	Associated with chenopod scrub, meadows, playas, valley grassland, vernal pools. Usually in alkali scalds or alkali clay in meadows or annual grassland.
Atriplex joaquiniana San Joaquin spearscale	1B.2	Occurs in chenopod scrub, alkali meadow, and valley and foothill grassland.

Table 4.3-1 Special-Status Species Potentially Occurring in the Policy Area

Scientific Name Common Name	Status	Habitat
Balsamorhiza macrolepis var. *macrolepis* Big-scale balsamroot	1B.2	Occurs in grassland habitat.
Chloropyron molle ssp. *hispidum* Hispid bird's beak	1B.1	Occurs in grassland and vernal pool habitats.
Chloropyron palmatum Palmate-bracted bird's-beak	FE, CE, 1B.1	Occurs in chenopod scrub, and valley and foothill grassland habitats; usually on alkaline clay.
Downingia pusilla Dwarf downingia	2.2	Typically occurs in vernal pools, vernal swales, and occasionally other seasonal wetlands. Restricted in distribution as a result of habitat conversion and associated disturbance. Habitat occurs primarily in higher elevation portions of the Policy Area such as North Sacramento, and portions of East Sacramento and South Sacramento.
Gratiola heterosepala Boggs Lake hedge-hyssop	CE,1B.2	Typically occurs in vernal pools, vernal swales, and occasionally other seasonal wetlands. Restricted in distribution as a result of habitat conversion and associated disturbance. Habitat occurs primarily in higher elevation portions of the Policy Area such as North Sacramento, and portions of East Sacramento and South Sacramento.
Hibiscus lasiocarpus var. *occidentalis* Woolly rose-mallow	2.2	Perennial herb that grows from 3 to 6 feet in height and has white or rose-colored flowers. Associated with wet banks and marshes in the Policy Area. Known to occur along the American River in the Policy Area, but could also occur elsewhere in areas of suitable habitat.
Juglans hindsii Northern California black walnut	1B.1	Associated with riparian forest and woodland habitats. Few extant native stands remain. Widely naturalized from rootstock plants. Native stands are now only known to occur in Napa and Contra Costa Counties.
Juncus leiospermus var. *ahartii* Ahart's dwarf rush	1B.2	Typically occurs in vernal pools, vernal swales, and occasionally other seasonal wetlands. Restricted in distribution as a result of habitat conversion and associated disturbance. Habitat occurs primarily in higher elevation portions of the Policy Area such as North Sacramento, and portions of East Sacramento and South Sacramento.
Legenere limosa Legenere	1B.1	Typically occurs in vernal pools, vernal swales, and occasionally other seasonal wetlands. Restricted in distribution as a result of habitat conversion and associated disturbance. Habitat occurs primarily in higher elevation portions of the Policy Area such as North Sacramento, and portions of East Sacramento and South Sacramento.
Lepidium latipes var. *heckardii* Heckard's pepper-grass	1B.2	Valley and foothill grassland and vernal pools on alkaline soils.
Navarretia myersii ssp. *Myersii* Pincushion navarretia	1B.1	Typically occurs in vernal pools, vernal swales, and occasionally other seasonal wetlands. Restricted in distribution as a result of habitat conversion and associated disturbance. Habitat occurs primarily in higher elevation portions of the Policy Area such as North Sacramento, and portions of East Sacramento and South Sacramento.
Orcuttia tenuis Slender orcutt grass	FT, CE, 1B.1	Typically occurs in vernal pools, vernal swales, and occasionally other seasonal wetlands. Restricted in distribution as a result of habitat conversion and associated disturbance. Habitat occurs primarily in higher elevation portions of the Policy Area such as North Sacramento, and portions of East Sacramento and South Sacramento.
Orcuttia viscida Sacramento orcutt grass	FE, 1B.1	Typically occurs in vernal pools, vernal swales, and occasionally other seasonal wetlands. Restricted in distribution as a result of habitat conversion and associated disturbance. Habitat occurs primarily in higher elevation portions of the Policy Area such as North Sacramento, and portions of East Sacramento and South Sacramento.
Sagittaria sanfordii Sanford's arrowhead	1B.2	Perennial herb that occurs in marshes, swamps and shallow margins of other waters. Known to occur along the American River in the Policy Area, but could also occur elsewhere in areas of suitable habitat.
Invertebrates		
Branchinecta lynchi Vernal pool fairy shrimp	FT	Small crustaceans adapted to survive the annual flooding and drying of vernal pools and other seasonal wetlands in valley or foothill grasslands by hatching from encysted eggs embedded in the soil in the bottom of the pools when they fill with rainwater. The dormant eggs are protected by thick outer coverings that resist cold, heat, and

Table 4.3-1 Special-Status Species Potentially Occurring in the Policy Area

Scientific Name Common Name	Status	Habitat
		desiccation. More likely to occur in undeveloped, higher-elevation portions of the Policy Area such as North Sacramento, and portions of East Sacramento and South Sacramento.
Desmocerus californicus dimorphus Valley elderberry longhorn beetle	FT (under review for de-listing)	A small beetle less than an inch long that is dependent upon elderberry shrubs, which are found primarily along the American River and Sacramento River riparian corridors, but can also be found in isolated occurrences throughout the Policy Area. The Policy Area includes critical habitat north of the American River.
Lepidurus packardi Vernal pool tadpole shrimp	FE	Small crustaceans adapted to survive the annual flooding and drying of vernal pools and other seasonal wetlands in valley or foothill grasslands by hatching from encysted eggs embedded in the soil in the bottom of the pools when they fill with rainwater. The dormant eggs are protected by thick outer coverings that resist cold, heat, and desiccation. More likely to occur in undeveloped, higher-elevation portions of the Policy Area such as North Sacramento, and portions of East Sacramento and South Sacramento.
Fish		
Archoplites interruptus Sacramento Perch	CSC	Historically found in the sloughs, slow-moving rivers, and lakes of the central valley. Currently present in the American and Sacramento rivers and their tributaries. True native populations (as opposed to re-introduced populations) now only exist at Clear Lake in Lake County and portions of Alameda Creek in Alameda County. Prefer warm water. Aquatic vegetation is essential for young. Tolerant of a wide range of physio-chemical water conditions.
Acipenser medirostris Green Sturgeon	FT, CSC	Long-lived anadromous species that migrates through the Sacramento River to spawning grounds in the Feather and upper Sacramento rivers. Occurs in low numbers in the San Francisco Estuary and Sacramento River. Thought to spawn in deep holes with fast moving water over cobble substrates. Larvae develop within freshwater systems, migrate downstream and remain in the estuaries for between one and four years before migrating to the ocean. Mature adults move into estuaries in the spring, and spawning adults continue into natal rivers in late spring/early summer. Post spawning adults return to the estuary before migrating back to the ocean in late fall. Sub-adult fish are also thought to enter estuaries during the summer and fall months. The Sacramento River adjacent to the Policy Area does not support spawning habitat for adult fish or rearing habitat for juveniles.
Hypomesus transpacificus Delta smelt	FT, CE	Occurs in Sacramento-San Joaquin Delta most of the year. Spawns in tidally influenced freshwater wetlands and seasonally submerged uplands along the Sacramento River, downstream from its confluence with the American River. The nearest known spawning area for this species is in the Yolo Bypass, outside of the Policy Area to the west. Critical habitat for the species was designated in December 1994 and includes portions of the Policy Area along the Sacramento River (59 FR 65256).
Oncorhynchus mykiss Central Valley steelhead	FT	Central Valley steelhead is an Evolutionarily Significant Unit that includes all naturally spawned populations of steelhead in the Sacramento and San Joaquin rivers, and their tributaries. Occurs in the Pacific Ocean for most of its life. Travels to clean gravel beds in the upper Sacramento and portions of the American River for spawning. Peak migration periods for adult fish in the Sacramento River are in mid-winter. Juvenile steelhead generally spend one to three years in freshwater before migrating to the ocean (Moyle 2002). While steelhead migrate along this section of the Sacramento and American rivers, the Policy Area does not support spawning habitat for adult fish, or rearing habitat for juveniles. The Sacramento River, American River, and NEMDC are critical habitat.
Oncorhynchus tshawytscha Central Valley spring run Chinook salmon	FT, CT	Occurs in the Pacific Ocean for most of its life. Travels to clean gravel beds in the upper Sacramento River and portions of the American River for spawning. Adult and juvenile Chinook may move through the Policy Area in transition between the ocean and spawning/rearing areas. Spring run Chinook enter the Sacramento River between March and September and move upstream into the headwaters, where they hold in pools until they spawn (between August and October). Juveniles emigrate mid-November through June; however, some juveniles spend a year in the streams and emigrate as yearlings the following October (Moyle 2002).
Oncorhynchus tshawytscha Central Valley Winter	FE, CE	Occurs in the Pacific Ocean for most of its life. Travels to clean gravel beds in the upper Sacramento River and portions of the American River for spawning. Return to the upper Sacramento River between December and July, but delay spawning until the spring and summer (Moyle 2002). Juveniles spend five to nine months in the river and Sacramento-

Table 4.3-1 Special-Status Species Potentially Occurring in the Policy Area

Scientific Name Common Name	Status	Habitat
run Chinook salmon		San Joaquin Estuary before entering the ocean. Adult and juvenile Chinook may move through the Policy Area in transition between the ocean and spawning/rearing areas. The Policy Area includes designated critical habitat (58 FR 33212).
Pogonichthys macrolepidotus Sacramento splittail	CSC	Endemic to the lakes and rivers of the central valley, but now confined to the Delta, Suisun Bay, and associated marshes. Prefers slow-moving river sections and dead end sloughs. Requires flooded vegetation for spawning and foraging for young. Larvae remain in the shallow, weedy inshore areas near spawning sites and move into the deeper offshore habitat as they mature. Likely to be present in the American and Sacramento rivers, and their tributaries. The nearest significant breeding habitat lies outside the Policy Area in the Yolo Bypass.
Amphibians		
Spea hammondii Western spadefoot	CSC	Breeds in seasonal wetlands and large vernal pools. Spends most of the year underground in adjacent upland areas.
Reptiles		
Actinemys marmorata Western pond turtle	CSC	Associated with ponds, streams, rivers, marshes and canals with suitable basking sites and vegetative cover. Occurs in suitable habitat throughout the Policy Area; fairly common along the Sacramento and American rivers and the Steelhead Creek (NEMDC).
Phrynosoma coronatum frontale California horned lizard	CSC	Associated with annual grassland, chaparral, saltbush scrub, alkali flats, oak woodland, riparian woodland, and coniferous forest. Requires open habitats with loose, fine (often sandy) soils.
Thamnophis gigas Giant garter snake	FT, CT	Found in cattail and tule marshes, low gradient streams, rice fields, and canals. Habitat typically includes the following features: adequate water during the snake's active season (early-spring through mid-fall); presence of abundant emergent vegetation such as cattails and bulrushes for escape cover and foraging habitat during the active season; grassy banks and openings in waterside vegetation for basking; and higher elevation uplands adjacent to the aquatic habitat for cover and refuge from flood waters during the snake's dormant season in the winter (USFWS 2009). Aquatic habitat must also support prey species such as small fish and amphibians. Occurs mostly west of the Steelhead Creek (NEMDC), north of the American River, and west of Highway 99, south of the American River.
Birds		
Agelaius tricolor Tricolor blackbird	CSC (nesting)	Associated with marshes, wet meadows, rice fields, and rangelands. Nest in dense stands of cattails, thickets of willows, blackberries, or tall herbs adjacent to open grasslands. Known to nest in Natomas, near the northern border of the Policy Area, and along Hwy-99 near the southeast corner of the Policy Area. Suitable nesting habitat also occurs along the American River corridor, Steelhead Creek (NEMDC), and along lower Morrison Creek and Beach Lake.
Athene cunicularia Burrowing owl	CSC (burrow sites)	Residents in generally flat, open, dry grasslands, pastures, deserts, shrub lands, and in grass, forbs and open-shrub stages of pinyon-juniper and ponderosa pine habitats. Use communal ground squirrel and other small mammal burrows for nesting and cover, as well as artificial structures such as roadside embankments, levees, and berms. Fairly tolerant of human activity near their burrows as long as suitable foraging habitat exists nearby. Known burrowing owl colonies are present along railroad right-of-ways, and natural and artificial canals near foraging habitat, at several locations on the Cosumnes River College campus and in less-developed areas in northern, eastern, and southern portions of the Policy Area.
Buteo swainsoni Swainson's hawk	CT	Nests in riparian trees and forages in open fields (annual grasslands, fallow fields, dry and irrigated pasture). Most nesting recorded along the Sacramento River.
Circus cyaneus Northern harrier	CSC (nesting)	Nests in freshwater marsh and agricultural fields. Forages in marshes, grasslands and agricultural fields.
Elanus leucurus White-tailed kite	CFP (nesting)	Nests colonially in large trees adjacent to open grasslands for foraging. Feed on rodents, small reptiles, and large insects in fresh emergent wetlands, annual grasslands, pastures, and ruderal vegetation. Breed between February and October.

Table 4.3-1 Special-Status Species Potentially Occurring in the Policy Area

Scientific Name Common Name	Status	Habitat
		The white-tailed kite can commonly be observed foraging in open grasslands throughout the Policy Area, but breeding sites are primarily located near riparian corridors along the Sacramento and American rivers.
Lanius ludovicianus Loggerhead shrike	CSC (nesting)	Nests in woodlands adjacent to grassland foraging habitat.
Melospiza melodia Song sparrow "Modesto" population	CSC (year round)	Associated with emergent freshwater marshes, irrigation canals, riparian scrub, riparian woodland.
Progne subis Purple martin	CSC (nesting)	Inhabit open areas with an open water source nearby. Colonial cavity nesters in abandoned woodpecker holes, human-made nest boxes, or cavities in other structures such as bridges and overpasses. Once established at a nest location, martins usually come back to the same site every year. Adapt well in and around people, but are out-competed by starlings and sparrows in urban areas. Known to nest in North Sacramento under overpasses in the vicinity of the intersection of I-80 and Hwy 160, but could potentially occur in similar habitat throughout the Policy Area.
Riparia riparia Bank swallow	CT	The smallest North American swallow, with a body length of about 4.75 inches. It nests in colonies and creates nests by burrowing into vertical bluffs and riverbanks with fine-textured soils. Breed in California from April to August and spend the winter months in South America. Most of California's remaining populations nest along the upper Sacramento River.
Mammals		
Antrozous pallida Pallid bat	CSC	Roosts in crevices in caves, mines, large rock outcrops, under bridges, and in abandoned buildings. Forages on or near the ground in a wide variety of open habitats. Although potential habitat for these species is present within the Policy Area, none have been recorded. Distribution of special-status bat species is difficult to study and therefore poorly known. Bat colonies that may harbor some or all of these special-status species are present in several of the older buildings in downtown Sacramento and in human-made structures along the American and Sacramento rivers.
Corynorhinus townsendii townsendii Townsend's big eared bat	CC	Roosts in the open in large caves, abandoned mines, and buildings. Very sensitive to roost disturbance. Although potential habitat for these species is present within the Policy Area, none have been recorded. Distribution of special-status bat species is difficult to study and therefore poorly known. Bat colonies that may harbor some or all of these special-status species are present in several of the older buildings in downtown Sacramento and in human-made structures along the American and Sacramento rivers
Lasiurus blossevillii Western red bat	CSC	Roosts primarily in tree foliage, especially in cottonwood, sycamore, and other riparian trees or orchards. Although potential habitat for these species is present within the Policy Area, none have been recorded. Distribution of special-status bat species is difficult to study and therefore poorly known. Bat colonies that may harbor some or all of these special-status species are present in several of the older buildings in downtown Sacramento and in human-made structures along the American and Sacramento rivers.
Taxidea taxus American Badger	CSC	Principal habitat requirements include: sufficient prey base; friable soils; and relatively open, uncultivated ground such as grasslands. Prey primarily on burrowing rodents such as gophers, ground squirrels, marmots, and kangaroo rats. Badgers survive only in low numbers in peripheral parts of the Central Valley. The CNDDB includes one recorded occurrence in the Policy Area near Power Inn and Fruitridge roads.

Notes:
Federal:
FE = Endangered, legally protected by the Federal Endangered Species Act (ESA)
FT = Threatened, legally protected by the Federal Endangered Species Act (ESA)

State:
CC =Candidate for listing under the California Endangered Species Act (CESA), legally protected
CE = Endangered, legally protected by the California Endangered Species Act (CESA)
CFP = Fully Protected species (legally protected under Fish and Game Code)
CSC = California Species of Concern by DFG (no formal protection other than CEQA consideration)
CT = Threatened, legally protected by the California Endangered Species Act (CESA)
SA = Animal included on the CDFW's Special Animal List.

California Rare Plant Ranks (no formal protection other than CEQA consideration)
1B - Plant species that is rare or endangered in California or elsewhere.
2 - Plant species that is rare or endangered in California, but is more common elsewhere.
Threat code extensions:
.1 - Seriously endangered in California
.2 – Fairly endangered in California
.3 – Not very endangered in California

Source: California Department of Fish and Wildlife 2011, California Natural Diversity Database, 2007.

4.3.3 Impacts and Mitigation Measures

METHODS OF ANALYSIS

A review of CDFW's California Natural Diversity Data Base, a species list from the USFWS Quad Species List website, and a review of the California Native Plant Society's (CNPS's) Electronic Inventory was conducted to compile a list of species potentially occurring within the Policy Area, as provided in the Background Report. Potential impacts are analyzed using occurrences of sensitive species and/or habitats within the Policy Area and evaluating how implementation of the 2035 General Plan could affect these resources.

PROPOSED GENERAL PLAN POLICIES

The following policies from the proposed 2035 General Plan address biological resources, as well as guide the location, design, and quality of development to protect important wildlife, plants, and natural processes. In addition to maintaining environmental qualities, a sustainable biological ecosystem supports human health and contributes to a viable economy.

Land Use and Design Element

Goal LU 1.1: Growth and Change. Support sustainable growth and change through orderly and well-planned development that provides for the needs of existing and future residents and businesses, ensures the effective and equitable provision of public services, and makes efficient use of land and infrastructure.

- **Policy LU 1.1.1**: Regional Leadership. The City shall be the regional leader in sustainable development and encourage compact, higher-density development that conserves land resources, protects habitat, supports transit, reduces vehicle trips, improves air quality, conserves energy and water, and diversifies Sacramento's housing stock. (RDR)

- **Policy LU 1.1.11:** Development Intensity at Less than the Minimum Floor Area Ratio. The City shall permit development at less than the required minimum FAR only if a ministerial permit is required. Where a discretionary permit is required, a development with a FAR at less than the required minimum may be deemed consistent with the General Plan if the City finds that (1) the use involves no building or by its nature normally conducts a substantial amount of its operations outdoors, or (2) the initial site development is being phased and an overall development plan demonstrates compliance with the FAR standard, or (3) the use is temporary and would not interfere with long-term development of the site consistent with the FAR standard, or (4) the building size or lot coverage is constrained beyond what is otherwise allowed by the zoning designation of the site, due to the existence of an overlay zone or because of environmental features, such as wetlands (RDR).

Goal LU 9.1: Open Space, Parks, and Recreation. Protect open space for its recreational, agricultural, safety, and environmental value and provide adequate parks and open space areas throughout the city.

- **Policy LU 9.1.1:** Open Space Preservation. The City shall place a high priority on acquiring and preserving open space lands for recreation, habitat protection and enhancement, flood hazard management, public safety, water and agricultural resources protection, and overall community benefit. (RDR/MPSP)

Utilities Element

Goal U 1.1: High-Quality Infrastructure and Services. Provide and maintain efficient, high-quality public infrastructure facilities and services throughout the city.

- **Policy U 1.1.12:** Impacts to Environmentally Sensitive Lands. The City shall locate and design utilities to avoid or minimize impacts to environmentally sensitive areas and habitats. (MPSP/RDR)

Environmental Resources Element

Goal ER 1.1: Water Quality Protection. Protect local watersheds, water bodies and groundwater resources, including creeks, reservoirs, the Sacramento and American Rivers, and their shorelines.

- **Policy ER 1.1.1:** Conservation of Open Space Areas. The City shall conserve and where feasible create or restore areas that provide important water quality benefits such as riparian corridors, buffer zones, wetlands, undeveloped open space areas, levees, and drainage canals for the purpose of protecting water resources in the city's watershed, creeks, and the Sacramento and American rivers. (RDR/MPSP)

- **Policy ER 1.1.6:** Post-Development Runoff. The City shall impose requirements to control the volume, frequency, duration, and peak flow rates and velocities of runoff from development projects to prevent or reduce downstream erosion and protect stream habitat. (RDR/MPSP)

- **Policy ER 1.1.10:** Watershed Education. The City shall implement watershed awareness and water quality educational programs for City staff, community groups, the public, and other appropriate groups. (PI)

Goal ER 2.1: Natural and Open Space Protection. Protect and enhance open space, natural areas, and significant wildlife and vegetation in the city as integral parts of a sustainable environment within a larger regional ecosystem.

- **Policy ER 2.1.1:** Resource Preservation. The City shall encourage new development to preserve on-site natural elements that contribute to the community's native plant and wildlife species value and to its aesthetic character. (RDR/MPSP)

- **Policy ER 2.1.2:** Conservation of Open Space. The City shall continue to preserve, protect, and provide appropriate access to designated open space areas along the American and Sacramento Rivers, floodways, and undevelopable floodplains, provided access would not disturb sensitive habitats or species. (MPSP/IGC)

- **Policy ER 2.1.3:** Natural Lands Management. The City shall promote the preservation and restoration of contiguous areas of natural habitat throughout the city and support their integration with existing and future regional preserves. (RDR/IGC)

- **Policy ER 2.1.4:** Retain Habitat Areas. The City shall retain plant and wildlife habitat areas where there are known sensitive resources (e.g., sensitive habitats, special-status, threatened, endangered, candidate species, and species of concern). Particular attention shall be focused on retaining habitat areas that are contiguous with other existing natural areas and/or wildlife movement corridors. (RDR/IGC)

- **Policy ER 2.1.5:** Riparian Habitat Integrity. The City shall preserve the ecological integrity of creek corridors, canals, and drainage ditches that support riparian resources by preserving native plants and, to the extent feasible, removing invasive nonnative plants. If preservation is not feasible, adverse impacts on riparian habitat shall be mitigated by the preservation and/or restoration of this habitat in compliance with State and Federal regulations or at a minimum 1:1 ratio, in perpetuity. (RDR/IGC)

- **Policy ER 2.1.6:** Wetland Protection. The City shall preserve and protect wetland resources including creeks, rivers, ponds, marshes, vernal pools, and other seasonal wetlands, to the extent feasible. If not feasible, the mitigation of all adverse impacts on wetland resources shall be required in compliance with State and Federal regulations protecting wetland resources, and if applicable, threatened or endangered species. Additionally, the City shall require either on- or off-site permanent preservation of an equivalent amount of wetland habitat to ensure no-net-loss of value and/or function. (RDR/IGC)

- **Policy ER 2.1.7:** Annual Grasslands. The City shall preserve and protect native grasslands and vernal pools that provide habitat for rare and endangered species. If not feasible, the mitigation of all adverse impacts on annual grasslands shall comply with State and Federal regulations protecting foraging habitat for those species known to utilize this habitat. (RDR/IGC)

- **Policy ER 2.1.8:** Oak Woodlands. The City shall preserve and protect oak woodlands, heritage oaks, and/or significant stands of oak trees in the city that provide habitat for common native, and special-status wildlife species, and shall address all adverse impacts on oak woodlands in accordance with the City's Heritage Tree Ordinance. (RDR)

- **Policy ER 2.1.9:** Wildlife Corridors. The City shall preserve, protect, and avoid impacts to natural, undisturbed habitats that provide movement corridors for sensitive wildlife species. If corridors are adversely affected, damaged habitat shall, be replaced with habitat of equivalent value or enhanced to enable the continued movement of species. (RDR/MPSP)

- **Policy ER 2.1.10**: Habitat Assessments and Impact Compensation. The City shall consider the potential impact on sensitive plants and wildlife for each project requiring discretionary approval. If site conditions are such that potential habitat for sensitive plant and/or wildlife species may be present, the City shall require habitat assessments, prepared by a qualified biologist, for sensitive plant and wildlife species. If the habitat assessment determines that suitable habitat for sensitive plant and/or wildlife species is present, then either (1) protocol-level surveys shall be conducted (where survey protocol has been established by a resource agency), or, in the absence of established survey protocol, a focused survey shall be conducted consistent with industry-recognized best practices; or (2) suitable habitat and presence of the species shall be assumed to occur within all potential habitat locations identified on the project site. Survey Reports shall be prepared and submitted to the City and the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Service (USFWS) (depending on the species) for further consultation and development of avoidance and/or mitigation measures consistent with state and federal law. (RDR)

- **Policy ER 2.1.11:** Agency Coordination. The City shall coordinate with State and Federal resource agencies (e.g., California Department of Fish and Wildlife (CDFW)), U.S. Army Corps of Engineers, and United States Fish and Wildlife Service (USFWS)) to protect areas containing rare or endangered species plants and animals. (IGC)

- **Policy ER 2.1.12:** Natomas Basin Habitat Conservation Plan. The City shall continue to participate in and support the policies of the Natomas Basin Habitat Conservation Plan for the protection of biological resources in the Natomas Basin. (RDR/IGC)

- **Policy ER 2.1.13:** Support Habitat Conservation Plan Efforts. The City shall encourage and support regional habitat conservation planning efforts to conserve and manage habitat for special-status species. New or amended Habitat Conservation Plans should provide a robust adaptive management component sufficient to ensure that habitat preserves are resilient to climate change effects/impacts and to ensure their mitigation value over time. Provisions should include, but are not limited to: greater habitat ranges and diversity; corridors and transition zones to accommodate retreat or spatial shifts in natural areas; redundant water supply; elevated topography to accommodate extreme flooding; and flexible management and fee structure.(RDR/IGC) [Source: 2012 CAP]

- **Policy ER 2.1.14:** Climate Change-related Habitat Shifts. The City shall support the efforts of The Natomas Basin Conservancy and other habitat preserve managers to adaptively manage wildlife preserves to ensure adequate connectivity, habitat range, and diversity of topographic and climatic conditions are provided for species to move as climate shifts. (IGC) [Source: 2012 CAP]

- **Policy ER 2.1.15:** Climate Change-related Habitat Restoration and Enhancement. The City shall support active habitat restoration and enhancement to reduce impact of climate change stressors and improve

overall resilience of habitat within existing parks and open space in the city. The City shall support the efforts of Sacramento County to improve the resilience of habitat areas in the American River Parkway.

- **Policy ER 2.1.16:** Public Education. The City shall support educational programs for residents and visitors about the uniqueness and value of the natural resources, plants, and wildlife in the region, and how to manage development to preserve native wildlife populations, to the extent they are consistent with habitat protection requirements. (PI)

- **Policy ER 2.1.17:** Community Involvement. The City shall encourage community volunteerism and stewardship to help protect and rehabilitate the area's natural resources. (JP/PI)

Goal ER 3.1: Urban Forest. Manage the city's urban forest as an environmental, economic, and aesthetic resource to improve Sacramento residents' quality of life.

- **Policy ER 3.1.1:** Urban Forest Management Plan. The City shall maintain and implement an Urban Forest Management Plan. (MPSP)

- **Policy ER 3.1.3:** Trees of Significance. The City shall require the retention of City trees Heritage Trees by promoting stewardship of such trees and ensuring that the design of development projects provides for the retention of these trees wherever possible. Where tree removal cannot be avoided, the City shall require tree replacement or appropriate remediation. (RDR/MPSP)

- **Policy ER 3.1.8:** Public Education. The City shall promote the importance and benefits of trees and of the urban forest through awareness, partnerships, and efforts that educate residents on the best methods of planting and maintaining trees. (IGC/JP/PI)

Goal ER 4.2: Growth and Agriculture. Support preservation and protection of agricultural lands and operations outside of the city for their value for open space, habitat, flood protection, aesthetics, and food security by working with surrounding jurisdictions.

- **Policy ER 4.2.3:** Coordinate to Protect Farmland. The City shall continue to work with the County and other adjacent jurisdictions to implement existing conservation plans to preserve prime farmland and critical habitat outside the city. (RDR/IGC)

Environmental Constraints Element

Goal EC 2.1: Flood Protection. Protect life and property from flooding.

- **EC 2.1.16:** Levee Trees. The City shall recognize the value of trees on levees for habitat and as carbon sinks and support Sacramento Area Flood Control Agency efforts to develop a levee vegetation policy with the State and U.S. Army Corps of Engineers. (MPSP/IGC)

North Natomas Community Plan

- **Policy NN.LU 1.41:** Landscape Setback. The City shall allow 50 percent of the required landscape setback within the employment center to be used for open space, active or passive recreational uses, runoff retention areas, or habitat preservation. (RDR)

- **Policy NN.LU 1.2:** Environmental Design Issues. The City shall meet all regulatory requirements and, where feasible, take advantage of opportunities for recreation, open space, wildlife habitat, wetlands enhancement, athletic and recreational facilities, pedestrian and bike corridors, and other utility uses. The drainage system must incorporate the following requirements:

  The comprehensive drainage plan must meet National Pollution Discharge Elimination System (NPDES) stormwater regulations and permits.

The plan must meet all EPA and USACE 404 permit requirements.

Ensure that the Comprehensive Drainage Plan (CDP) operational plans are compatible with the other uses of the existing canals such as drainage, water delivery, and preservation of existing Fisherman's Lake water levels. The design of the CDP control structures will be unobtrusive in view and noise.

The CDP must be designed in a manner that is compatible with and complementary to the Habitat Conservation Plan (HCP) or Habitat Mitigation Plan (HMP) under development by SAFCA.

Where possible, drainage plans for the NNCP area will be designed in such a manner that mitigation and open space required within the city area is credited towards the HCP or HMP.

Where feasible and compatible with drainage requirements, the CDP shall encourage multipurpose uses such as open spaces, wildlife habitat, wetlands, bike and pedestrian trails, and recreation. Funding for these features will be determined based on beneficial uses and purpose of the feature.

Aesthetic and historic impacts will be considered in the design of the CDP. (RDR/MPSP)

- **Policy NN.ER 1.6:** Fisherman's Lake Buffer. The City shall ensure that the buffer along the east side of Fisherman's Lake from Del Paso Road to El Centro Road is designed to optimize the value of the buffer and its features for special-status species.

  Buffer Area. A buffer minimum of 300 feet in radius around each Swainson's hawk nesting tree will be provided (known nesting trees as of 2004). The width of the buffer outside the 300-foot radius around the nesting trees shall be a minimum of 300 feet wide in the northern section and 200 feet wide in the southern section measured from the eastern boundary of RD 1000 property (see Figure NN-5 for a general map of the buffer). Pursuant to the Natomas Basin Habitat Conservation Plan, the buffer will be a minimum of 250 feet wide, measured from the eastern edge of the lake, along the entire length of the lake from Del Paso Road to El Centro Road.

  Buffer Uses. The buffer shall include two areas: the nesting tree buffer area around the Swainson's hawk nesting trees; and the rest of the buffer area. Uses allowed in the buffer will be guided by Table 13-1, entitled 350-foot-wide buffer option.

  Nesting Tree Buffer Area. The uses allowed in the nesting tree buffer area shall be those that provide the conditions to support the likely success of the Swainson's hawk in continuing to use the existing nesting trees, as well as providing open space for other special-status species.

  Other Buffer Area. The allowable uses in the other buffer area shall provide open space for special-status species, as well as other purposes. The uses include all those uses allowed in the nesting tree buffer area; pedestrian trails and bikeways not subject to closure; public and maintenance roadways; and other public uses, (e.g., detention basin, fire station). The other buffer area is defined as the open space buffer extending from El Centro Road north to the southernmost nesting tree radius on the east side of Fisherman's Lake. (RDR/MPSP)

THRESHOLDS OF SIGNIFICANCE

For the purposes of this MEIR, impacts on biological resources are considered significant if the proposed General Plan would:

- result in substantial degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of threatened or endangered species of plant or animal;
- affect other species of special concern or habitats (including regulatory waters and wetlands) protected by agencies or natural resource organizations;

- result in the loss or modification of riparian habitat, resulting in a substantial adverse effect;
- have an adverse effect on state or federally protected wetlands and/or waters of the United States through direct removal, filling, or hydrological interruption; or
- result in the loss of CDFW-defined sensitive natural communities such as elderberry savanna, northern claypan vernal pool, and northern hardpan vernal pool.

IMPACTS AND MITIGATION MEASURES

A summary of all impacts to Biological Resource and their levels of significance is located at the end of this technical section.

Impact 4.3-1	**Potential impact to special-status plant species due to substantial degradation of the quality of the environment or reduction of population or habitat below self-sustaining levels.**
Applicable Regulations	Federal Endangered Species Act (ESA) 1978, California Endangered Species Act (CESA), California Fish and Game Code, and CEQA Section 15380
Proposed SGP Policies that Reduce Impacts	Policies ER 2.1.1, ER 2.1.4, ER 2.1.5, ER 2.1.7, ER 2.1.10 through ER 2.1.13, ER 2.1.16, ER 2.1.17
Significance after Implementing SGP Policies	**Less than significant**
Additional Mitigation	None required

Sixteen special-status plants have a potential to occur in the Policy Area. These include palmate-bracted bird's beak (*Chloropyron palmatum*), which is endangered and protected under the federal Endangered Species Act (ESA) and the California Endangered Species Act (CESA); Boggs Lake hedge-hyssop (*Gratiola heterosepala*), which is endangered and protected under CESA; slender orcutt grass (*Orcuttia tenius*), which is listed as threatened under the ESA and endangered under CESA; and Sacramento orcutt grass (*Orcuttia viscida*), which is endangered and protected under the ESA. The remainder of the special-status plant species are assigned California Rare Plant Ranks by CDFW. Undeveloped areas and vacant lots scattered throughout the Policy Area may support grasslands, seasonal wetlands, remnant vernal pools, and drainage ditches that could provide suitable habitat for special-status plants.

The General Plan contains policies that would help prevent or eliminate impacts on special-status plant species. General Plan Policy ER 2.1.7 would help preserve and protect grasslands and vernal pools that provide habitat for rare and endangered species to the maximum extent feasible. If consistency with this policy is not feasible, impacts on these resources would be mitigated in compliance with state and federal regulations. Policy ER 2.1.10 requires habitat assessments for sensitive species, and, if habitat is present, focused/protocol-level surveys (or assumed presence of species) for any project requiring discretionary approval. Avoidance and/or mitigation would be developed with the applicable resource agency. Policy ER 2.1.11 requires that the City coordinate closely with state and federal resource agencies to protect areas containing rare or endangered species. Policy ER 2.1.12 requires that the City continue its participation and support of the policies in the Natomas Basin Habitat Conservation Plan (NBHCP) for the protection of sensitive species in the Natomas Basin.

Native plants are protected by the California Fish and Game Code (NPPA, Chapter 10 Sections 1900-1913). In addition, CDFW generally requires a CESA Section 2081 (b) permit for incidental take of listed threatened and endangered plants. The CEQA Guidelines protect rare and endangered plants under Section 15380 and CDFW maintains a list of rare plants; plants with a California Rare Plant Rank of 1B or2 are generally considered rare under Section 15380 of the CEQA Guidelines.

According to the City's standards of significance, a significant impact would occur if a substantial degradation in the quality of the environment or reduction of habitat would occur. A substantial degradation

would occur if there would be increased mortality or reduced reproductive success that would lead to the local extirpation, or reduction of the population below self-sustaining levels, of any species identified or published as an endangered, threatened, rare, candidate, sensitive, or special-status species by CDFW or USFWS that meets the definition of Section 15380 (b), (c) or (d) of the CEQA Guidelines.

Compliance with CESA, CEQA, and NBHCP (as applicable), as well as implementation of the proposed 2035 General Plan goals and policies discussed above would minimize potential direct and indirect impacts on special-status plant species andcreate off-site populations or provide habitat on mitigation sites to demonstrate that the project would not reduce special-status species populations below self-sustaining levels. Therefore, implementation of the General Plan would result in **less-than-significant** impacts to special-status plant species.

Mitigation Measures

None required.

Impact 4.3-2	**Degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status invertebrates.**
Applicable Regulations	Federal Endangered Species Act (ESA) 1978, California Endangered Species Act (CESA), California Fish and Game Code, and CEQA Section 15380
Mitigation Included in the SGP	Policies ER 2.1.1, ER 2.1.4, ER 2.1.10 through ER 2.1.13, ER 2.1.16, ER 2.1.17
Significance after Implementing SGP Policies	**Less than significant**
Mitigation Measures	None required

Special-status invertebrates potentially present in the Policy Area include vernal pool fairy shrimp (*Branchinecta lynchi*), vernal pool tadpole shrimp (*Lepidurus packardi*), and valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*), which are protected under ESA. Areas that may provide habitat for special-status invertebrate species in the city are mainly located along the Sacramento and American rivers, the northeast section of North Sacramento, and the southern portion of South Sacramento. Limited natural habitat exists within the Policy Area; nevertheless, development could encroach on remnant elderberry shrubs (*Sambucus* sp.) or suitable habitat for vernal pool invertebrates.

The General Plan contains goals and policies designed to protect biological resources, such as special-status invertebrates, and natural habitats, including elderberry shrubs, seasonal wetlands and vernal pools. The City of Sacramento has established standards that require analysis of project impacts on threatened, endangered, or special-status species. Compliance with ESA, CESA, and CEQA would minimize potential direct and indirect impacts on special-status invertebrate species within the Policy Area. Implementation of 2035 General Plan Policy ER 2.1.10 would require habitat assessments for these special-status species to be conducted, and, if habitat is present, focused/protocol-level surveys conducted (or assumed presence of species) for any project requiring discretionary approval. If species were present, avoidance and/or mitigation would be developed with the applicable resource agency to minimize the effect and compensate for the loss of individuals or habitat. Therefore, implementation of the General Plan would result in **less-than-significant** impacts to special-status invertebrates.

Mitigation Measures

None required.

Impact 4.3-3	Degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status birds, through the loss of both nesting and foraging habitat.
Applicable Regulations	Federal Endangered Species Act (ESA) 1978, Federal Migratory Bird Treaty Act 1918 Amended 1972, California Endangered Species Act (CESA), California Fish and Game Code, and CEQA Section 15380
Proposed SGP Policies that Reduce Impacts	Policies ER 2.1.1, ER 2.1.4, ER 2.1.7 through ER 2.1.13, ER 2.1.16, ER 2.1.17, NN.ER 1.6
Significance after Implementing SGP Policies	**Less than significant**
Mitigation Measures	None required

As discussed in the Background Report, a variety of special-status birds with differing habitat requirements are present throughout the city; some are resident species and some are migratory species that breed within the Policy Area. These special-status birds include Swainson's hawk *(Buteo swainsoni*), white-tailed kite (*Elanus leucurus*), northern harrier (*Circus cyaneus*), burrowing owl (*Athene cunicularia*), bank swallow (*Riparia riparia*), purple martin (*Progne subis*), loggerhead shrike (*Lanius ludovicianus*), song sparrow (*Melospiza melodia*) ("Modesto" population), and tricolored blackbird (*Agelaius tricolor*).

The Policy Area is primarily an urbanized environment. Landscape features within the city, such as trees, shrubs, herbaceous plants, and parklands, could serve as temporary habitats or foraging grounds for special-status birds. Undeveloped and vacant areas could contain special-status bird foraging or nesting habitat. Areas within the Policy Area that are known to contain suitable nesting and foraging habitat include the riparian areas of the Sacramento and American rivers and their associated river channels, the Natomas basin, grasslands and agricultural lands, and wetlands.

Development under the proposed General Plan could result in the removal of mature trees in both developed and undeveloped areas, which may serve as perching or nesting sites for migratory birds, including raptors. During the non-breeding season, it is anticipated that any migratory birds or raptors using mature trees as perching sites for foraging would vacate the site upon the initiation of construction activities. During the nonbreeding season, burrowing owls may occupy burrows that could be affected by projects within the Policy Area. During the breeding season, it would be expected that significant increases in noise and activity levels could disturb breeding behavior. Nesting and special-status birds in the Policy Area are protected by a variety of regulations including the Migratory Bird Treaty Act, California Fish and Game Code (Sections 3503, 3503.5, 3511, and 3800), and CESA.

As discussed above, the General Plan includes goals and policies designed to protect biological resources and natural habitats. Policy ER 2.1.8 would require that the City preserves and protects oak woodlands, and/or significant stands of oak trees in the city that provide habitat for common native and special-status wildlife species. If preservation and protection are not feasible, then the mitigation of adverse impacts on oak woodlands would be required to comply with the standards of the Oak Woodlands Conservation Act.

Compliance with ESA, CESA, the Migratory Bird Treaty Act, and CEQA, as well as implementation of the proposed 2035 General Plan goals and policies discussed above, would reduce the potential direct and indirect impacts on sensitive bird species within the Policy Area. In addition, established regulatory processes would provide and/or require measures to mitigate for impacts on special-status birds. Implementation of 2035 General Plan Policy ER 2.1.10 would require protocol-level surveys prior to site construction (unless the project applicant assumes a sensitive species is present) and preparation of survey reports to be submitted to the City and CDFW or USFWS. Avoidance and/or specific mitigation measures would be developed to reduce the impact to nesting birds and their nesting and foraging habitat in coordination with CDFW prior to ground disturbance. These measures would typically include establishing buffers around active nests to prevent nest abandonment due to project related disturbance. Implementation of proposed General Plan policies would reduce potential impacts to special-status birds to a **less-than-significant** level, because disturbance to any active nests would be avoided or minimized in accordance with CDFW and USFWS requirements and in coordination with these agencies.

Mitigation Measures

None required.

Impact 4.3-4	Degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status amphibians and reptiles.
Applicable Regulations	Federal Endangered Species Act (ESA) 1978, California Endangered Species Act (CESA), California Fish and Game Code, and CEQA Section 15380
Proposed SGP Policies that Reduce Impacts	Policies ER 2.1.1, ER 2.1.4, ER 2.1.7 through ER 2.1.9, ER 2.1.10 through ER 2.1.12, ER 2.1.16, ER 2.1.17
Significance after Implementing SGP Policies	**Less than significant**
Mitigation Measures	None required

Special-status amphibians and reptiles that could be present throughout the Policy Area include western spadefoot (*Spea hammondii*), giant garter snake (*Thamnophis gigas*), California horned lizard (*Phrynosoma coronatum frontale*), and the western pond turtle (*Actinemys marmorata*). The majority of development that could occur under the proposed General Plan would consist of infill and urban expansion of developed areas, which do not support a wide diversity of biological resources. Areas within the Policy Area that contain suitable habitat for these species include the Sacramento and American rivers and their associated riparian areas, irrigation and drainage canals, rice fields in the Natomas basin, oak woodlands, grasslands, and wetlands.

Although previous urbanization within the city most likely precludes the occurrence of these species, vacant lands could support suitable remnant aquatic and upland habitat. To minimize this potential effect, the General Plan includes goals and policies designed to protect biological resources and natural habitats. The City of Sacramento has established standards that require analysis of project impacts on threatened, endangered, or special-status species. Compliance with ESA, CESA, and CEQA, as well as implementation of proposed 2035 General Plan goals and policies discussed above would minimize potential direct and indirect impacts on sensitive amphibian and reptile species within the Policy Area. In addition, implementation of the regulatory processes would provide and/or require measures to mitigate for the impacts to special-status amphibian and reptiles.

Implementation of 2035 General Plan Policy ER 2.1.10 would require habitat assessments for sensitive species to be conducted and, if habitat is present, focused/protocol-level surveys conducted for any project requiring discretionary approval (unless the applicant assumes the species is present). If special-status amphibian or reptile species are identified as being present, project applicants would be required to prepare survey reports to be submitted to the City and CDFW or USFWS for development of avoidance and/or specific mitigation measures, which may include providing off-site habitat replacement or compensation. Therefore, implementation of the General Plan would result in **less-than-significant** impacts to special-status amphibians or reptiles.

Mitigation Measures

None required.

Impact 4.3-5	Degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status mammals.
Applicable Regulations	Federal Endangered Species Act (ESA) 1978, California Endangered Species Act (CESA), California Fish and Game Code, and CEQA Section 15380
Proposed SGP Policies that Reduce Impacts	Policies ER 2.1.1, ER 2.1.4, ER 2.1.6 through ER 2.1.8, ER 2.1.10 through ER 2.1.13, ER 2.1.16, ER 2.1.17
Significance after Implementing SGP Policies	**Less than significant**
Mitigation Measures	None required

Special-status mammals present in the Policy Area include pallid bat (*Antrozous pallida*), Townsend's big eared bat (*Corynorhinus townsendii townsendii*), western red bat (*Lasiurus blossevillii*), and American badger (*Taxadea taxus*). As with most urbanized environments, landscape features within the city such as trees with hollows, palm trees, and parklands, could serve as temporary roosting and foraging habitat for special-status bat species. Portions of the Policy Area that contain suitable roosting and foraging habitat for these species include the riparian areas of the Sacramento and American rivers, abandoned buildings, bridges with crevices, the Natomas basin, oak woodlands, parks, grasslands, agricultural fields, and wetlands. The American badger would most likely be found in large expanses of grassland and agricultural areas within the Policy Area.

As indicated above, limited natural habitat exists within the Policy Area. Development could, nevertheless, encroach on remnant suitable habitat for special-status mammal species. As discussed above, the General Plan includes goals and policies designed to protect biological resources and natural habitats. The City of Sacramento has adopted standards that require analysis of impacts on threatened, endangered, or special status species, including mammals. Implementation of proposed 2035 General Plan goals and policies discussed above would partially mitigate for potential direct and indirect impacts on sensitive mammal species within the Policy Area. Implementation of existing regulatory processes would provide and/or require measures to mitigate for the impacts to special-status mammals.

Where site conditions may support special-status mammals, implementation of 2035 General Plan Policy ER 2.1.10 would require protocol-level surveys to determine if special-status mammal species are present in the Policy Area. If there is evidence that special-status mammals may be using the site, the project applicants would be required to prepare survey reports to be submitted to the City and CDFW or USFWS for development of avoidance and/or specific mitigation measures, which may include providing off-site habitat replacement or compensation. Therefore, implementation of the General Plan would result in **less-than-significant** impacts to special-status mammals.Mitigation Measures

Mitigation Measures

None required.

Impact 4.3-6	Degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status fish.
Applicable Regulations	Federal Endangered Species Act (ESA) 1978, California Endangered Species Act (CESA), California Fish and Game Code, CEQA Section 15380
Proposed SGP Policies that Reduce Impacts	Policy ER 1.1.6, ER 1.1.10, ER 2.1.5, ER 2.1.6, ER 2.1.10 through ER 2.1.12.3, ER 2.1.16, ER 2.1.17, EC 2.1.16
Significance after Implementing SGP Policies	**Less than significant**
Mitigation Measures	None required

In the Policy Area, the Sacramento River, American River, and creeks feeding into these rivers are known habitat for Sacramento Perch (*Archoplites interruptus*), Central Valley winter-run and spring-run Chinook salmon (*Oncorhynchus tshawytscha*), Central Valley steelhead (*O. mykiss*), Delta smelt (*Hypomesus transpacificus*), Sacramento splittail (*Pogonichthys macrolepidotus*), and green sturgeon (*Acipenser medirostris*). The Sacramento and American rivers and adjacent riparian habitats within the Policy Area are also designated critical habitat for Delta smelt, steelhead, and the two runs of Chinook.

The Sacramento River functions as a regional migratory corridor for the above-mentioned species. The portion of the Sacramento River within the Policy Area does not serve as spawning or juvenile rearing habitat for salmonids or sturgeon; however, portions of the American River do support spawning habitat for salmonids. Spawning habitat for Delta smelt is thought to consist of substrates such as cattails and tules, tree roots, and submerged branches on which the adhesive eggs are attached. This habitat is absent or scattered and of low quality within the Sacramento River in the Policy Area due to levee maintenance. Because the area lacks spawning habitat and deep holding pools within the portion of the Sacramento River adjacent to the Policy Area, adult salmonids, Delta smelt, and sturgeon residence time in this reach of the river would be expected to be transient and relatively brief.

- Construction activities associated with new and upgraded bridges could result in removal of riparian vegetation and work within waterways, which could have the following impacts:

- Extended periods of localized, suspended sediment concentrations and turbidity caused by channel disturbance could result in a reduction of feeding opportunities for sight-feeding fish, increased predation opportunities, reduced growth rates, increased levels of stress, respiratory impairment, decreased disease tolerance, and damage to gills.

- Increased sediment loading could cause the degradation of food-producing habitat downstream of the Policy Area.

- Disturbance to the banks of the Sacramento and American rivers could result in increased erosion of these banks, particularly during high flow events.

- Water temperatures could increase as a result of removal of streamside vegetation and discharge of construction-related stormwater.

- Increased pollutant concentrations could limit fish production, abundance, and distribution by reducing egg survival and causing direct mortality of fish or their prey. They could also result in altered oxygen diffusion rates, and acute and chronic toxicity to aquatic organisms, thereby reducing fish growth and survival.

- Increase in constituent loading in the Sacramento and American rivers of ammonia, mercury, total suspended particles and other constituents that could affect aquatic resources.

In addition, refueling, operation, and storage of construction equipment and materials could result in accidental spills of pollutants, such as fuel, concrete, sealants, oil, and paint, into the river. Pollutants entering the river could cause mortality to, and reduced growth of, the egg, larval, and juvenile life stages of fish. Furthermore, these pollutants could adversely affect designated critical habitat for Chinook and steelhead and the movement of special-status species if they entered the river.

Compliance with the CWA and Rivers and Harbors Act permits from the USACE would be required for installation of in-channel facilities and construction of access points to any improvements within the channel s of the Sacramento or American rivers (e.g., boat launch or dock access). To achieve the goals of the CWA and the Endangered Species Act, Section 7 of the Endangered Species Act directs all federal agencies to use their existing authorities to conserve threatened and endangered species and, in consultation with the USFWS and/or the National Marine Fisheries Service, to ensure that their actions do not jeopardize listed species or destroy or adversely modify critical habitat. Section 7 applies to management of federal lands, as

well as other federal actions that may affect listed species, such as federal approval of private activities through the issuance of federal permits, licenses, or other actions. Regulations outlining the process for Section 7 consultation (or conferencing) are codified at 50 CFR part 402. As part of the CWA permitting, the USACE would be required to consult with the USFWS and/or National Marine Fisheries Service under Section 7 to ensure that permitted actions do not jeopardize listed species or destroy or adversely modify designated critical habitat of the salmonid species in the area of the disturbance.

The City of Sacramento has adopted standards that require analysis of impacts on threatened, endangered or special status species, including fish. Compliance with CEQA, as well as implementation of proposed 2035 General Plan goals and policies discussed above, would limit direct and indirect impacts on sensitive fish species within the Policy Area. In addition, implementation of the regulatory processes would provide and/or require measures to mitigate for the impacts to special-status fish. State and federal regulations would require that the avoidance and mitigation measures of individual projects reduce impacts on special-status fish species, which could include the enhancement or preservation of suitable habitat outside of the Policy Area (due to the developed nature of the Policy Area it is anticipated that mitigation would occur in less developed areas outside of the Policy Area boundaries). Therefore, implementation of the General Plan would result in **less-than-significant** impacts to special-status fish.

Mitigation Measures

None required.

Impact 4.3-7	**Loss or modification of riparian habitat.**
Applicable Regulations	CEQA, CDFG Code, Clean Water Act Section 404
Proposed SGP Policies that Reduce Impacts	Policy LU 1.1.1, ER 1.1.1, ER 2.1.1 through ER 2.1.5, ER 2.1.9, ER 2.1.16, ER 2.1.17, EC 2.1.16
Significance after Implementing SGP Policies	**Less than significant**
Mitigation Measures	None required

Riparian habitats are known to exist throughout the Policy Area, especially along the Sacramento and American rivers and their tributaries. Development adjacent to riparian habitat could disturb wildlife species that rely on these areas for shelter and food, and could also result in the degradation of these areas through the introduction of feral animals and contaminants that are typical of urban uses. The CDFW regulates potential impacts on lakes, streams, and associated riparian (streamside or lakeside) vegetation through the issuance of Lake or Streambed Alteration Agreements (SAA) per Fish and Game Code Section 1602. While there are no federal regulations that specifically mandate the protection of riparian vegetation, federal regulations set forth in Section 404 of the CWA address areas that potentially contain riparian-type vegetation, such as wetlands. However, the jurisdiction of Section 404 is generally less than that of the Section 1600 of the SAA, covering only riparian vegetation that is within wetland habitats and meets the federal definition of a wetland.

The City has adopted a standard that requires an analysis if a project has the potential to affect other species of special concern or habitats, (including regulatory waters and wetlands, protected by agencies or natural resource organizations. Since riparian habitat is seen as a sensitive resource by the CDFW, potential impacts on this habitat type are analyzed in this document. Implementation of proposed General Plan policies, discussed above, would help to reduce impacts on riparian habitats, but would not directly prohibit development within riparian areas. In addition, federal regulations do not specifically address the protection of all riparian vegetation under the Section 404 permitting process, and the Fish and Game Code Section 1602 Streambed Alteration Agreement is a negotiated agreement, which means that some loss of riparian corridor resources could occur.

Implementation of 2035 General Plan Policy ER 2.1.5 would reduce the magnitude of potential impacts by requiring a 1:1 replacement of riparian habitat lost to development. This would be a **less-than-significant** impact.

Mitigation Measures

None required.

Impact 4.3-8	**Impacts on state or federally protected wetlands and/or waters of the United States through direct removal, filling, or hydrological interruption.**
Applicable Regulations	Section 404 Clean Water Act, California Wetlands Conservation Policy 1993, Porter-Cologne Water Quality Control Act, and California Fish and Game Code
Proposed SGP Policies that Reduce Impacts	Policy LU 1.1.11, ER 1.1.1, ER 2.1.1, ER 2.1.6, ER 2.1.7, ER 2.1.11, ER 2.1.12, ER 2.1.16, ER 2.1.17
Significance after Implementing SGP Policies	**Less than significant**
Mitigation Measures	None required

Implementation of the proposed General Plan could allow new and infill development, which could impact state or federally protected wetlands and/or waters of the United States. Section 404 of the CWA requires that a permit be obtained from the USACE prior to the discharge of dredged or fill materials into any "waters of the United States," which includes wetlands. Section 404 permits generally require mitigation to offset losses of these habitat types, in accordance with Executive Order 11990, which is intended to result in no net loss of wetland values or acres. Waters of the State are defined as any surface or subsurface water and are protected by the Porter-Cologne Act.

Existing federal and state laws and regulations, including the USACE Section 404 permitting process or the Report of Waste Discharge required under the Porter-Cologne Act would apply to development in the Policy Area. Additionally, implementation of the above-mentioned General Plan goals and policies and strict adherence to identified state and federal laws and regulations and the "no-net-wetland-loss" policy currently in place would reduce impacts on jurisdictional waters of the United States and wetlands. Implementation of 2035 General Plan Policy ER 2.1.6 would also reduce the impact on wetlands and waters of the United States. Therefore, implementation of the General Plan would result in **less-than-significant** impacts to wetlands and waters of the United States.Mitigation Measures

Mitigation Measures

None required.

Impact 4.3-9	**Loss of CDFW-defined sensitive natural communities, such as elderberry savanna, northern claypan vernal pool, and northern hardpan vernal pool.**
Applicable Regulations	None
Proposed SGP Policies that Reduce Impacts	Policies LU 1.1.1, LU 1.1.11, U 1.1.12, ER2.1.1, ER 2.1.3, ER 2.1.4, ER 2.1.6, ER 2.1.7, ER 2.1.16, ER 2.1.17, NN.LU 1.41, NN.U 1.2
Significance after Implementing SGP Policies	**Less than significant**
Mitigation Measures	None required

Sensitive natural communities or habitats that are known to occur in the Policy Area include elderberry savanna, northern claypan vernal pool, and northern hardpan vernal pool. Implementation of the proposed 2035 General Plan would introduce new development on land within the Policy Area that has the potential to support these habitats. The City has adopted a standard that requires analysis of impacts if a project has the

potential to affect other species of special concern or habitats, including regulatory waters and wetlands, protected by agencies or natural resource organizations. The CDFW lists these sensitive natural communities as "rare." Therefore, impacts on these sensitive natural communities could be considered significant under the City's standards of significance.

Development adjacent to, or within, sensitive natural communities could adversely affect these communities. As discussed above, the General Plan includes goals and policies designed to protect biological resources and natural habitats. Policies contained within the 2035 General Plan would help reduce impacts on sensitive natural habitats, but would not directly prohibit development within these areas.

The 2035 General Plan includes several policies that would require measures to avoid and minimize any impacts to these sensitive habitat types. Compensation for loss, or damage to, resources in the Policy Area would likely include transplantation of plants (for elderberry shrubs) and preservation of suitable habitat outside of the Policy Area. Because of site requirements, including soil type, vernal pool habitats are difficult to re-create in new areas. Therefore, because no net loss of sensitive habitats would occur, implementation of the General Plan would result in **less-than-significant** impacts on sensitive natural communities.

Mitigation Measures

None required

Impact 4.3-10	**Substantial reduction in the number of trees within the Policy Area.**
Applicable Regulations	City of Sacramento Tree Preservation Ordinance and American River Parkway Plan (December 1985)
Proposed SGP Policies that Reduce Impacts	Policies ER 2.1.1, ER 2.1.8, ER 3.1.1, ER 3.1.3, ER 3.1.8, EC 2.1.16
Significance after Implementing SGP Policies	**Less than Significant**
Mitigation Measures	None required

The City of Sacramento is known as the "City of Trees." Trees are understood to be important natural resources with the Policy Area. To protect large and other important tree specimens, the City adopted its Tree Preservation Ordinance, which includes the Heritage Tree Ordinance. It is the City's policy to retain trees, whenever possible, regardless of their size. Several proposed General Plan policies, including ER 3.1.6 and 3.1.7, promote tree planting to increase the City's tree canopy, which increases shade thereby reducing urban heat island effect and energy consumption. Other proposed policies, such as ER 3.1.8 and 3.1.9, focus on public education regarding the importance of trees and on providing adequate funding to maintain the city's urban forest.

However, when circumstances do not allow for retention, permits are required to remove heritage trees or trees that are within the City's jurisdiction, including City street trees. Removal of, or construction around, trees that are protected by the tree ordinance requires permission and inspection by City arborists. The City works with the developer to minimize impacts to trees during the construction process.

The American River Parkway Plan contains policies that provide guidelines for preservation, recreational use, development, and administration of the American River Parkway. The riparian habitat along the American River is designated as a Protected Area in the American River Parkway Plan. The Sacramento River Parkway Plan contains policies that guide habitat preservation, restoration, and recreational development of lands adjacent to the river, including tree preservation. The plan identifies current conditions, develops a vision for the future, and identifies programs and actions for achieving the vision.

As discussed above, the General Plan includes goals and policies designed to protect trees and also policies to promote additional tree planting to increase shade and enhance the urban forest. The City currently protects and will continue to protect Heritage Trees under ordinance. Implementation of the 2035 General

Plan would not result in the substantial loss of trees within the Policy Area; therefore this impact is **less than significant**.

Mitigation Measures

None required.

Impact 4.3-11	**Contribution to regional loss of special-status plant or wildlife species or their habitat.**
Applicable Regulations	Federal Endangered Species Act (ESA) 1978; Federal Migratory Bird Treaty Act 1918 Amendment 1972; California Endangered Species Act (CESA); California Fish and Game Code; and CEQA Section 15380
Proposed SGP Policies that Reduce Impacts	Policies LU 1.1.1, LU 1.1.11, LU 9.1.1, ER 2.2.1, ER 2.1.4, ER 2.1.6 through ER 2.1.13, ER 2.1.16, ER 2.1.17, ER 4.2.3
Significance after Implementing SGP Policies	**Significant and Unavoidable**
Mitigation Measures	None available

As development in the City of Sacramento and in the greater Sacramento Valley continues, sensitive plant and wildlife species native to the region and their habitat, including those species listed under ESA and CESA, and those individuals identified by state and federal resources agencies as Species of Concern, Fully Protected, or Sensitive, would be lost through conversion of existing open space to urban development. Although more mobile species might be able to survive these changes in their environment by moving to new areas, less mobile species could simply be locally extirpated. With continued conversion of natural habitat to human use, the availability and accessibility of remaining foraging and natural habitats in this ecosystem would dwindle and those remaining natural areas may not be able to support additional plant or animal populations above their current carrying capacities. Thus, the conversion of plant and wildlife habitat on a regional level as a result of cumulative development would result in a significant cumulative impact on special-status species and their habitats.

Although there have not been field studies conducted to identify a specific amount of suitable available habitat for special-status plant or wildlife species within the Policy Area or the region, it is anticipated that buildout of the General Plan would most likely result in the removal of some of these habitat areas, and thus affect these species and contribute to the significant cumulative impact. With implementation of the proposed General Plan, the population of the City of Sacramento would be approximately 640,400 in 2035. This would be an increase of approximately 165,000 residents compared to 2012 conditions and would correspond to a demand for approximately 68,000 housing units (See Section 4.11 Population, Employment, and Housing). Regionally, the 2012 *Metropolitan Transportation Plan/Sustainable Communities Strategy* (SACOG 2012) has predicted that the greater Sacramento region will have 871,000 more people and 303,000 new homes by 2035. To serve this growing population, the projects addressed by the *Metropolitan Transportation Plan/Sustainable Communities Strategy* are anticipated to impact approximately 37,700 acres of habitat (approximately 1 percent of the roughly 2,543,500 acres of habitat and land cover in the region today). This would include the conversion of approximately 4,500 acres of vernal pool complexes. (SACOG 2012)

Implementation of the 2035 General Plan would contribute to the loss of regional biological resources through the incremental conversion of habitat for special-status species to urban uses and, thus, limit the availability and accessibility of remaining natural habitats to regional wildlife and reduce overall habitat values. It could also adversely affect threatened and/or endangered species through habitat conversion or direct loss of individuals. The remnant habitat available in the Policy Area is small from a regional perspective and, therefore, its incremental loss continues to degrade natural processes and values remaining in the region. Future development projects would be required to participate in mitigation plans (e.g., for Swainson's hawk, burrowing owl) approved by the state and federal resource agencies, as appropriate, which would replace at least a portion of lost habitat and seek to preserve connectivity to larger

areas of habitat, presumably outside of the boundaries of the Policy Area but within the larger regional context.

Although future development within the Policy Area would be required to comply with the goals and policies contained in the 2035 General Plan, in combination with compliance with CESA, ESA, CWA, NPDES permit requirements, and the Fish and Game Code, permanent reduction of habitat for special-status plant and wildlife species, potential loss of sensitive species, and incremental reduction of natural habitats and their environmental values would not be entirely avoided. While compliance with the above mentioned policies and regulations would reduce the Policy Area's cumulative contribution to the regional loss of special-status and sensitive plant and wildlife, and their habitats, an incremental degradation or loss of habitats, species, and natural values would remain a considerable contribution to the overall cumulative impact. Therefore, this cumulative impact would be **significant and unavoidable**.

Mitigation Measures

None available. Proposed policies require all feasible impact-reducing actions as part of the 2035 General Plan.

Impact 4.3-12	**Contribution to regional loss of sensitive natural communities including wetlands and riparian habitat in the region.**
Applicable Regulations	CEQA, CDFG Code, and CWA Section 404
Proposed SGP Policies that Reduce Impacts	Policies LU 1.1.1, LU 1.1.11, LU 9.1.1, U 1.1.12, ER 1.1.1, ER 2.1.1 through ER 2.1.9, ER 2.1.12 through ER 2.1.17, ER 4.2.3
Significance after Implementing SGP Policies	**Less than Significant**
Mitigation Measures	None required

Estimates of the quantity of wetlands that historically existed in California range from 3 to 5 million acres. The current estimate of wetland acreage in California is approximately 450,000 acres, which is a 85 to 90 percent reduction in the total amount of wetlands within California. The Central Valley, which is the cumulative context for this analysis, once had vast wetlands extending over some 4 million acres, but now a mere 300,000 acres remain (California Wetland Information System 1998).

The Policy Area lies within the historical range of the Sacramento Valley riparian forests. Since the 1850s, the riparian forests along the Sacramento and American rivers and their tributaries have been reduced from approximately 800,000 to less than 20,000 acres (Griggs and Golet 2002). Historical descriptions of the Sacramento riparian forests in the 1800s characterized the riparian forests as non-uniform in width, ranging in width from 300 yards to 5 miles. According to these historical accounts, the forests formed continuous stands flanking the Sacramento River in some areas; however, large dense clumps of tree stands were more common. As a result of human settlement in the Sacramento Valley, the riparian woodlands were cleared for farming, lumber, flood control, and riparian development. Continuous stands of riparian forests remain, but continued development and modifications along the river have greatly diminished this resource.

Wetland and riparian habitats within the Central Valley have been reduced substantially from their native range, and probable future development within the region would continue to affect these resources. Continued development within the region would be considered to have a significant cumulative impact related to loss of wetland and riparian vegetation within the Central Valley.

It is likely that implementation of the General Plan would, in the short-term, remove wetland and riparian vegetation within the Policy Area. The loss of wetlands and riparian vegetation would be fully mitigated at a minimum of a 1:1 replacement ratio that would be subject to approval by the CDFW through Section 1602 of the Fish and Game Code, and the USACE through the 404 permit process. Compliance with these regulations would include preparation of a mitigation plan that provides for no net loss of riparian vegetation

identified in the Policy Area through the restoration or creation of riparian habitat to mitigate the permanent loss of the habitat or its functions. Additionally, NPDES Regulations, local water quality, and runoff standards would protect the hydrology and ecology of the Sacramento and American rivers and their associated wetland and riparian complexes. The General Plan also contains policies specifically designed to avoid, reduce, or mitigate impacts on riparian vegetation.

Although future development within the Policy Area could result in the temporary loss of wetland resources and riparian vegetation, implementation of the General Plan would not contribute in a considerable manner to the cumulative loss of wetland natural communities, because future projects would be required to mitigate for loss of wetland habitat at a minimum ratio of 1:1. Therefore, there would be no net loss of wetland habitats within the region, and the contribution to the cumulative impact would be **less than significant**.

Mitigation Measures

None required.

4.4 CULTURAL RESOURCES

4.4.1 Introduction

This section describes and evaluates potential effects on the prehistoric and historic resources present or potentially present in the Policy Area. Cultural and historical resources are defined as properties that are listed or have been determined eligible for listing on the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), or the City of Sacramento's Sacramento Register of Historic and Cultural Resources (Sacramento Register). The CRHR includes properties listed or determined eligible for listing under the NRHP and/or CRHR. A discussion of paleontological resources is included in Section 4.5, "Geology, Soils, and Mineral Resources."

The goals and policies of the Historic and Cultural Resources Element of the 2035 General Plan promote the identification, protection, and maintenance of historic and cultural resources, including consultation with appropriate organizations and individuals early in the planning and development process to identify opportunities and minimize potential impacts to historic and cultural resources.

No concerns associated with historic resources were mentioned in letters received in response to the NOP for the 2035 General Plan (see Appendix B). Prehistoric and historic archaeological resource information for this section is based on the Background Report (BR), as well as, the *Sacramento Register of Historic & Cultural Resources* (2011).

4.4.2 Environmental Setting

The detailed Environmental Setting is provided in the BR included as Appendix C of this Draft MEIR (see Section 6.4 "Cultural Resources" in BR Chapter 6 "Environmental Resources"). As indicated in the BR, the majority of the historic resources and landmarks in the city are located within the Central City grid. There are 31 City designated historic districts in the city. Approximately 104 resources are listed as California Points of Historical Interest, California Landmarks, and California Register Historical Resources. Fifty-seven properties in the city are listed on the National Register of Historic Places. There are approximately 80 known significant archaeological resource sites within the Policy Area. A large portion of the city has not been surveyed for archaeological resources.

4.4.3 Impacts and Mitigation Measures

METHODS OF ANALYSIS

Prehistoric and historic archaeological resource information for this section is based on research performed by Peak & Associates (2005) and Page & Turnbull (2013). Archaeological research was conducted at the North Central Information Center (NCIC) of the California Historical Resources Information System to collect information on locations of recorded prehistoric sites in the Policy Area. Staff also consulted a set of base maps copied in the mid-1970s from original maps held by archeologists from UC Berkeley who worked to locate sites in the Sacramento area in the 1930s. Determinations of eligibility of archaeological resources for the State and National Registers were received from the NCIC in February of 2013.

The four themed historic context statements are included as Appendix C of the Background Report. They include:

- Railroads Context
- Agricultural Industry Context
- World War II, Transportation, and Redevelopment Context
- State Government Context

The historic context statements were compiled from the following repositories: the Sacramento Room at the Sacramento Public Library; the Center for Sacramento History; the California State Library; the Online Archive of California; and the City of Sacramento's Community Development Department.

Research for the regulatory background is based on data obtained from: the NCIC (records received February 2013); the California Office of Historic Preservation (OHP); City of Sacramento's Register of Historic & Cultural Resources (2011); the City of Sacramento Historic and Cultural Resources Element of the 2030 General Plan; the City of Sacramento Preservation Director; and previous environmental documentation prepared for the City.

PROPOSED GENERAL PLAN POLICIES

The following goals and policies from the proposed 2035 General Plan are relevant to cultural resources within the entire Policy Area. The proposed General Plan does not include any policies regarding cultural resources that are unique to any of the priority investment areas (PIA). Two policies are associated with the Central City Community Plan.

Historic and Cultural Resources

Goal HCR 1.1: Comprehensive City Preservation Program. Maintain a comprehensive, city preservation program to identify, protect and assist in the preservation of Sacramento's historic and cultural resources.

- **Policy HCR 1.1.1:** Certified Local Government. The City shall maintain its status as a Certified Local Government (CLG) and use CLG practices as the key components of the City's preservation program.

- **Policy HCR 1.1.2:** Preservation Office, Commission, and Program. The City shall maintain a Preservation Office, Commission, and program to administer the City's preservation functions and programs.

- **Policy HCR 1.1.3:** Certified Local Government Requirements. The City shall maintain provisions in the Sacramento City Code for a preservation program consistent with the Federal and State Certified Local Government requirements.

Goal HCR 2.1: Identification and Preservation of Historic and Cultural Resources. Identify and preserve the city's historic and cultural resources to enrich our sense of place and our understanding of the city's prehistory and history.

- **Policy HCR 2.1.1:** Identification. The City shall identify historic and cultural resources including individual properties, districts, and sites (e.g., archaeological sites) to ensure adequate protection of these resources.

- **Policy HCR 2.1.2:** Applicable Laws and Regulations. The City shall ensure compliance with City, State, and Federal historic preservation laws, regulations, and codes to protect and assist in the preservation of historic and archaeological resources, including the use of the California Historical Building Code as applicable. Unless listed in the Sacramento, California, or National registers, the City shall require discretionary projects involving resources 50 years and older to evaluate their eligibility for inclusion on the California or Sacramento registers for compliance with the California Environmental Quality Act.

- **Policy HCR 2.1.3:** Consultation. The City shall consult with appropriate organizations and individuals (e.g., California Historical Resources Information System (CHRIS) Information Centers, the Native American Heritage Commission (NAHC), the CA Office of Planning and Research (OPR) "Tribal

Consultation Guidelines," etc.,) and shall establish a public outreach policy to minimize potential impacts to historic and cultural resources.

- **Policy HCR 2.1.4:** Incentives and Enforcement. The City shall develop and support regulatory (e.g., appropriate development and zoning standards), technical, and financial incentives (e.g., City, State, and federal, and private grants, loans, easements, and tax credits) and enforcement programs to promote the maintenance, rehabilitation, preservation and interpretation of the city's historic and cultural resources.

- **Policy HCR 2.1.5:** National, California, and Sacramento Registers. The City shall support efforts to pursue eligibility and listing for qualified resources including historic districts and individual resources under the appropriate National, California, or Sacramento registers.

- **Policy HCR 2.1.6:** Planning. The City shall take historical and cultural resources into consideration in the development of planning studies and documents.

- **Policy HCR 2.1.7:** Historic Resource Property Maintenance. The City shall encourage maintenance and upkeep of historic resources to avoid the need for major rehabilitation and to reduce the risks of demolition, loss through fire or neglect, or impacts from natural disasters.

- **Policy HCR 2.1.8:** Historic Preservation Enforcement. The City shall ensure that City enforcement procedures and activities comply with local, State, and Federal historic and cultural preservation requirements.

- **Policy HCR 2.1.9:** City-Owned Resources. The City shall maintain all City-owned historic and cultural resources in a manner that is consistent with the U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties.

- **Policy HCR 2.1.10:** Early Project Consultation. The City shall minimize potential impacts to historic and cultural resources by consulting with property owners, land developers, and the building industry early in the development review process.

- **Policy HCR 2.1.11:** Compatibility with Historic Context. The City shall review proposed new development, alterations, and rehabilitation/remodels for compatibility with the surrounding historic context. The City shall pay special attention to the scale, massing, and relationship of proposed new development to surrounding historic resources.

- **Policy HCR 2.1.12:** Contextual Features. The City shall promote the preservation, rehabilitation, restoration, and/or reconstruction, as appropriate, of contextual features (e.g., structures, landscapes, street lamps, signs) related to historic resources.

- **Policy HCR 2.1.13:** Historic Surveys and Context Statements. Where historic resource surveys may no longer be valid, or for areas that have not been surveyed, the City shall seek funding to prepare new historic context surveys. In these surveys, the potential eligibility of all properties 45 years and older for listing in National, California or Sacramento registers shall be evaluated.

- **Policy HCR 2.1.14:** Adaptive Reuse. The City shall encourage the adaptive reuse of historic resources when the original use of the resource is no longer feasible.

- **Policy HCR 2.1.15:** Demolition. The City shall consider demolition of historic resources as a last resort, to be permitted only if the rehabilitation 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.

- **Policy HCR 2.1.16:** Archeological & Cultural Resources. The City shall develop or ensure compliance with protocols that protect or mitigate impacts to archaeological and cultural resources including prehistoric resources.

- **Policy HCR 2.1.17:** Preservation Project Review. The City shall review and evaluate proposed development projects to minimize impacts on identified historic and cultural resources, including projects on Landmark parcels and parcels within Historic Districts, based on applicable adopted criteria and standards.

Goal HCR 3.1: Public Awareness and Appreciation. Foster public awareness and appreciation of Sacramento's historic and cultural resources.

- **Policy HCR 3.1.1:** Heritage Tourism. The City shall work with agencies, organizations, property owners and business interests to develop and promote Heritage Tourism opportunities, in part as an economic development strategy.

- **Policy HCR 3.1.2:** Coordination with Other Entities. The City shall coordinate with and support public quasi-public, and private (e.g., SHRA, CADA, Native American Tribes), entities in their preservation programs and efforts.

- **Policy HCR 3.1.3:** Public/Private Partnerships. The City shall explore public/private partnerships in its preservation program efforts, including partnerships with business and education interests, and expansion of shared missions with Sacramento Heritage, Inc.

- **Policy HCR 3.1.4:** Education. The City shall act as a conduit and provide information to the public on Sacramento's historic and cultural resources and preservation programs through the region's cultural resources survey repository at the North Central Information Center, educational institutions, and the City's website in order to promote the appreciation, maintenance, rehabilitation and preservation of Sacramento's historic and cultural resources.

Land Use Element

Goal LU 1.1: Growth and Change. Support sustainable growth and change through orderly and well-planned development that provides for the needs of existing and future residents and businesses, ensures the effective and equitable provision of public services, and makes efficient use of land and infrastructure.

- **Policy LU 1.1.4:** Leading Infill Growth. The City shall facilitate infill development through active leadership and the strategic provision of infrastructure and services and supporting land uses.

- **Policy LU 1.1.5:** Infill Development. The City shall promote and provide incentives (e.g., focused infill planning, zoning/rezoning, revised regulations, provision of infrastructure) for infill development, reuse, and growth in existing urbanized areas to enhance community character, optimize City investments in infrastructure and community facilities, support increased transit use, promote pedestrian- and bicycle-friendly neighborhoods, increase housing diversity, ensure integrity of historic districts, and enhance retail viability.

- **Policy LU 1.1.6:** Infill Below Minimum Standards. The City shall allow renovations and expansions of existing development that fall below the allowed minimum density and floor area ratio (FAR), provided that the density or FAR is not reduced, and the proposed use does not compromise the long-term vision of the General Plan.

- **Policy LU 2.1.2:** Protect Established Neighborhoods. The City shall preserve, protect, and enhance established neighborhoods by providing sensitive transitions between these neighborhoods and adjoining areas, and by requiring new development, both private and public, to respect and respond to those existing physical characteristics, buildings, streetscapes, open spaces, and urban form that contribute to the overall character and livability of the neighborhood.

- **Policy LU 2.1.8:** Neighborhood Enhancement. The City shall promote infill development, reuse, rehabilitation, and reuse efforts that contribute positively (e.g., architectural design) to existing neighborhoods and surrounding areas.

- **Policy LU 2.4.2:** Responsiveness to Context. The City shall require building design that respects and responds to the local context, including use of local materials where feasible, responsiveness to Sacramento's climate, and consideration of cultural and historic context of Sacramento's neighborhoods and centers.

- **Policy LU 2.6.5:** Existing Structure Reuse. The City shall encourage the retention of existing structures and promote their adaptive reuse and renovation with green building technologies to retain the structures' embodied energy, increase energy efficiency, make it more energy efficient, and limit the generation of waste.

Education, Recreation, and Cultural Element

Goal ERC 5.1: Major Destination Attractions. Maintain and strengthen Sacramento's traditional role as the regional center for major destination attractions.

- **Policy ERC 5.1.4:** Historic City Cemetery. The City shall maintain and protect the Historic City Cemetery and support its use as a cultural and educational site.

- **Policy ERC 5.1.5:** Old Sacramento Historic District. The City shall maintain and protect the Old Sacramento Historic District, as defined in the 1967 Redevelopment Plan, while recognizing its importance for tourism and its role as a commercial district.

Central City Community Plan

- **Policy CC.HCR 1.1:** Preservation. The City shall support programs for the preservation of historically and architecturally significant properties which are important to the unique character of the Central City.

- **Policy CC.HCR 1.2:** Old Sacramento. The City shall continue the development of historic "Old Sacramento" as a major tourist, entertainment, and cultural area in the region.

THRESHOLDS OF SIGNIFICANCE

For the purposes of this EIR, impacts on cultural resources are considered significant if the proposed General Plan would:

- cause a substantial change in the significance of historical or archaeological resource as defined in CEQA Guidelines Section 15064.5.

IMPACTS AND MITIGATION MEASURES

Impact 4.4-1	**Change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5.**
Applicable Regulations	National Historic Preservation Act, U.S. Department of Transportation Act of 1966, California Historical Building Code, Public Resources Code Section 21084.1, Sacramento City Code Title 17 of the City Code.
Proposed SGP Policies that Reduce Impacts	Policies HCR.1.1.1 – 1.1.3, 2.1.1 – 2.1.17, 2.1.18, 3.1.1 – 3.1.4, and LU 1.1.5, 2.1.2, 2.1.8, 2.4.2, 2.6.5, ERC 5.1.4, 5.1.5, CC.HCR 1.1, 1.2
Significance after Implementing SGP Policies	**Significant and Unavoidable**
Mitigation Measures	None available

The City of Sacramento contains a variety of historic resources, including federal, state, and locally recognized resources. Known historic resources are located primarily in the Central City (see Figure 2-44 of the Background Report for Historic Districts and Figure 2-14 for Historic Landmark parcels) because this is where the development of the city began in the mid-1800s and this is where the most intensive early historical surveys were focused. These resources meet the definition of historic resource under Section 15064.5(a) of the CEQA Guidelines. The City of Sacramento has, to date, identified over 800 historic and cultural resources, which are documented in the Sacramento Register. As of January 2013, approximately 57 objects, structure, buildings, and sites in the City of Sacramento have been listed in the National Register; 96 have been listed in the California Register; 42 have been listed as California Landmarks; and six have been listed as California Points of Historical Interest.

In addition to the designated Landmarks and Historic Districts, historic resource surveys are in progress in various areas of the city. Many areas of the city have had no survey work, though, except on a project-by-project basis. Additionally, within areas surveyed, many structures that are now fifty years old or older, but were not yet near that age at the time of the original survey, have not been evaluated. As a result, not all potential resources in the Policy Area are known.

Many other unstudied areas contain historic resources. For example, the Land Park and Curtis Park neighborhoods were developed primarily in the 1920s-30s and include excellent, modest examples of that period of architecture, and the neighborhood in East Sacramento known as the "Fabulous 40s" includes many examples of some of the finest homes of that era. The Oak Park neighborhood southeast of downtown, which was the city's first suburb and developed along the streetcar line around 1900, was the subject of an historic architectural resources survey completed in 2007, resulting in the adoption of an Oak Park Historic District in 2008. Even some areas within the Central Business District have only recently been the subject of intensive-level survey, including the R Street Corridor, portions of which were found eligible for listing as a National Register Historic District in 2013.

At the regional scale, many of the unincorporated areas of Sacramento County are much more sparsely populated and less developed than areas within the city boundary. The types of resources that are found within the Policy Area differ from those in the more rural, unincorporated portions of the county. Historic resources within the Policy Area generally include property types ranging from large civic and commercial or industrial buildings, such as the State Capitol and the buildings in the Union Pacific Railyards, to residential buildings in the city's many historic districts, and to historic parks and cemeteries. Historic resources in the unincorporated County would more likely consist of ranching or agricultural complexes and buildings and features associated with mining, river-related or transportation-related activities. Many of the resources within the city limits are linked thematically with those in the unincorporated county. For example, an old gold mine or related features in a rural part of the county can be linked to the Sutter's Fort or the Old Sacramento Historic District through a common Gold Rush era theme. Historic resources generally are fairly self-contained resources, unlike many archaeological resources; however, that does not mean that these types of resources are not linked and that a better understanding of the significance of the resource cannot be obtained from retaining more of these thematically linked resources.

The growth projected to occur within the Policy Area would occur both through infill development and build out of currently undeveloped areas, or areas that may be perceived as underdeveloped. Increased maximum density allowances in the urban area could lead to the demolition of historic or potentially historic buildings and structures and/or damage to subsurface historic-period resources. Additionally, infrastructure or other public works improvements could result in damage to or demolition of other prehistoric resources or historic resources.

As detailed in the Regulatory Background of the BR, there are a number of federal, state, and local regulations in place to protect historical resources in the city. The Historic Preservation provisions in Title 17 of the City Code are in place to identify, protect, and encourage the preservation of significant resources; maintain an inventory and ensure the preservation of these resources; encourage maintenance and rehabilitation of the resources; encourage retention, preservation, and re-use of the resources; safeguard city resources; provide consistency with state and federal regulations; protect and enhance the city's

attraction to tourists; foster civic pride in the city's resources; and encourage new development to be aesthetically compatible.

The policies proposed in the Historic and Cultural Resources element of the 2035 General Plan include a variety of regulations and incentives aimed at preserving both publicly and privately owned historic and cultural resources. Proposed General Plan policies would protect historic resources by requiring the maintenance of the City's preservation program, identifying resources and updating the City's Inventory, enforcing applicable laws and regulations, encouraging preservation through technical and financial assistance, and increasing public awareness. For example, Goal HCR 1.1 and the associated policies speak to the City's responsibilities with regards to staff and programs within the city. Goal HCR 2.1 and the associated policies provide the means for preservation including policies that discuss such things as applicable laws and regulations, consultation, incentives, and maintenance and treatment of resources. Some properties that are currently under the 50-year age threshold for being considered potential historic resources could become eligible as historic resources during the life of the 2035 General Plan. Per HCR 2.1.13, updates to historic resource surveys will ensure that properties that are currently not age-eligible will be identified in the future. The Implementation Programs of any General Plan are the means by which the policies are executed. Implementation Programs for the Sacramento 2035 General Plan would include such actions as the development of a process and schedule for updating, expanding and completing historic surveys, updating and expanding upon the existing historic context statements, updating design guidelines, updating and expanding upon preservation incentive programs, and directing the City to maintain and improve upon existing programs.

In addition, policies outlined in the Land Use Element protect historic resources by providing guidelines and regulations for sensitive infill that responds to the cultural and historic context, protecting established neighborhoods by providing sensitive transitions between established neighborhoods and adjoining areas, and promoting reuse and rehabilitation. In the Education, Recreation, and Cultural Element, Goal ERC 5.1 speaks to maintaining major destination attractions and includes two policies that specify the maintenance and protection of the Historic City Cemetery and the Old Sacramento Historic District.

With the policy framework discussed above, the probability of demolition of historic properties would be substantially reduced. Policy HCR 2.1.15 requires the City to consider demolition of historic resources as a last resort to be permitted only if the rehabilitation of the resource is not feasible and demolition is necessary to protect the health, safety, and welfare of its residents, or the public benefits outweigh the loss of the historic resource. Compliance with this policy would ensure that historic resources are preserved, if feasible. As defined by CEQA Section 21061.1, "feasible" means: capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.

The Sacramento 2035 General Plan anticipates a range of projects that will move forward. Following Policy HCR 2.1.2, if a property is not already listed in the Sacramento, California, or National registers, the City would require the evaluation of resources 50 years and older for their eligibility for inclusion in the California or Sacramento registers. In order to comply with City, State, and Federal historic preservation laws, regulations, and codes to protect and assist in the preservation of historic resources, per HCR 2.1.2 and HCR 2.1.8, discretionary projects involving eligible historic resources would be analyzed for compliance with the Secretary of the Interior's Standards for the Treatment of Historic Properties. Projects that comply with the Secretary of the Interior's Standards would result in the preservation of historically significant resources.

The policies and environmental processes of review would not prevent the demolition of all historic properties. Some properties that are not currently considered for potential historic significance could become eligible as historic resources during the life of the 2035 General Plan. Because the 2035 General Plan policies would not prevent the demolition of every historic property that could eventually be found to be eligible for local, state or federal listing, this impact is considered **potentially significant**.

Mitigation Measure

In some instances due to public health or safety reasons, it may be infeasible to protect a historic resource and it may need to be demolished. As discussed above, Policy HCR 2.1.14 indicates that the City would consider demolition as a last resort to be permitted only if rehabilitation is not feasible. Because demolition of historic resources could potentially occur as a result of General Plan buildout, this impact is considered **significant and unavoidable**.

Impact 4.4-2	**Change in the significance of an archaeological resource as defined in CEQA Guidelines Section 15064.5.**
Applicable Regulations	National Historic Preservation Act, U.S. Department of Transportation Act of 1966, California Historical Building Code, Public Resources Code Section 21084.1, Sacramento City Code Title 17.
Proposed SGP Policies that Reduce Impacts	Policies HCR.1.1.1 - 1.1.3, 2.1.1 – 2.1.6, 2.1.8, 2.1.10, 2.1.16, 3.1.1 – 3.1.4, ERC 5.1.4.
Significance after Implementing SGP Policies	**Significant and Unavoidable**
Mitigation Measures	None Available

The City of Sacramento and the surrounding area have had a long cultural history and are known to have been occupied by Native American groups for thousands of years prior to settlement by non-Native peoples. Archaeological materials, including human burials, have been found throughout the city. Human burials outside of formal cemeteries often occur in prehistoric contexts. Areas of high sensitivity for archaeological resources, as identified in the BR, are located within close proximity to the Sacramento and American rivers and other watercourses. The proposed land use diagram designates a wide swath of land along the American River as Parks, which limits development and, therefore, impacts on sensitive prehistoric resources. However, high sensitivity areas can be found in other areas related to the ancient flows of the rivers, with differing meanders than found today, and recent discoveries during infill construction in downtown Sacramento have shown that the entire downtown area is highly sensitive for both historic- and prehistoric-period archaeological resources. Native American burials and artifacts were found in 2005 during construction of the New City Hall and historic period archaeological resources are abundant downtown due to the evolving development of the area and, in part, to the raising of the surface street level in the 1860s and 1870s, which created basements out of the first floors of many buildings.

The growth projected to occur within the Policy Area would occur both through infill development and build out of currently undeveloped, or underdeveloped areas. Increased maximum density allowances in the urban area could result in development that could damage prehistoric- and historic-period archaeological resources. Additionally, infrastructure or other public works improvements which require ground-disturbance could result in damage to or destruction of archaeological resources.

Archaeological sites have the potential to contain human remains and intact deposits of artifacts, associated features, and dietary remains that could contribute to the regional prehistoric or historic record. Historical resources, as defined in Section 15064.5(a)(3)(D) of the CEQA Guidelines, include resources which "[have] yielded, or may be likely to yield, information important in history or prehistory." In addition to the status of archaeological resources as historical resources, an archaeological site may also be a "unique archaeological resource," as defined in Section 21083.2(g)(1)-(3) of the Public Resources Code (PRC). Further, archaeological resources are often of cultural or religious importance to Native American groups, particularly if the resource includes human and/or animal burials. Human burials, in addition to being potential archaeological resources, have specific provisions for treatment in Section 5097 of the California PRC. Disturbing human remains would destroy the resources and could potentially violate the health code. The California Health and Safety Code (Sections 7050.5, 7051, and 7054) has specific provisions for the protection of human burial remains. Existing regulations address the illegality of interfering with human burial remains, protect them from disturbance, vandalism, or destruction, and establish procedures to be implemented if Native American skeletal remains are discovered. PRC Section 5097.98 also addresses the

disposition of Native American burials, protects such remains, and establishes the Native American Heritage Commission to resolve any related disputes.

The regional context for archaeological resources would be the known territory of the local prehistoric Native American population, which includes portions of seven counties in the Central Valley. Future development within the larger Central Valley region could include excavation and grading that could potentially impact the archaeological resources and human remains that may be present. The cumulative effect of this future development is the continued loss of prehistoric cultural remains. Excavations in the city have uncovered evidence of Native American culture dating back to 3,000 B.C. The data derived from these studies have provided archaeologists the opportunity to reconstruct a framework of indigenous subsistence and settlement patterns from 6,000 B.C. to the time of contact with Euro-American settlers. Although other parts of California have yielded evidence of earlier occupations, the current regional archaeological records lacks sites that can be attributed to the region's earliest inhabitants. Potential future development increases the likelihood that archaeological sites that date prior to 6,000 B.C. could be uncovered. It is therefore possible that cumulative development could result in the demolition or destruction of unique archaeological resources, which could contribute to the erosion of the prehistoric record of the city and the region.

Ground-disturbing activities within the Policy Area could affect the integrity of an archaeological site, thereby causing a substantial change in the significance of the resource. The proposed 2035 General Plan contains policies that would work to identify and protect archaeological resources along with other federal and state regulations, which could result in the preservation of historic and prehistoric archeological resources. Policies HCR 2.1.2 and HCR 2.1.16 in the proposed 2035 General Plan would protect archaeological resources by requiring surveys, research, and testing prior to excavation in high-sensitivity areas where there is no known previous disturbance of soils at the levels of the proposed excavation, proper handling of discovered resources, and enforcement of applicable laws and regulations (described above and in the BR).

For all discretionary projects resulting from buildout of the proposed General Plan, policy requires that significant effort would be made to identify and mitigate impacts to potential archeological resources prior to ground disturbance. Implementation Program 12 requires discovery procedures for archaeological resources found during grading, excavation, or construction in any area. However, because the presence of significant archaeological resources is typically unknown until the resource is uncovered, which often occurs during ground disturbing activities, adverse effects may occur prior to discovery of the archaeological resources. Therefore, although laws and regulations combined with General Plan policy would substantially reduce impacts to these resources once they are discovered, the initial impacts that might occur prior to discovery would be considered **potentially significant**.

Mitigation Measure

Feasible mitigation measures beyond the impact-reducing provisions of the proposed 2035 General Plan policies are not available. Protection of all important archaeological resources from damage or destruction cannot be assured. Therefore, the impact would remain **significant and unavoidable**.

This page intentionally left blank.

4.5 GEOLOGY, SOILS, AND MINERAL RESOURCES

4.5.1 Introduction

This section evaluates the potential for physical environmental effects due to seismic hazards, underlying soil characteristics, slope stability, erosion, existing mineral resources, and paleontological resources in the Policy Area of the proposed 2035 General Plan. There were no comments received in response to the Notice of Preparation related to geology, soils, mineral resources, or paleontology.

The 2035 General Plan includes policies that address hazards associated with geologic and soil conditions, and effects on mineral and paleontological resources. The Public Health and Safety Element addresses seismic and geologic hazards related to facilities handling hazardous materials and post-disaster response. The Environmental Constraints Element includes policies that protect the public from hazards by requiring enforcement of safety standards, state-of-the art site design and construction methods, and site-specific geotechnical investigations to identify mitigation to minimize the impacts of new development.

The Environmental Resources Element protects water quality by requiring that construction projects comply with the City's erosion and sediment control ordinance, and stormwater management and discharge. In addition, the Environmental Resources Element includes policies that provide for the protection of mineral resource zones, require that ongoing mineral resource extraction activities are compatible with and minimize impacts on adjoining uses, and support mineral extraction activities within the city until these resources are depleted or extraction is no longer economically viable.

4.5.2 Environmental Setting

The Environmental Setting is provided in the Background Report included as Appendix C of this Draft MEIR (see Section 7.1 "Geologic and Seismic Hazards" in Section 7 "Public Health and Safety" and Section 6.5 "Mineral Resources" in Section 6 "Environmental Resources"). A brief summary of the Environmental Setting is provided below.

Within the City of Sacramento and the Sacramento region, there are no known active faults. The greatest earthquake threat to the city comes from earthquakes along Northern California's major faults, which are the San Andreas, Calaveras, and Hayward faults. Ground shaking on any of these faults could cause shaking within the City to an intensity of 5 to 6 moment magnitude (Mw). Sacramento's seismic ground-shaking hazard is low, ranking among the lowest in the state. The city is in Seismic Zone 3; accordingly, any future development, rehabilitation, reuse, or possible change of use of a structure would be required to comply with all design standards applicable to Seismic Zone 3.

Areas susceptible to liquefaction hazards include the Central City, Pocket, and North and South Natomas. However, because soil types can vary considerably and depth to groundwater is an important factor in liquefaction potential, site-specific geotechnical studies should be used to determine whether a specific location may be subject to liquefaction hazard.

Because the city is flat, slope stability, landslide, and erosion hazards do not present substantial hazards to people and property. Site-specific effects of erosion are generally limited to construction, when stormwater runoff can carry sediment into local waterways or fugitive dust emissions.

A general review of soil characteristics indicate most of the Policy Area is underlain by soils that exhibit low expansion (shrink/swell) properties. Areas in the Natomas and Valley Hi neighborhoods are the primary locations where expansive soils are present.

Land subsidence has been identified as a potential hazard in the Policy Area, primarily related to groundwater withdrawal.

4.5.3 Impacts and Mitigation Measures

METHODS OF ANALYSIS

This analysis is based on a review of available information regarding geology, soils, and mineral and paleontological resources within the region and Policy Area, as compiled in the Background Report. This information was used to determine whether implementation of the proposed 2035 General Plan would result in impacts within the Policy Area.

The Policy Area is not within an area subject to fault rupture, seiche, tsunami, seismically-induced landslide, or mudflows. No further analysis of these types of hazards is necessary. Additionally, no unique geologic features are known to occur in the Policy Area. Therefore, the potential for implementation of the 2035 General Plan to adversely affect unique geologic features is not evaluated further.

PROPOSED GENERAL PLAN POLICIES

The following goals and policies from the proposed 2035 General Plan are relevant to potential geologic, seismic, and soil hazards, and protection of mineral and paleontological resources. The proposed 2035 General Plan does not include any relevant policies that are unique to the City's priority investment areas (PIA).

Public Health and Safety Element

Goal PHS 3.1: Reduce Exposure to Hazardous Materials and Waste. Protect and maintain the safety of residents, businesses, and visitors by reducing, and where possible, eliminating exposure to hazardous materials and waste.

- **Policy PHS 3.1.8: Risks from Hazardous Materials Facilities.** The City shall review proposed facilities that would produce or store hazardous materials, gas, natural gas, or other fuels to identify, and require feasible mitigation for, any significant risks. The review shall consider, at a minimum, the following: presence of seismic or geologic hazards; presence of hazardous materials; proximity to residential development and areas in which substantial concentrations of people would occur; and nature and level of risk and hazard associated with the proposed project.

Goal PHS 4.1: Response to Natural and Human-Made Disasters. Promote public safety through planning, preparedness, and emergency response to natural and human-made disasters.

- **Policy PHS 4.1.2: Post-Disaster Response.** The City shall plan for the continued functioning of critical facilities following a major seismic or geologic disaster to help prevent major problems during post-disaster response such as evacuations, rescues, large numbers of injuries, and major clean up operations.

Environmental Constraints Element

Goal EC 1.1: Hazards Risk Reduction. Protect lives and property from seismic and geologic hazards and adverse soil conditions.

- **Policy EC 1.1.1: Review Standards.** The City shall regularly review and enforce all seismic and geologic safety standards and require the use of best management practices (BMPs) in site design and building construction methods.

- **Policy EC 1.1.2: Geotechnical Investigations.** The City shall require geotechnical investigations to determine the potential for ground rupture, ground-shaking, and liquefaction due to seismic events, as well as expansive soils and subsidence problems on sites where these hazards are potentially present.

Environmental Resources Element

Goal ER 1.1: Water Quality Protection. Protect local watersheds, water bodies and groundwater resources, including creeks, reservoirs, the Sacramento and American Rivers, and their shorelines.

- **Policy ER 1.1.7: Construction Site Impacts.** The City shall minimize disturbances of natural water bodies and natural drainage systems caused by development, implement measures to protect areas from erosion and sediment loss, and continue to require construction contractors to comply with the City's erosion and sediment control ordinance and stormwater management and discharge control ordinance.

Goal 5.1: Conservation and Compatibility. Conserve existing and newly discovered aggregate deposits for environmentally and community-sensitive extraction and reclamation, while ensuring compatibility between extraction activity and surrounding uses.

- **Policy ER 5.1.1: Mineral Resource Zones.** The City shall protect lands designated MRZ-2, as mapped by the California Geological Survey, and continue to regulate activities consistent with the *Surface Mining and Reclamation Act*, mineral land classification information, and the *California Environmental Quality Act*.

- **Policy ER 5.1.2: Compatible Operations.** The City shall require that current and future mineral extraction operations in areas designated MRZ-2 be compatible with and minimize impacts on adjoining uses.

- **Policy ER 5.1.3: Ongoing Extraction Activities.** The City shall continue to support ongoing environmentally sensitive mineral extraction activities within the city until these resources are depleted or extraction is no longer economically viable.

Historic and Cultural Resources Element

Goal 2.1: Identification and Preservation of Historic and Cultural Resources. Identify and preserve the city's historic and cultural resources to enrich our sense of place and our understanding of the city's prehistory and history.

- **Policy HCR 2.1.16: Archaeological & Cultural Resources.** The City shall develop or ensure compliance with protocols that protect or mitigate impacts to archaeological and cultural resources including prehistoric resources.

THRESHOLDS OF SIGNIFICANCE

For the purposes of this MEIR, an impact would be significant if the proposed General Plan would:

- allow development that could result in substantial soil erosion;

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

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

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

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

IMPACTS AND MITIGATION MEASURES

Impact 4.5-1	Exposure of people to risk from seismic hazards, such as groundshaking and liquefaction.
Applicable Regulations	Uniform Building Code (updated 1997); California Building Code (updated 2007).
Proposed SGP Policies that Reduce Impacts	Policies PSH 3.1.8, EC 1.1.1, EC 1.1.2
Significance after Implementing SGP Policies	**Less than Significant**
Mitigation Measures	None required

The Policy Area is not within an Alquist-Priolo Earthquake Fault Zone, and there are no known faults within the Policy Area. Therefore, fault rupture within the Policy Area is highly unlikely and, consequently, implementation of the proposed General Plan would not expose people or structures to the possibility of fault rupture. Nonetheless, the Policy Area may be subject to other seismic hazards, including minor groundshaking and liquefaction, caused by major seismic events outside of the Policy Area. The resulting vibration could cause damage to buildings, roads, and infrastructure (primary effects), and could cause ground failures such as liquefaction or settlement in loose alluvium and/or poorly compacted fill (secondary effects). The highest intensity of groundshaking experienced in the Policy Area (MMI VI to VII) would be caused by a M_w 7.9 earthquake on the San Andreas Fault or a M_w 6.6 earthquake on the Dunnigan Hills fault, which are the closest active faults to the Policy Area.

Portions of the Policy Area are underlain by artificial fill and alluvial deposits that, in their present states, could become unstable during seismic ground motion. To reduce the primary and secondary risks associated with seismically-induced groundshaking, it is necessary to take the location and type of subsurface materials into consideration when designing foundations and structures in the Policy Area. In Sacramento, commercial, institutional, and large residential buildings and all associated infrastructure are required to reduce the exposure to potentially damaging seismic vibrations through seismic resistant design, in conformance with Chapter 16, *Structural Design Requirements*, Division IV, *Earthquake Design*, of the CBC. In addition, requirements specific to liquefaction hazards can be mitigated through adherence to the Seismic Zone 3 soil and foundation support parameters in Chapters 16 and 18 of the Building Code and the grading requirements in Chapters 18, 33, and the appendix to Chapter 33 of the Building Code.

Similarly, the design of roads and bridges (vehicular and pedestrian overcrossings) would be required to comply with Caltrans design criteria, City Department of Transportation design standards, and/or other accepted non-building structure standards to reduce the primary and secondary risks associated with seismically-induced groundshaking. Through implementation of proposed General Plan Policies EC 1.1.1 and EC 1.1.2, the City would keep up-to-date records of seismic conditions, implement and enforces the most current building standards, and continue to require that site-specific geotechnical analyses be prepared for projects within the city and that report recommendations are implemented. These policies protect city residents and structures from seismic hazards.

Based on an existing regulatory framework that addresses earthquake safety issues and requires adherence to requirements of the CBC and various design standards, seismically induced groundshaking and secondary effects would not be a substantial hazard in the Policy Area. In view of the above, the proposed 2035 General Plan would have a **less-than-significant** impact regarding exposing people or structures to damage resulting from strong seismic groundshaking.

Mitigation Measure

None required.

Impact 4.5-2	Exposure of people to risk associated with unstable soil conditions, including expansive soils and subsidence.
Applicable Regulations	Uniform Building Code (updated 1997); California Building Code (updated 2007)
Proposed SGP Policies that Reduce Impacts	Policies EC 1.1.1 and EC 1.1.2
Significance after Implementing SGP Policies	**Less than Significant**
Mitigation Measures	None required

Development under the proposed 2035 General Plan would result in the addition of new structures and infrastructure throughout the Policy Area to accommodate new population growth. These structures and facilities could potentially be exposed to the effects of geological hazards associated with unstable soil conditions, such as expansive soils and subsidence. Most of the Policy Area is underlain by soils that exhibit low expansion (shrink/swell) properties. However, soil properties are variable throughout the Policy Area, and may be different from site to site.

Land subsidence has been identified as a potential hazard in the Policy Area, primarily related to groundwater withdrawal. Subsidence or settlement may also occur over smaller areas near dewatering activities. Because of the shallow water table, dewatering would likely be necessary at excavation sites in the Policy Area. Often, groundwater provides partial support for the near-surface soil materials and, when withdrawn, allows the soils to slough into the excavation. If the dewatering system draws down the water table adjacent to the excavation, there is the possibility of undermining foundations on the adjacent site, causing cracking or collapse. To avoid these conditions, dewatering systems and excavation-wall supports need to be designed appropriate to the soil conditions.

As part of the construction permitting process, the City requires completed reports of soil conditions at specific sites to identify unsuitable soil conditions, including the potential for liquefaction, settlement, subsidence, lateral spreading, and collapse. The City requires that these evaluations be conducted by registered soil professionals, and measures to eliminate inappropriate soil conditions must be applied, depending on the soil conditions. The design of foundation and excavation-wall support must conform to the analysis and implementation criteria described in the CBC, Chapters 16, 18, 33, and the appendix to Chapter 33. Adherence to the CBC and City policies contained in the 2035 General Plan would result in the maximum practicable protection available for users of buildings and infrastructure and their associated trenches, slopes, and foundations. In addition, implementation of Policies EC 1.1.1 and EC 1.1.2 would further ensure that the City review and enforce all applicable building codes and require site-specific geotechnical reports for all development projects, thereby reducing impacts on structures and people resulting from unstable geologic or soil conditions in the Policy Area. This impact would be **less than significant**.

Mitigation Measure

None required.

Impact 4.5-3	Potential to cause substantial soil erosion.
Applicable Regulations	National Pollutant Discharge Evaluation System (NPDES) Permitting Program (introduced 1972); Chapter 15.88 of the Sacramento City Municipal Code (Grading Ordinance); Stormwater Discharge Control Ordinance
Proposed SGP Policies that Reduce Impacts	Policies EC 1.1.2 and ER 1.1.7
Significance after Implementing SGP Policies	**Less than Significant**
Mitigation Measures	None required

Natural forces, both chemical and physical, are continually at work breaking down soils. Erosion poses two hazards: (1) it removes soils, thereby undermining roads and buildings and producing unstable slopes, and (2) it deposits eroded soil in reservoirs, lakes, drainage structures, and on roads as mudslides. Natural erosion is frequently accelerated by human activities such as site preparation for construction and alteration of topographic features. The following analysis focuses on the potential geotechnical effects of erosion related to future development that would occur under implementation of the proposed 2035 General Plan. For a discussion of potential effects on water quality due to erosion and sedimentation caused by construction activities or urban runoff, please see Section 4.7, "Hydrology, Water Quality, and Flooding."

Development under the proposed 2035 General Plan would result in site preparation activities, such as grading and trenching, at future project sites located throughout the Policy Area. The development of any onsite or offsite storm drainage facilities (e.g., new or expanded channels or peak attenuation facilities such as swales or basins) would permanently alter existing topography. Side slopes of channels or excavations can be eroded by natural forces if proper slope angles are not maintained. Future projects would also result in the addition of impervious surfaces in many areas of the city and, depending on the location of the project, could possibly result in the alteration of topographic features. The alteration of topographic features can lead to increased erosion by creating unstable rock or soil surfaces, by changing the permeability or runoff characteristics of the soil, or by modifying or creating new pathways for drainage. Much of the Policy Area is relatively flat, and the locations of projects that would substantially alter topography are limited. Although there would generally be minimal geotechnical effects related to erosion in the Policy Area, the erosion potential of soils must be evaluated on a site-by-site basis.

Compliance with Chapter 15.88 of the City Code, also known as the Grading Ordinance, requires that an Erosion and Sediment Control Plan must be prepared for each project within the Policy Area prior to the commencement of grading. An erosion control professional, landscape architect, or civil engineer specializing in erosion control must design the Erosion and Sediment Control Plan and be on the project site during the installation of erosion and sediment control measures, and supervise implementation of the installation and maintenance of such facilities throughout the site clearing, grading, and construction periods. In addition, proposed Policy EC 1.1.2 requires that each project within the city prepare a geotechnical investigation to determine site-specific seismic and soil characteristics and recommend appropriate mitigation measures to mitigate any potential impacts. Proposed Policy ER 1.1.7 requires that necessary erosion control measures are used during site development activities for all projects in the city. With implementation of all required regulations and preparation of Erosion and Sediment Control Plans, and geotechnical investigations, projects developed under the proposed General Plan would have a **less-than-significant** impact on soil erosion.

Mitigation Measure

None required.

Impact 4.5-4	**Loss of the availability of known mineral resources of State, regional, or local importance.**
Applicable Regulations	Surface Mining and Reclamation Act (SMARA 1975)
Proposed SGP Policies that Reduce Impacts	Policies ER 5.1.1, ER 5.1.2, ER 5.1.3
Significance after Implementing SGP Policies	**Less than Significant**
Mitigation Measures	None required

Based on guidelines adopted by the California Geologic Survey in the Department of Conservation, areas known as mineral resource zones (MRZs) are classified according to the presence or absence of significant deposits, as defined in Section 6.5 of the BR. The City is required to develop policies that address mineral resource recovery areas that have been designated by the state as MRZ-2 (significant existing or likely mineral deposits). Much of the areas classified as MRZ-2 in the Policy Area are already developed. However,

the proposed 2035 General Plan does provide for infill development, which could occur in areas within or nearby MRZ-2 areas.

The proposed General Plan includes policies intended to protect existing and future mineral production activities within the city. Proposed Policies ER 5.1.1 and ER 5.1.3 protect mineral extraction activities within the city from surrounding uses. For areas where future development could occur, proposed General Plan Policy ER 5.1.2 requires that future projects near mining activities are compatible with such activities and requires buffer and setbacks from areas classified as MRZ-2. These policies would promote compatibility with surrounding land uses for both future and existing mineral production activities, and prevent development that would limit these activities. As a result, implementation of the proposed General Plan would not result in loss of the availability of known mineral resources that would be of value to the state, region, or city. This would be a **less-than-significant** impact.

Mitigation Measure

None required.

Impact 4.5-5	**Directly or indirectly destroy a unique paleontological resource or site.**
Applicable Regulations	National Historic Preservation Act, U.S. Department of Transportation Act of 1966, California State Historic Building Code, Public Resources Code Section 21084.1, Mills Act, Sacramento City Code Title 15.124, Historic Preservation Ordinance (No. 2006-063)
Proposed SGP Policies that Reduce Impacts	Policy HCR 2.1.16
Significance after Implementing SGP Policies	**Less than Significant**
Mitigation Measures	None required

Paleontological resources may be present in fossil-bearing soils and rock formations below the ground surface. Proposed General Plan Policy HCR 2.1.16 requires that proper protocols are adhered to if paleontological resources are discovered during excavation or construction. Although discoveries have been made in the past, the city of Sacramento and surrounding area are not known to have abundant paleontological resources.

Although the Policy Area is not considered sensitive for paleontological resources and the likelihood of finding something would be very low, ground-disturbing activities in fossil-bearing soils and rock formations have the potential to damage or destroy paleontological resources that may be present below the ground surface. Therefore, any earth-disturbing activities resulting from implementation of the proposed General Plan could damage or destroy fossils in these rock units. As with archaeological resources, paleontological resources are generally considered to be historical resources, as defined in Section 15064.5(a)(3)(D) of the CEQA Guidelines.

Ground-disturbing activities could affect the integrity of a paleontological site, thereby causing a substantial change in the significance of the resource. Implementation Policy HCR 2.1.16 of the proposed 2035 General Plan would require the City to identify and protect paleontological resources in compliance with accepted protocols. Specifically, Implementation Program 13 requires amendment of the Sacramento Code to require discovery procedures for paleontological resources found during grading, excavation, or construction. These procedures include protocols and criteria for qualifications of personnel, and for survey, research, testing, training, monitoring, cessation and resumption of construction, identification, evaluation, and reporting, as well as compliance with recommendations to address any significant adverse effects where determined by the City to be feasible. Therefore, the policies and implementation programs contained within the General Plan reduce the impact to **less than significant.**

Mitigation Measure

None required.

4.6 HAZARDS AND HAZARDOUS MATERIALS

4.6.1 Introduction

This section evaluates the effects of the proposed 2035 General Plan on hazardous materials, emergency response, and the potential for aircraft safety hazards in the Policy Area.

The 2035 General Plan includes polices in the Land Use and Design Element to guide the fair and equitable siting of potentially hazardous land uses and encourage their location in industrial areas, discourage gated communities that could inhibit emergency access, and support additional emergency care in the Policy Area. The Mobility Element prioritizes emergency service needs and provision of emergency access. The Public Health and Safety Element includes policies that address emergency response times, emergency preparedness educational programs, reducing exposure to hazardous materials and wastes, and response to disasters, including maintaining a Multi-Hazard Mitigation Plan. The 2035 General Plan also includes policies specific to the South Area Community Plan that include improving emergency service and coordination Sacramento Executive Airport planning. Policies specific to the North Sacramento Community Plan allow specific land use in the McClellan Heights and Parker Homes Plan Area that takes into account the proximity to airport safety zones.

There were no comments received in response to the NOP relevant to hazardous materials, airport hazards, or emergency response.

4.6.2 Environmental Setting

The detailed Environmental Setting is provided in the Background Report (BR) included as Appendix C of this Draft MEIR. See Section 7.5, “Hazardous Materials,” in BR Chapter 7, “Environmental Hazards.” A brief summary of the Environmental Setting provided in the BR is included below.

Hazardous materials use and waste generators in the Policy Area include industries, businesses, public and private institutions, and households. Federal, state, and local agency databases maintain comprehensive lists of facilities using large quantities of hazardous materials, as well as facilities generating hazardous waste. Some of these facilities use certain classes of hazardous materials that require accidental release scenario modeling and Risk Management Plans (RMPs) to protect surrounding land uses.

The City of Sacramento Fire Department has a hazardous materials incident response team and works in cooperation with other regional and state agencies in the event of major emergencies.

Sacramento Accumulation Center, located in the southeastern portion of the Policy Area, is the only hazardous materials treatment, storage, and disposal facility in the Policy Area, and there are three general geographic areas where treatment, storage, and disposal (TSD) facilities could be located (Sacramento International Airport area, Fruitridge/Florin area, and Airport/Meadowview – South Sacramento area).

Several sites in the Policy Area are under agency oversight for soil or groundwater contamination. One site is included on the federal Superfund list (Sacramento Army Depot). Most of the soil and groundwater contamination in the Policy Area is related to leaking underground fuel storage tanks, which are either being investigated or remediated under the oversight of SCEMD or RWQCB staff. Some contamination has also occurred from historic uses related to transportation (e.g., railyards) and materials processing.

4.6.3 Impacts and Mitigation Measures

METHODS OF ANALYSIS

The analysis of impacts associated with hazards and hazardous materials is based on available information, including a review of databases containing information on hazardous materials sites. The analysis assumes that future and existing development within the Policy Area would comply with all applicable laws, regulations, design standards, and plans.

PROPOSED GENERAL PLAN POLICIES

The following goals and policies from the proposed General Plan are relevant to hazards and hazardous materials.

Land Use and Design Element

Goal LU 2.8: City Fair and Equitable. Ensure fair and equitable access for all citizens to employment, housing, education, recreation, transportation, retail, and public services, including participation in public planning for the future.

- **Policy LU 2.8.5:** Safety and Hazardous Materials. The City shall discourage establishment or expansion of potentially hazardous uses that have the potential to disproportionately impact minority or low-income populations.

Goal LU 7.2: Industrial Development. Maintain industrial districts that provide for the manufacturing of goods, flex space, and research and development that are attractive, compatible with adjoining nonindustrial uses, and well-maintained.

- **Policy LU 7.2.8:** Hazardous Industries. The City shall require industrial uses that use solvents and/or other toxic or hazardous materials to be sited in concentrated locations away from existing or planned residential, commercial, or employment uses and require the preparation of Hazardous Substance Management Plans to limit the possibility of contamination.

Goal PHS 2.2: Fire Prevention Programs and Suppression. The City shall deliver fire prevention programs that protect the public through education, adequate inspection of existing development, and incorporation of fire safety features in new development.

- **PHS 2.2.9:** Development Review for Emergency Response. The City shall continue to include appropriate emergency responders (e.g., Fire Department staff) in the review of development proposals to ensure emergency response times can be adequately maintained. (RDR)

Goal PHS 3.1: Reduce Exposure to Hazardous Materials and Waste. Protect and maintain the safety of residents, businesses, and visitors by reducing, and where possible, eliminating exposure to hazardous materials and waste.

- **Policy PHS 3.1.1:** Investigate Sites for Contamination. The City shall ensure buildings and sites are investigated for the presence of hazardous materials and/or waste contamination before development for which City discretionary approval is required. The City shall ensure appropriate measures are taken to protect the health and safety of all possible users and adjacent properties.

- **Policy PHS 3.1.2:** Hazardous Material Contamination Management Plan. The City shall require that property owners of known contaminated sites work with Sacramento County, the State, and/or Federal agencies to develop and implement a plan to investigate and manage sites that contain or have the

potential to contain hazardous materials contamination that may present an adverse human health or environmental risk.

- **Policy PHS 3.1.3:** Household Hazardous Waste Collection Programs. The City shall continue to provide household hazardous waste collection programs to encourage proper disposal of products containing hazardous materials or hazardous wastes.

- **Policy PHS 3.1.4:** Transportation Routes. The City shall restrict transport of hazardous materials within Sacramento to designated routes.

- **Policy PHS 3.1.5:** Clean Industries. The City shall strive to maintain existing clean industries in the city and discourage the expansion of businesses, with the exception of health care and related medical facilities that require on-site treatment of hazardous industrial waste.

- **Policy PHS 3.1.6:** Compatibility with Hazardous Materials Facilities. The City shall ensure that future development of treatment, storage, or disposal facilities is consistent with the County's Hazardous Waste Management Plan, and that land uses near these facilities, or proposed sites for the storage or use of hazardous materials, are compatible with their operation.

- **Policy PHS 3.1.7:** Education. The City shall continue to educate residents and businesses on how to reduce or eliminate the use of hazardous materials and products, and shall encourage the use of safer, nontoxic, environmentally friendly equivalents.

- **Policy PHS 3.1.8:** Risks from Hazardous Materials Facilities. The City shall review proposed facilities that would produce or store hazardous materials, gas, natural gas, or other fuels to identify, and require feasible mitigation for, any significant risks. The review shall consider, at a minimum, the following: presence of seismic or geologic hazards; presence of hazardous materials; proximity to residential development and areas in which substantial concentrations of people would occur; and nature and level of risk and hazard associated with the proposed project.

Goal PHS 4.1: Response to Natural and Human-Made Disasters. Promote public safety through planning, preparedness, and emergency response to natural and human-made disasters.

- **Policy PHS 4.1.1:** Multi-Hazard Emergency Plan. The City shall maintain and implement the Sacramento County Multi-Hazard Emergency Plan to address disasters such as earthquakes, flooding, dam or levee failure, hazardous material spills, epidemics, fires, extreme weather, major transportation accidents, and terrorism.

- **Policy PHS 4.1.3:** Emergency Operations Center. The City, in conjunction with other local, State, and Federal agencies, shall ensure operational readiness of the Emergency Operations Center (EOC), conduct annual training for staff, and maintain, test, and update equipment to meet current standards.

- **Policy PHS 4.1.4:** Emergency and Disaster Preparedness Exercises. The City shall coordinate with local and regional jurisdictions to conduct emergency and disaster preparedness exercises to test operational and emergency plans.

- **Policy PHS 4.1.5:** Mutual Aid Agreements. The City shall continue to participate in mutual aid agreements to ensure adequate resources, facilities, and other support for emergency response.

- **Policy PHS 4.1.6:** Education Programs. The City shall sponsor and support educational programs regarding emergency response, disaster preparedness protocols and procedures, and disaster risk reduction.

Goal PHS 5.1: Human Services and Healthy Communities. Improve the provision of human services and promote public health and safety.

- **Policy PHS 5.1.8:** Climate Change Education. The City shall incorporate climate change effects and impacts into public emergency preparedness education programs, with special consideration given to effective methods to communicate the issue to a general audience.

Goal EC 2.1: Flood Protection. Protect life and property from flooding.

- **Policy EC 2.1.21:** Roadway Systems as Escape Routes. The City shall require that roadway systems for areas protected from flooding by levees be designed to provide multiple escape routes for residents and access for emergency services in the event of a levee or dam failure.

- **Policy EC 2.1.23:** Comprehensive Flood Management, Emergency, and Evacuation Plans. The City shall maintain, implement, update, and make available to the public the local Comprehensive Flood Management Plan, Emergency Plans, and Evacuation Plans, which address emergency preparedness, evacuation, hazardous materials, protection of critical facilities, development guidelines, and flood insurance outreach to better protect citizens in the event of a major flood event.

South Area Community Plan

- **Policy SA.M 1.11:** Sacramento Executive Airport. The City shall support policies and standards of the Executive Airport Master Plan and Comprehensive Land Use Plan (CLUP) to continue operation with measures designed to decrease noise and safety hazards in the surrounding community.

- **Policy SA.M 1.12:** Sacramento Executive Airport. The City shall participate in Sacramento County Executive Airport master planning process.

- **Policy SA.PHS 1.1:** Emergency Service Coverage. The City shall improve city police, fire, and ambulance service in the Valley Hi/North Laguna area.

North Sacramento Community Plan

- **Policy NS.LU 1.30:** McClellan Heights and Parker Homes Plan Area. The City shall allow low intensity uses such as office, industrial and manufacturing, to occur in mixed use designations, given the proximity to airport safety zones associated with McClellan Airport operations.

THRESHOLDS OF SIGNIFICANCE

For the purposes of this MEIR, impacts related to hazards and hazardous materials are considered significant, if the proposed General Plan would:

- expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities;

- expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials, or other hazardous materials or situations; or

- expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during construction or dewatering activities.

- obstruct emergency response or access such that response times are substantially affected.

IMPACTS AND MITIGATION MEASURES

Impact 4.6-1	Exposure of people to hazards and hazardous materials during construction activities.
Applicable Regulations	*Comprehensive Environmental Response, Compensation, and Liability Act; Resource Conservation and Recovery Act; Part 61, Subpart M of the Code of Federal Regulations; Occupational Safety and Health Administration (Cal/OSHA) Hazard Communication Standard; California Code of Regulations Title 8; Section 25401.05 (a)(1) of the California Health and Safety Code; Section 17210 et seq. of the California Education Code;* Sacramento Metropolitan Air Quality Management District's *Rule 902 (amended 1998); Department of Utilities Engineering Services Policy No. 0001; Sacramento Municipal Code Sections 12.20.020 and 12.20.030*
Proposed SGP Policies that Reduce Impacts	Policies LU 2.8.5, PHS 2.2.9, PHS 3.1.1, PHS 3.1.2, PHS 3.1.4, PHS 4.1.1, PHS 4.1.3 through 4.1.6
Significance after Implementing SGP Policies	**Less than Significant**
Mitigation Measures	None required

Implementation of the proposed 2035 General Plan would result in urban infill and redevelopment, which could necessitate demolition of existing structures. Such demolition could result in exposure of construction personnel and the public to hazardous substances, such as asbestos or lead-based paints. Exposure pathways by which receptors could be exposed to hazardous materials include:

- direct dermal contact with hazardous materials;
- incidental ingestion of hazardous materials (e.g., if workers fail to wash their hands before eating, drinking, or smoking); and
- inhalation of airborne dust released from dried hazardous materials.

Various regulations and guidelines pertaining to abatement of, and protection from, exposure to asbestos and lead have been adopted for demolition activities. These requirements include: Sacramento Metropolitan Air Quality Management District's Rule 902 pertaining to asbestos abatement; Construction Safety Orders 1529 (pertaining to asbestos) and 1532.1 (pertaining to lead) from Title 8 of the California Code of Regulations; Part 61, Subpart M of the Code of Federal Regulations (pertaining to asbestos); and lead exposure guidelines provided by the US Department of Housing and Urban Development. In California, asbestos and lead abatement must be performed and monitored by contractors with appropriate certifications from the State Department of Health Services. In addition, the California Occupational Safety and Health Administration (Cal/OSHA) has regulations concerning the use of hazardous materials, including requirements for safety training, availability of safety equipment, hazardous materials exposure warnings, and emergency action and fire prevention plan preparation. Cal/OSHA enforces the hazard communication program regulations, which include provisions for identifying and labeling hazardous materials, describing the hazards of chemicals, and documenting employee-training programs. All demolition that could result in the release of lead and/or asbestos must be conducted according to Cal/OSHA standards.

In addition to the hazards associated with demolition, the grading, excavation, and dewatering of sites for new development may also expose construction workers and the public to known or previously unreported hazardous substances present in the soil or groundwater. As stated in Section 7.5, "Hazardous Materials" of the BR, there are sites within the Policy Area that are listed in the Comprehensive Environmental Response, Compensation, and Liability Information System; EnviroStor database; the Spills, Leaks, Investigation, and Cleanup list; Leaking Underground Storage Tank (LUST) database; and Sacramento County Environmental Management Department's (SCEMD's) toxic site list. In addition to these recorded sites, existing land uses in the city that may contain contamination include former military facilities, industrial and commercial

properties, and gas stations. It is also possible that old underground storage tanks that were in use prior to permitting and record keeping requirements may be present throughout the city.

If new development is proposed at or near a documented or suspected hazardous materials site, investigation, remediation, and cleanup of the site would be required before construction could begin. These activities would occur under the supervision of Department of Toxic Substances Control (DTSC), the Regional Water Quality Control Board, and/or SCEMD, depending on the particular characteristics of each site. All dewatering activities for projects within the Policy Area would be subject to the requirements of the City's Department of Utilities Engineering Services Policy No. 0001, adopted as Resolution No. 92-439 by the Sacramento City Council, which protects water quality by monitoring dewatering activities and ensuring that all groundwater discharges are free of contamination.

If an unidentified underground storage tank were uncovered or disturbed during construction activities, it would be sealed and abandoned in place or removed. Potential risks, if any, posed by underground storage tanks would be minimized by managing the tank according to Sacramento County standards, as enforced and monitored by SCEMD. The extent to which groundwater may be affected depends on the type of contaminant, the amount released, and depth to groundwater at the time of the release. If groundwater contamination is identified, remediation activities would be required the Regional Water Quality Control Board.

Disturbance of sites with previously unknown hazardous material contamination could cause various short-term or long-term adverse health effects in persons exposed to the hazardous substances. To prevent potential health hazards to construction workers and the public from exposure to previously unknown contamination, Policy PHS 3.1.1 of the Public Health and Safety Element of the proposed 2035 General Plan would require that buildings and sites under consideration for new development or redevelopment are investigated for the presence of hazardous materials prior to development activities. Similarly, Policy PHS 3.1.2 requires that property owners of contaminated sites develop plans to investigate and manage hazardous material contamination to prevent risk to human health or the environment. In addition, upon identification of the contamination, a remediation plan pursuant to Section 25401.05 (a)(1) of the California Health and Safety Code and approved by the appropriate agency or authority must be implemented at the site.

In addition to construction impacts associated with hazardous materials, during construction of projects, it may be necessary to restrict travel on certain roadways within the Policy Area to facilitate construction activities such as demolition, material hauling, construction, staging, and modifications to existing infrastructure. Such restrictions could include lane closures, lane narrowing, and detours, which would be temporary but could continue for extended periods of time. Lane restrictions, closures, and/or detours could cause an increase in traffic volumes on adjacent roadways. In the event of an emergency, emergency response access or response times could be adversely affected. To prevent interference with emergency response, the City requires all development projects to prepare Traffic Management Plans for construction activities, as required by Sections 12.20.020 and 12.20.030 of the Sacramento Municipal Code. Compliance would minimize the potential for construction impacts to interfere with emergency response.

Compliance with all applicable rules and regulations, along with implementation of the proposed General Plan policies, would reduce the potential for exposure of construction workers and the general public to unusual or excessive risks related to hazardous materials and the potential for interference with emergency response during demolition or construction activities. This would minimize impacts associated with demolition and construction activities to a **less-than-significant** level.

Mitigation Measures

None required.

Impact 4.6-2	Exposure of people to hazards and hazardous materials during the life of the General Plan.
Applicable Regulations	*Hazardous Waste Control Law; Unified Hazardous Waste and Hazardous Materials Management Regulatory Program; Cal/OSHA Standards; City of Sacramento Multi-Hazard Emergency Plan; Unified Hazardous Materials Release Response Plans and Inventory Law; California Accidental Release Prevention Program*
Proposed SGP Policies that Reduce Impacts	Policies LU 2.8.5, LU 7.2.8, PHS 3.1.1 through 3.1.8, PHS 4.1.1, PHS 4.1.3 through PHS 4.1.6, PHS 5.1.8, EC 2.1.21, EC 2.1.23, SA.M 1.11, SA.M 1.12, SA.PHS 1.1, NS.LU 1.30
Significance after Implementing SGP Policies	**Less than Significant**
Mitigation Measures	None required

Development associated with the proposed 2035 General Plan would add new buildings, structures, infrastructure, and population to the Policy Area, all of which would be subject to impacts associated with hazards and hazardous materials. Throughout the 25-year life of the proposed General Plan, hazardous materials would be used, transported, and stored throughout the Policy Area. Routine use and transport of hazardous materials is regulated by a number of federal, state, and local regulations. Most household and general commercial uses of hazardous materials would be very minor and would not result in a substantial increase in the risk of a hazardous materials incident. Businesses that use or store hazardous materials above reportable quantities would be required to complete a Hazardous Materials Business Plan. Potential incidents may include accidental spills or releases, intentional releases, and/or the release of hazardous materials during or following a natural disaster such as an earthquake or flood. To respond to these circumstances, Sacramento County has developed an Area Plan for Emergency Response to Hazardous Materials Incidents. The City of Sacramento Fire Department also has a hazardous materials incident response team, and works in cooperation with other regional and state agencies in the event of a major emergency.

The Land Use and Design Element of the 2035 General Plan includes several policies to guide the location of industrial uses that may require use of potentially hazardous materials. Further, proposed General Plan Policy PHS 3.1.5 encourages clean industries within the city, while discouraging businesses that require onsite treatment of solid waste. With implementation of Policy PHS 3.1.6, future development of hazardous material treatment, storage, and disposal facilities would be consistent with the County's Hazardous Waste Management Plan and compatible with nearby land uses. The City would also maintain a Multi-Hazard Emergency Response Plan to address hazardous materials spills as required by Policy PHS 4.1.1.

The Policy Area also contains transportation corridors used to transport hazardous materials, including U.S. Highway 50; Interstates 5 and 80, and Capital City Freeway; and State Routes 99, 16, and 160; and the Union Pacific Railroad. In addition to highways, there are also major arterial roads throughout the city and nearby airports that may be used to transport hazardous materials either into or out of the city. The transportation of hazardous materials is subject to applicable local, state, and federal regulations, that are intended to minimize the risk of upset during routine operations. In addition, proposed General Plan Policy PHS 3.1.4 restricts transportation of hazardous materials to designated routes within the city to protect public safety. However, it is possible that small quantities of hazardous materials could be transported along roads throughout the city on a daily basis.

Urban development, especially in areas containing, or adjacent to, airports, is potentially exposed to aircraft safety risks, but existing laws and regulations are intended to protect against such hazards. Executive Airport is the only airport located within the Policy Area. However, portions of the Policy Area are located within the air safety zones of several other airports, including Sacramento International Airport, McClellan Airfield, and Rio Linda Airport.

Air traffic within the city is subject to many stringent regulations to protect the public from potential aircraft hazards or other safety concerns, such as Federal Aviation Administration and Caltrans regulations. Each airport has an Airport Land Use Commission (ALUC) that makes compatibility determinations for compliance of all proposed development around an airport. In addition, development near any airport is required to

comply with the Airport Land Use Compatibility Plan (ALUCP). To minimize compatibility issues, the ALUCP limits the height, type, and intensity of land uses surrounding airports to reduce safety concerns associated with aircraft crashes as well as uses that are sensitive to noise. A local jurisdiction may override an ALUC compatibility determination for any proposed incompatible land use by a two-thirds majority vote; however, they must notify the Division of Aeronautics and the ALUC of this intent. Any potential noise or safety incompatibility concern with locating a specific land use in close proximity to an airport is thoroughly reviewed with specific recommendations set forth by the ALUC. Compliance with applicable ALUCP's would substantially limit the potential for exposure of people to aircraft-related hazards.

With implementation of the proposed General Plan policies discussed above, development would be compatible with all applicable regulations, hazardous waste management plans, land use plans, and emergency plans and impacts associated with hazards and hazardous materials during the life of the General Plan would be **less than significant**.

Mitigation Measures

None required.

Impact 4.6-3	**Effects to emergency vehicle response times resulting from change in LOS standard.**
Applicable Regulations	None
Proposed SGP Policies that Reduce Impacts	Policies M 1.3, M 4.1.1, M 4.2.6, PHS 1.1.2, PHS 1.1.4, PHS 1.1.5, PHS 2.1.2, PHS 2.1.4, PHS 2.1.5, PHS 2.1.7, PHS 4.1.5.
Significance after Implementing SGP Policies	**Less than Significant**
Mitigation Measures	None required

Implementation of Policy M 1.2.2 of the General Plan would result in changes to LOS standards in many key areas and on specific roadways because the City recognizes that continuously widening roadways is not a sustainable solution to increased traffic congestion and that accepting a certain degree of traffic congestion is appropriate if the City's policy momentum is focused on promoting, improving, and facilitating alternate modes of transportation. The City's specific vehicle LOS thresholds have been defined to maximize the use of the existing roadway network while minimizing potential adverse impacts on walking, bicycling, transit use, and the environment. Because this policy would allow for higher levels of vehicle delay times during peak hours within specific areas of the city, the policy could potentially slow emergency response times.

The proposed Mobility Element includes policies supporting the removal of barriers to accessibility and connectivity within the city and eliminating gaps in the roadway system. Improved connectivity would also enhance accessibility for emergency vehicles, helping to reduce response times. As shown in Figure 4.14-1, the City has multiple planned roadways that would improve connectivity and access within the Policy Area. Also, the proposed mobility element, under Policies M 1.1.3, M 4.1.1 and M 4.2.6, prioritizes emergency service needs when developing transportation plans, making transportation network changes and creating new street configurations. In addition, the public health and safety element includes multiple policies related to the provision of optimal staffing, facilities, and response time standards for emergency personnel.

Implementation of the 2035 General Plan would maintain adequate emergency response times. The City would continue to strive, under Policies PHS 1.1.2 and PHS 2.1.2, to achieve and maintain optimal response times for police, fire, and emergency medical services. The Fire Department is part of the development review process and provides input on development applications to resolve local emergency access issues on a project-by-project basis. Therefore, this impact would **less than significant**.

Mitigation Measure

None required.

4.7 HYDROLOGY, WATER QUALITY, AND FLOODING

4.7.1 Introduction

This section of the EIR evaluates the potential environmental effects related to hydrology and water quality associated with implementation of the proposed 2035 General Plan (proposed project). The analysis includes a review of surface water, groundwater, flooding, stormwater, and water quality.

The 2035 General Plan includes policies in the Environmental Resources Element that guide development and infrastructure practices to protect surface water and groundwater from the degradation of runoff and pollution.

In response to the NOP, one comment relevant to hydrology and water quality was received from the Central Valley Flood Protection Board (CVFPB) (see Appendix B). The comment states that the Policy Area lies within the 100-year, 200-year, and 500-year floodplains, and within the Levee Flood Protection Zone. CVFPB suggests that the City consider the current State flood management policies noted in Government Code Sections 65865.5, 65962 and 66474.5, which discourage residential development within floodplains unless there is an adequate flood protective system. In addition, the commenter states that the road embankments of Interstate 5, 80 and State Route 99 are barriers to a flood evacuation, as well as to the flood waters themselves, causing the retention of flood waters. The CVFPB suggests that the City become involved with the Regional Flood Management Planning effort for the Lower Sacramento/Delta North Region, which is currently underway as part of the recently adopted Central Valley Flood Protection Plan (CVFPP). Finally, the commenter reminds the City that the 2035 General Plan must ensure that flood hazard-related matters are in compliance with California Code of Regulations (CCR) Sections 65302.7 and 65352.

Information for this section is based on numerous references, including the City of Sacramento General Plan Background Report (BR), Multi-Hazard Emergency Plan (May 2002), Floodplain Management Plan (February 6, 1996), and other publicly available documents.

4.7.2 Environmental Setting

The full detailed Environmental Setting is provided in the BR included as Appendix C of this Draft EIR. Water Quality is discussed in Chapter 6 “Environmental Resources” of the BR, specifically Section 6.3 “Water Resources and Quality.” Flooding is discussed in Chapter 7, “Public Health and Safety,” of the BR, specifically Section 7.2, “Flood Hazards.” A condensed version of the Environmental Setting is provided below.

WATER QUALITY

Precipitation

The Policy Area experiences most precipitation between November and April. Based on data gathered at Sacramento FAA Airport between 1941 and 2012, average annual rainfall is approximately 17.54 inches, but can range from wet to dry years. Between 1941 and 2012, recorded annual rainfall ranged from a low of 6.25 inches in 1976 to a high of 33.44 inches in 1983.

Surface Water Resources

- **Sacramento River:** The Sacramento River extends over 300 miles from the Klamath Mountains in the north to the Sacramento-San Joaquin Delta. It is California’s largest river, with an annual runoff of 22,000,000 acre-feet.

- **American River:** The American River, which has a watershed that encompasses approximately 1,900 square miles from the western slope of the Sierra Nevada to the city of Sacramento, is a tributary to the Sacramento River.

- **Sacramento-San Joaquin Delta:** The I Street Bridge over the Sacramento River is the northern boundary of the Legal Delta, as defined in California Water Code Section 12220. River elevation up to this point is subject to muted tidal influence.

- **Other Surface Water Bodies:** The Policy Area contains many natural and man-made drainage features that ultimately drain into the Sacramento River.

Surface Water Quality

The reaches of the Sacramento and American rivers that flow through the Sacramento urban area are considered by the Regional Water Quality Control Board to be impaired for certain fish consumption and aquatic habitat and are listed on the EPA approved 2006 Section 303(d) list of water quality limited segments. Both of these rivers can be treated to meet all Title 22 drinking water standards using conventional and direct filtration processes, and newer membrane technologies. There are no persistent constituents in the raw waters that require additional treatment processes. Chemical treatments are sometimes seasonally required to treat for rice herbicides.

Urban Runoff

In general, stormwater runoff within the city of Sacramento flows into either the City's Combined Sewer System (CSS) or into individual drainage sumps located throughout the Policy Area. Water collected by the CSS is transported to the Sacramento Regional County Sanitation District's (SRCSD's) Sacramento Regional Wastewater Treatment Plant (SRWWTP), where it is treated prior to discharge into the Sacramento River. When the flows in the CSS exceed 60 mgd, flows are routed to Pioneer Reservoir. The CWTP operates under a National Pollutant Discharge Elimination System (NPDES) permits (NPDES No. CA 0079111), which requires permitees to develop, administer, implement, and enforce a comprehensive Stormwater Quality Improvement Plan (SQIP) in order to reduce pollutants in urban runoff to the maximum extent practicable.

Groundwater Resources

The Policy Area is located in two subbasins of the Sacramento Valley Groundwater Basin. Groundwater levels in northern Sacramento County have generally decreased, declining as much as 1.5 feet annually for the last 40 years (DWR 2006). Between 1995 and 2003, most water levels recovered to levels generally higher than those prior to 1987 - 1992 drought. In some locations, this recovery continued through 2008. (SCGA 2010) Ground water elevation in the Policy Area is generally 10 to 20 feet below mean sea level (SGA 2008 and SCGA 2010). Sources of groundwater recharge include: active river and stream channels, inflow of groundwater from outside the policy area, deep percolation of applied surface water and precipitation.

There are many groundwater extraction wells in, and adjacent to, the Policy Area. Intensive use of the groundwater basin has resulted in a general lowering of groundwater elevations near the center of the basin (away from the sources of recharge). As early as 1968, pumping depressions were evident in northern Sacramento County. These depressions have grown and coalesced into a single cone of depression centered under the Del Paso Heights area in the northeastern portion of the Policy Area (SGA 2008).

Groundwater Quality

Groundwater quality in the Policy Area is generally within the secondary drinking water standards for municipal use, including levels of iron, manganese, arsenic, chromium, and nitrates. The water quality in the upper aquifer system is regarded as superior to that of the lower aquifer system and does not require treatment other than disinfection (SGA 2008). The TDS in most wells are within the secondary drinking water standard, but vary quite significantly throughout the Policy Area, ranging from 21 to 657 mg/L, with the overall average at 221 mg/L (DWR 2004).

Groundwater containing elevated levels of contaminants is present within or near the Policy Area. Contaminant plumes are associated with the former Southern Pacific and Union Pacific Railyards east of the Capitol Building along the American River (downtown Sacramento), former McClellan Air Force Base (AFB) north of the Policy Area, former Mather AFB east of the Policy Area, and the Aerojet site along the American River in Rancho Cordova east of the Policy Area.

FLOOD HAZARD

The City of Sacramento is located at the confluence of the Sacramento and the American rivers in the southern portion of the Sacramento River Basin. High water levels along the Sacramento and American rivers are a common occurrence in the winter and early spring months. An extensive system of dams, levees, overflow weirs, drainage pumping plants, and flood control bypass channels strategically located on the Sacramento and American rivers has been established to protect the area from flooding.

- **100-year Flood Hazard Zone.** Flood hazard areas identified on the Flood Insurance Rate Map (FIRM) are identified as a Special Flood Hazard Area (SFHA). SFHA are defined by FEMA as the area that will be inundated by the flood event having a 1-percent chance of being equaled or exceeded in any given year. The 1-percent annual chance flood is also referred to as the base flood or 100-year flood.

- **200-year Floodplain.** In general, the area adjacent to a stream, river, or other water channel is called the floodplain. The floodplain is the area that is inundated during a flood event and is often physically discernible as a broad, flat area created by historical floods. Within the City of Sacramento, the 200-year floodplain (0.5% annual chance of inundation) covers the majority of the Policy Area.

- **Zone X and Shaded Zone X.** Areas within Zone X are considered by FEMA to be subject to minimal flood hazard (500-year flood zone). Areas within shaded Zone X are considered by FEMA to be subject to moderate flood hazard (100-500-year flood zone). However, buildings in these zones could be flooded by severe, concentrated rainfall coupled with inadequate local drainage systems.

History of Flood Protection

The city has experienced major flood events in the past. Please see the BR for a detailed description of Sacramento's flooding history prior to 1996. To better protect citizens and property from these major flood events, the City prepared the Comprehensive Flood Management Plan in February 1996. Also in 1996, Congress approved funding of American River levee improvements. In 1999, Congress approved significant flood control projects, including the enlargement of the outlets in Folsom Dam, and raising the lowest levees on the American River, and Morrison Creek and its tributaries in southern areas of the city.

Natomas Basin and Natomas Levee Improvement Program

In December of 2008, the Flood Insurance Rate Maps (FIRMs) for the Natomas Basin were remapped by FEMA. The area, which was previously understood to offer between 100-year and 500-year protection (Shaded X Zone) was reclassified as within the 100-year flood hazard zone (AE Zone) after the Corps decertified the levee system protecting the basin. The remap required mandatory flood insurance for property owners and meant all new construction or substantial improvements to structures had to meet a 33-foot base flood elevation requirement. Prior to the Corps decertification, SAFCA implemented the Natomas Levee Improvement Program (NLIP) to upgrade the levee system protecting the Natomas Basin (City of Sacramento 2010). Construction on the NLIP began in 2007.

The principal objective of the NLIP is providing 200-year flood protection to the Natomas Basin. As of December 2012, most of SAFCA's work under the NLIP had been completed or was planned for completion in 2013. Completion of the Corps' portion of the project was tentatively scheduled for 2014. A report documenting compliance with FEMA Zone A99 (areas subject to inundation by the 1-percent-annual-chance flood event, but which will ultimately be protected upon completion of an under-construction federal flood protection system) was submitted to FEMA in November of 2012. Congressional authorization to achieve A99 status was signed into law on June 10, 2014.

Folsom Dam Joint Federal Project

This project consists of a six-gated control structure, a spillway with a stilling basin, and an approach channel in the reservoir leading to the control structure. The project is designed to improve the ability to manage large flood events by allowing more water to be safely released earlier in a storm event, thereby leaving more storage capacity in the reservoir to hold back the peak inflow when it arrives.

American River Common Features Project

This project was designed to strengthen the levees along the American River so they can safely pass a flow of 160,000 cfs. The project has installed roughly 24 miles of slurry wall up to depths of 80 feet, raised levees to provide adequate freeboard, addressed slope stability issues, and corrected some erosion problems. The majority of levee work has been completed, with the exception of approximately 14 locations in the levee that do not have a slurrywall installed due to conflict with existing infrastructure (SAFCA 2013b).

Sacramento Bank Protection Project

This program addresses long term erosion protection along the Sacramento River and its tributaries. Within the Sacramento area, bank protection measures typically consist of large angular rock placed to protect the bank topped with a layer of soil/rock material to allow vegetation re-grow back on the bank.

South Sacramento Streams Group Project

This project addresses flooding from Morrison, Florin, Elder, and Unionhouse creeks. The project is nearly complete. These improvements will remove the large area of the A99 flood hazard zone and relieve residents of required flood insurance.

Flood Risk from Dam Failure

For planning purposes, the State Office of Emergency Services (OES), with information from the U.S. Bureau of Reclamation and the California Department of Water Resources (DWR), has the responsibility to provide local governments with critical hazard response information, including flooding from dam inundation. The OES dam inundation map for Folsom Dam shows that a majority of the Policy Area would be inundated with water beyond the capacity of the current flood control levees along the river if the dam failed. Areas in Natomas may also be affected by floodwaters if failure of the earthen dikes north of Folsom Dam occurred. The Sacramento Municipal Utility District inundation map indicates that a failure of the Rancho Seco Dam would flow to the Laguna Creek Basin and stop approximately at Stockton Boulevard.

Flood Risk from Levee Failure

Within the Policy Area, most levees along the American River, and along the Sacramento River between the American River confluence and the Pocket Area, are lower concern. In the northern portion of the Policy Area, the levees along the Sacramento River and the Natomas East Main Drainage Canal are of higher concern. There are also smaller sections of higher concern along the northern bank of the American River from the Natomas East Main Drainage Canal to the Sacramento River confluence, and the western bank of the Sacramento River through the Pocket Area.

Potential Future Flood Hazards from Climate Change

The scientific community is continuously increasing its understanding of the effects of global climate change, including the potential for an increase in flood hazards from altered meteorology and sea level rise. Sea-level rise could exacerbate flood risk in low-lying, levee-protected areas close to the Delta. Predictions of more extreme future flooding are echoed by the 2012 CVFPP; however, the CVFPP also explains that the development of climate-change influenced, flood hydrology modeling is a complicated exercise that must account for many uncertainties. DWR, in partnership with the USACE, is in the process of developing updated hydrologic modeling that includes the effects of climate change. This updated modeling will be used for technical evaluations leading to the 2017 update of the CVFPP (DWR 2012).

Regulatory Context

Federal

U.S. Army Corps of Engineers

USACE has nationwide responsibility for flood management. In California, flood management is performed through a combination of projects operated by USACE, Reclamation, the State, local maintaining agencies, and private proponents, all under official USACE flood management plans. Laws and regulations related to USACE functions are described below.

Flood Control Acts

Several Flood Control Acts (1917, 1936, 1944, and 1960) have been enacted which affect the Sacramento region. See the BR for detailed descriptions.

Operations and Maintenance Controls, Flood Control Projects

The maintenance and operation of federal project levees is discussed in Title 33, Section 208.10, of the Code of Federal Regulations (33 CFR 208.10), Local Flood Protection Works; Maintenance and Operation of Structure and Facilities.

Water Resources Development Acts

Several Water Resources Development Acts (1986, 1990, 1996, and 1999) have been enacted, which affected funding and environmental goals for USACE flood management projects. See the BR for detailed descriptions.

Federal Emergency Management Agency

FEMA is responsible for maintaining minimum federal standards for floodplain management within the United States and territories of the United States.

National Flood Insurance Act of 1968

The National Flood Insurance Program (NFIP) offers flood insurance to homeowners, renters, and business owners in participating communities. FEMA administers the National Flood Insurance Program and delineates areas subject to flood hazard on FIRMs for each participating community. The FIRM zones within the policy area are identified on the FIRM map shown in Figure 7-2 of the BR and are defined by FEMA as follows.

- **Zone A:** Areas subject to inundation by the 1-percent-annual-chance flood event generally determined using approximate methodologies. Because detailed hydraulic analyses have not been performed, no Base Flood Elevations (BFEs) or flood depths are shown. Mandatory flood insurance purchase requirements and floodplain management standards apply.

- **Zone A99:** Areas subject to inundation by the 1-percent-annual-chance flood event, but which will ultimately be protected upon completion of an under-construction Federal flood protection system. These are areas of special flood hazard where enough progress has been made on the construction of a protection system, such as dikes, dams, and levees, to consider it complete for insurance rating purposes. Zone A99 may only be used when the flood protection system has reached specified statutory progress toward completion. No Base Flood Elevations (BFEs) or depths are shown. Mandatory flood insurance purchase requirements and floodplain management standards apply.

- **Zones AE:** Areas subject to inundation by the 1-percent-annual-chance flood event determined by detailed methods. Base Flood Elevations (BFEs) are shown. Mandatory flood insurance purchase requirements and floodplain management standards apply.

- **Zone AH:** Areas subject to inundation by 1-percent-annual-chance shallow flooding (usually areas of ponding) where average depths are between one and three feet. Base Flood Elevations (BFEs) derived

from detailed hydraulic analyses are shown in this zone. Mandatory flood insurance purchase requirements and floodplain management standards apply.

- **Zone AR:** Areas that result from the decertification of a previously accredited flood protection system that is determined to be in the process of being restored to provide base flood protection. Mandatory flood insurance purchase requirements and floodplain management standards apply.

The areas of minimal flood hazard, which are the areas outside the SFHA and higher than the elevation of the 0.2-percent-annual-chance flood, are labeled Zone C or Zone X (unshaded). The 100-year flood is the national minimum standard to which communities regulate their floodplains through the National Flood Insurance Program.

Flood Insurance Reform Act of 2012 (Biggert-Waters Act)

In 2012, Congress passed this act which calls on FEMA to make a number of changes to the way the NFIP is run. The legislation requires the NFIP to raise flood insurance rates to reflect true risk, make the program more financially stable, and change how FIRM updates impact policyholders.

State

California Department of Water Resources

DWR was created after severe flooding occurred across Northern California in December 1955. DWR's Division of Flood Management, through its Central Valley Flood Planning Office, and the FloodSAFE Program Management Office are carrying out the work of the agency's FloodSAFE California Program, which partners with local, regional, State, Tribal, and federal officials in creating sustainable, integrated flood management and emergency response systems throughout California. Flood control legislation of 2007 and 2008 directed DWR to prepare a flood control system status report for the SPFC and CVFPP.

Central Valley Flood Protection Board

The CVFPB was authorized by Sections 8520–9110 of the California Water Code and established in 1911.

California Central Valley Flood Protection Act of 2008

In 2007, the California Legislature passed a package of several related flood bills, which included a requirement to prepare a Central Valley Flood Protection Plan (CVFPP). Additional requirements for the CVFPP were added in the California Central Valley Flood Protection Act of 2008 (Senate Bill 5), which also defined objectives, codified in California Water Code Section 9616, for reducing the risk of flooding in the Central Valley. The 2007 and 2008 legislation requires DWR to prepare, and update every five years, the CVFPP. The plan is intended to describe both structural and nonstructural means for improving the performance of the levees, weirs, bypasses, reservoirs, and other State Plan of Flood Control facilities. The Central Valley Flood Protection Act requires that urban and urbanizing areas within the planning area make certain findings related to the provision of a minimum 200-year level of flood protection before making certain land use decisions.

Water Code Sections 9602 and 9621

The 200-year floodplain is defined by this Water Code Section 9602 as the minimum urban level of flood protection in the Sacramento-San Joaquin Valley. Water Code Section 9621 requires counties to collaborate with cities to develop flood emergency plans.

Government Code Sections 65302 and 65860

Under these statutes, Cities and Counties are required to amend the land use, conservation, and safety elements of their general plans to address flood risks. The code requires annual review of the land use element for areas identified by FEMA or DWR floodplain mapping. The code also stipulates that the safety element must establish a set of comprehensive goals, policies, objectives, and feasible implementation measures to protect communities from the unreasonable risks of flooding. Zoning ordinances must then be amended for consistency with the modified general plans.

Government Code Sections 65865, 65962, and 66474

These statutes pertain to areas within a flood hazard area and serve to limit their development, except where certain findings can be made related to provision of a 200-year level of flood protection in urban and urbanizing areas or a 100-year level of flood protection in nonurbanized areas.

Local Flood Protection Act of 2008

This act allows, but does not require, a local agency to prepare a local plan for flood protection. If developed, these local plans should be consistent with the CVFPP.

State of California Uniform Building Code

The State of California Building Code (CBC) contains requirements for constructing structures in flood hazard areas. Flood hazard areas are established as areas of special flood hazard as identified by the Federal Emergency Management Agency's Flood Insurance Study (FIS) as adopted by the local authority having jurisdiction where the project is located, as amended or revised with the accompanying Flood Insurance Rate Map (FIRM). The CBC contains standards for the construction of new buildings, structures, and portions of buildings and structures, including substantial improvements and restoration of substantial damage to buildings and structures. These structures are to be designed and constructed to resist the effects of flood hazards and flood loads (CBC Section 1612A).

Local

Sacramento Area Flood Control Agency Act of 1990

SAFCA was formed as a Joint Exercise of Powers Agreement to address the Sacramento area's vulnerability to catastrophic flooding. SAFCA's mission is to provide the region with at least a 100-year level of flood protection as quickly as possible while seeking a 200-year or greater level of protection over time. Under the Sacramento Area Flood Control Agency Act of 1990, the California Legislature has given SAFCA broad authority to finance flood control projects and has directed the Agency to carry out its flood control responsibilities in ways that provide optimum protection to the natural environment.

Sacramento County Office of Emergency Services

The Sacramento Office of Emergency Services (SacOES) coordinates the overall City of Sacramento and countywide response to large scale incidents and disasters. SacOES is responsible for alerting and notifying appropriate agencies when disaster strikes; coordinating all agencies that respond; ensuring resources are available and mobilized in times of disaster; developing plans and procedures in response to and recovery from disasters; and developing and providing preparedness materials for the public.

American River Flood Control District

The American River Flood Control District (ARFCD), formed in 1927 by the State Legislature, maintains 40 miles of levees along the American River and portions of Steelhead, Arcade, Dry Creek, and Magpie Creek.

Reclamation District 1000

Reclamation District 1000 (RD1000) is a State-Legislature-created special district that has been providing flood protection and public safety to the Natomas Basin since 1911. RD 1000 is responsible for maintaining over 40 miles of levees surrounding the perimeter of the Natomas Basin to keep floodwaters from the Sacramento River, American River, Natomas East Main Drain Canal, Pleasant Grove Creek Canal, and Natomas Cross Canal out of the basin. RD 1000 also operates and maintains hundreds of miles of canals and seven pump stations to collect and safely discharge rain that falls within the Natomas basin back into the river.

Maintenance Area 9

Maintenance Area 9 (MA9) is operated by the State of California, Department of Water Resources. MA9 maintains the levees on the east side of the Sacramento River downstream of Sutterville Road to Snodgrass Slough in the County.

City of Sacramento

The City of Sacramento maintains the levees on the Sacramento River from the confluence with the American River downstream to Sutterville Road. The City also maintains the levees/floodwalls within the South Sacramento Streams Group (Morrison Creek).

4.7.3 Impacts and Mitigation Measures

METHODS OF ANALYSIS

The following analyses of cumulative impacts on hydrology and water quality is qualitative and based on available hydrologic and water quality information for the Policy Area along with review of regional information. The analysis assumes that all future and existing development within the Policy Area complies with all applicable laws, regulations, design standards, and plans. An analysis of cumulative impacts uses qualitative information on the Policy Area and the Sacramento River watershed. Issues related to water supply and stormwater and sewer infrastructure are analyzed in Section 4.11, "Public Utilities," in this MEIR.

The regional flooding analysis was based on a review of the potential increase in population and structures in the flood zones.

4.7.4 Proposed General Plan Policies

The following goals and policies from the proposed 2035 General Plan are relevant to hydrology and water quality within the entire Policy Area.

Environmental Resources Element

Goal ER 1.1: Water Quality Protection. Protect local watersheds, water bodies and groundwater resources, including creeks, reservoirs, the Sacramento and American rivers, and their shorelines.

- **Policy ER 1.1.1:** Conservation of Open Space Areas. The City shall conserve and where feasible create or restore areas that provide important water quality benefits such as riparian corridors, buffer zones, wetlands, undeveloped open space areas, levees, and drainage canals for the purpose of protecting water resources in the city's watershed, creeks, and the Sacramento and American rivers.

- **Policy ER 1.1.2:** Regional Planning. The City shall continue to work with local, State, and Federal agencies and private watershed organizations to improve water quality.

- **Policy ER 1.1.3:** Stormwater Quality. The City shall control sources of pollutants and improve and maintain urban runoff water quality through stormwater protection measures consistent with the city's National Pollution Discharge Elimination System (NPDES) Permit.

- **Policy ER 1.1.4:** New Development. The City shall require new development to protect the quality of water bodies and natural drainage systems through site design (e.g., cluster development), source controls, storm water treatment, runoff reduction measures, best management practices (BMPs) and Low Impact Development (LID), and hydromodification strategies consistent with the city's NPDES Permit.

- **Policy ER 1.1.5:** Limit Stormwater Peak Flows. The City shall require all new development to contribute no net increase in stormwater runoff peak flows over existing conditions associated with a 100-year storm event.

- **Policy ER 1.1.6:** Post-Development Runoff. The City shall impose requirements to control the volume, frequency, duration, and peak flow rates and velocities of runoff from development projects to prevent or reduce downstream erosion and protect stream habitat.

- **Policy ER 1.1.7:** Construction Site Impacts. The City shall minimize disturbances of natural water bodies and natural drainage systems caused by development, implement measures to protect areas from erosion and sediment loss, and continue to require construction contractors to comply with the City's erosion and sediment control ordinance and stormwater management and discharge control ordinance.

- **Policy ER 1.1.8:** Clean Watershed. The City shall continue ongoing Sacramento and American River source water protection efforts (e.g., Keep Our Waters Clean), based on watershed sanitary survey recommendations.

- **Policy ER 1.1.9:** Groundwater Recharge. The City shall protect open space areas that are currently used for recharging groundwater basins, have the potential to be used for recharge, or may accommodate floodwater or stormwater.

- **Policy ER 1.1.10:** Watershed Education. The City shall implement watershed awareness and water quality educational programs for City staff, community planning groups, the public, and other appropriate groups.

Environmental Constraints Element

Goal EC 2.1: Flood Protection. Protect life and property from flooding.

- **Policy EC 2.1.1:** Interagency Flood Management. The City shall work with local, regional, State, and Federal agencies to maintain an adequate information base, prepare risk assessments, and identify strategies to mitigate flooding impacts.

- **Policy EC 2.1.2:** Regional Flood Management Planning Efforts. The City shall participate in the California Department of Water Resources (DWR) Regional Flood Management Planning effort for the Lower Sacramento/Delta North region.

- **Policy EC 2.1.3:** Interagency Levee Management. The City shall work with local, regional, State, and Federal agencies to ensure new and existing levees are adequate in providing flood protection.

- **Policy EC 2.1.4:** 200-year Flood Protection. The City shall work with local, regional, State, and Federal agencies to achieve by 2025 at least 200-year flood protection for all areas of the city.

- **Policy EC 2.1.5:** Funding for 200-year Flood Protection. The City shall continue to cooperate with local, regional, State, and Federal agencies in securing funding to obtain the maximum level of flood protection that is practical, with a minimum goal of achieving at least 200-year flood protection as quickly as possible.

- **Policy EC 2.1.6:** Floodplain Capacity. The City shall preserve urban creeks and rivers to maintain existing floodplain capacity.

- **Policy EC 2.1.7:** Reservoir Storage Capacity. The City shall partner with the Sacramento Area Flood Control Agency to advocate for reservoir management practices and reservoir improvements that will increase Sacramento's level of flood protection.

- **Policy EC 2.1.8:** Floodplain Requirements. The City shall regulate development within floodplains in accordance with State and Federal requirements and maintain the City's eligibility under the National Flood Insurance Program.

- **Policy EC 2.1.9:** Community Rating System. The City shall maintain eligibility in FEMA's Community Rating System program, which gives property owners discounts on flood insurance.

- **Policy EC 2.1.10:** Planned Land Use. The City shall update, as necessary, the Land Use and Urban Form Element to reflect current floodplain mapping data.

- **Policy EC 2.1.11:** New Development. The City shall require evaluation of potential flood hazards prior to approval of development projects to determine whether the proposed development is reasonably safe from flooding and consistent with California Department of Water Resources (DWR) Urban Level of Flood Protection Criteria. The City shall not approve new development or a subdivision or enter into a development agreement for any property within a flood hazard zone unless the adequacy of flood protection specific to the area has been demonstrated.

- **Policy EC 2.1.12:** New Development Design. The City shall require new development located within a special (100-year) flood hazard area to be designed to minimize the risk of damage in the event of a flood.

- **Policy EC 2.1.13:** Levee Certification. The City shall work with SAFCA to achieve by 2020 local-certification of levees for 200-year flood protection.

- **Policy EC 2.1.14:** Levee and Floodway Encroachment Permit. The City shall require applicants to secure an encroachment permit from the Central Valley Flood Protection Board for any project that falls within the jurisdiction regulated by the Board (e.g., levees, designated floodways).

- **Policy EC 2.1.15:** Levee Setbacks for New Development. The City shall require adequate setbacks from flood control levees consistent with local, regional, State, and Federal design and management standards.

- **Policy EC 2.1.16:** Levee Trees. The City shall recognize the value of trees on levees for habitat and as carbon sinks and support Sacramento Area Flood Control Agency efforts to develop a levee vegetation policy with the State and U.S. Army Corps of Engineers.

- **Policy EC 2.1.17:** Dedication of Levee Footprint. The City shall require new development adjacent to a levee to dedicate the levee footprint in fee to the appropriate public agency.

- **Policy EC 2.1.18:** Levees for Infill Development. The City shall support the construction of levees that can increase levee stability and improve site characteristics, recreation, and river access where infill development and redevelopment occurs next to a levee.

- **Policy EC 2.1.19:** Design and Operation of Critical Facilities. The City shall require that critical facilities (e.g., emergency command centers, communication facilities, fire and police stations) and large public assembly facilities be designed to mitigate potential flood risk to ensure operation during a flood event. The City shall encourage non-City critical facilities (e.g., schools and County, State, and Federal buildings) be designed in a similar fashion.

- **Policy EC 2.1.20:** Levees Used to Access Developments. The City shall prohibit new development from using levees as a primary access point.

- **Policy EC 2.1.21:** Roadway Systems as Escape Routes. The City shall require that roadway systems for areas protected from flooding by levees be designed to provide multiple escape routes for residents and access for emergency services in the event of a levee or dam failure.

- **Policy EC 2.1.22:** Unobstructed Access to Levees. The City shall provide unobstructed access, whenever feasible, on City-owned land to levees for maintenance and emergencies and require setbacks and easements for access to levees from private property.

- **Policy EC 2.1.23:** Comprehensive Flood Management, Emergency, and Evacuation Plans. The City shall maintain, implement, update, and make available to the public the local Comprehensive Flood Management Plan, Emergency Plans, and Evacuation Plans, which address emergency preparedness, evacuation, hazardous materials, protection of critical facilities, development guidelines, and flood insurance outreach to better protect citizens in the event of a major flood event.

- **Policy EC 2.1.24:** Flooding Evacuation and Rescue Maps. The City shall maintain, update, and make available to the public, as appropriate, current flood evacuation and rescue maps.

- **Policy EC 2.1.25:** Flood Risk Notification. The City shall annually notify owners of residential development protected from flooding by a levee and/or subject to inundation in the event of levee failure of the risk.

- **Policy EC 2.1.26:** Deed Notification. The City shall require, for areas protected by levees, all new developments to include a notice within the deed that the property is protected by flooding from a levee and that the property can be subject to flooding if the levee fails or is overwhelmed.

- **Policy EC 2.1.27:** Flood Insurance. The City shall encourage all residents to purchase flood insurance.

- **Policy EC 2.1.28:** Climate Change-related Flood Risks. The City shall continue to partner with relevant organizations and agencies when updating FEMA and California Department of Water Resources flood hazard maps and the City's Comprehensive Flood Management Plan and the County-wide Local Hazard Mitigation Plan to consider of the impacts of urbanization and climate change on long-term flood safety and long-term flood event probabilities.

Utilities Element

Goal U 4.1: Adequate Stormwater Drainage. Provide adequate stormwater drainage facilities and services that are environmentally-sensitive, accommodate growth, and protect residents and property.

- **Policy U 1.1.1:** Provision of Adequate Utilities. The City shall continue to provide and maintain adequate water, wastewater, and stormwater drainage utility services to areas in the city, and shall provide and maintain adequate water, wastewater, and stormwater drainage utility services to areas in the city that do not currently receive these City services upon funding and construction of necessary infrastructure.

- **Policy U 1.1.2:** Citywide Level of Service Standards. The City shall establish and maintain service standards [Levels of Service (LOS)] for water, wastewater, stormwater drainage, and solid waste services.

- **Policy U 1.1.3:** Sustainable Facilities and Services. The City shall continue to provide sustainable utility services and infrastructure in a cost-efficient manner.

- **Policy U 1.1.5:** Timing of Urban Expansion. The City shall assure that new public facilities and services are phased in conjunction with the approved urban development they are intended to serve.

- **Policy U 1.1.6:** Growth and Level of Service. The City shall require new development to provide adequate facilities or pay its fair share of the cost for facilities needed to provide services to accommodate growth without adversely impacting current service levels.

THRESHOLDS OF SIGNIFICANCE

For the purposes of this EIR, impacts related to hydrology and water quality are considered significant if the proposed General Plan would:

- substantially degrade water quality and conflict with any water quality objectives set by the State Water Resources Control Board, due to increases in sediments and other contaminants generated by construction and/or operational activities; or

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

Impacts associated with a remote potential for failure of levees or dams are not evaluated in this MEIR, because these facilities are designed, constructed, and maintained according to established standards for safety by regional, state, and/or federal agencies. Sacramento Area Flood Control Agency has been responsible for the design and construction of several recent levee upgrades in the region. Levees are reviewed and certified by the U.S. Army Corps of Engineers (USACE) according to specific criteria to ensure their safety, even during seismic and high-water events. Dams and levees are maintained according to Federal and State standards by DWR, U.S. Bureau of Reclamation (Reclamation), and/or USACE, depending on the facility. Reclamation and USACE are currently making flood safety improvements to Folsom Dam upstream of Sacramento on the American River. Dam safety review in California is the responsibility of DWR's Division of Dam Safety. The City of Sacramento does not have the discretion to modify levees or dams. As indicated in the BR, no dam failures have occurred in Sacramento County since 1950, prior to construction of Folsom Dam and the current levee system. The City cooperates with the County for emergency preparedness planning and has adopted the Sacramento County Local Hazard Mitigation Plan. As described in the BR (see Section 6, "Environmental Hazards"), the City is prepared with robust emergency response in the event of a disaster.

IMPACTS AND MITIGATION MEASURES

Impact 4.7-1	**Potential to degrade water quality due to increases in sediments and other contaminants generated by construction and/or operational activities.**
Applicable Regulations	Clean Water Act of 1972 (as amended), State NPDES General Permit for Discharges of Storm Water Associated with Construction Activity – Order 2009-0009-DWQ (As amended by 2010-0014-DWQ and 2012-006-DWQ), Stormwater Quality Improvement Plan (November 2009), Stormwater Quality Design Manual for the Sacramento Region (latest edition), City Code 13.08 Sewer Service System, City Code 13.16 Stormwater Management and Discharge Control Code (2004), and City Code 15.88 Grading, Erosion, and Sediment Control
Proposed SGP Policies that Reduce Impacts	Policies ER 1.1.1 – 1.1.10
Significance after Implementing SGP Policies	**Less than Significant**
Mitigation Measures	None required

Construction activities associated with implementation of the 2035 General Plan would result in land-disturbing activities such as grading, excavation, and trenching. When portions of the Policy Area are excavated or otherwise disturbed by construction activities, the potential for soil erosion and sedimentation in runoff would substantially increase during a rainstorm. In addition, construction equipment would have the potential to leak polluting materials, including oil and gasoline. Improper use of fuels, oils, and other construction-related hazardous construction materials may also pose a threat to surface or groundwater quality. Sediment and contaminants may be transported to local creeks, the Sacramento or American rivers, and its downstream drainages and water bodies.

Although earth-disturbing activities associated with construction in the Policy Area would be temporary, on- or off-site soil erosion, siltation, discharges of construction-related hazardous materials could degrade downstream surface waters or groundwater. The following regulatory mechanisms would control construction activities and minimize, to the maximum extent practicable, the degradation of water quality.

COMPLIANCE WITH NPDES REQUIREMENTS

To reduce or eliminate construction-related water quality effects, the City of Sacramento's Grading Ordinance would require future public or private contractors to comply with the requirements of the City's Stormwater Quality Improvement Plan (SQIP) (City of Sacramento 2009a). In addition, before the onset of any construction activities, where the disturbed area is one acre or more in size, the City would require any public or private contractors to obtain coverage under the NPDES General Construction Permit and include erosion and sediment control plans. Issues related to groundwater or soil contamination are covered in Section 4.6, "Hazards and Hazardous Materials." BMPs may consist of a wide variety of measures taken to reduce pollutants in stormwater and other non-point source runoff.

Measures that reduce or eliminate post-construction related water quality problems range from source controls, such as reduced surface disturbance, to treatment of polluted runoff, such as detention or retention basins. The City's SQIP and the *Stormwater Quality Design Manual for the Sacramento Region* (Sacramento Stormwater Quality Partnership 2014) include BMPs to be implemented to mitigate impacts from new development and redevelopment projects. In addition, construction BMPs that implement the SQIP and General Construction Permit may include, but are not limited to the following measure:

> Prior to issuance of a construction permit, the City would require public and/or private contractors to provide an erosion and sediment control plan. The City would verify that a state general permit was obtained including verification that a Notice of Intent has been filed with the Central Valley Regional Water Quality Control Board (CVRWQCB) and a SWPPP has been developed before allowing construction to begin. The City would perform inspections of the construction area to verify that the BMPs specified in the erosion and sediment control plan are properly implemented and maintained. The City would notify contractors immediately if there is a noncompliance issue and would require compliance. Control of erosion and sediment transport during the construction phase would effectively mitigate potential sediment impairment of receiving waters.

IMPLEMENTATION OF A SPILL PREVENTION AND CONTROL PROGRAM

The City would also require contractors' erosion and sediment control plans to include BMPs to minimize the potential for, and effects from, spills of hazardous, toxic, or petroleum substances during construction activities for all contractors. Implementation of this measure would comply with state and federal water quality regulations and reduce the impact to a less-than-significant level. The City would routinely inspect the construction area to verify that the measures specified in the erosion and sediment control plan are properly implemented and maintained. The City would notify contractors immediately if there is a noncompliance issue and would require compliance.

The federal reportable spill quantity for petroleum products, as defined in 40 CFR 110, is any oil spill that:

- violates applicable water quality standards;
- causes a film or sheen on, or discoloration of, the water surface or adjoining shoreline; or
- causes a sludge or emulsion to be deposited beneath the surface of the water or adjoining shorelines.

If a spill occurs, the contractor's superintendent would notify the City, and the contractor would take action to contact the appropriate safety and clean-up crews to ensure that the Spill Prevention and Control Program is followed. In addition, as part of the proposed project, the City would respond and investigate any spills reported at construction sites. A written description of reportable releases would be submitted to the CVRWQCB and the Department of Toxic Substances Control (DTSC) by the contractor or owner. If an appreciable spill occurs and results determine that construction activities have adversely affected surface water or groundwater quality, a detailed analysis would be performed to the specifications of DTSC to identify the likely cause of contamination. This analysis would include recommendations for reducing or eliminating the source or mechanisms of contamination. Based on this analysis, contractors would select and implement measures to control contamination, with a performance standard that surface and/or

groundwater quality must be returned to baseline conditions. These measures would be subject to approval by the City and/or the RWQCB.

Adherence to the regulations described above, and implementation of the proposed General Plan Policies ER 1.1.1 – 1.1.10 would reduce the potential for projects to substantially degrade water quality or violate water quality orders. These proposed General Plan policies would require: the City to meet water quality requirements of the Phase 1 NPDES Permit; construction contractors to comply with erosion and sediment control and stormwater discharge regulations; watershed education to City staff; and preparation of watershed drainage plans. Therefore, impacts would be **less than significant**.

Mitigation Measure

None required.

Impact 4.7-2	**Potential to generate new sources of polluted runoff that could violate water quality standards.**
Applicable Regulations	Clean Water Act of 1972 (as amended), Stormwater Quality Improvement Plan (November 2009), Stormwater Quality Design Manual for the Sacramento Region (latest edition), City Code 13.16 Stormwater Management and Discharge Control Code (2004), and City Code 13.08 Sewer Service System
Proposed SGP Policies that Reduce Impacts	Policies U 1.1.1 – 1.1.5; ER 1.1.3 through ER 1.1.6
Significance after Implementing SGP Policies	**Less than Significant**
Mitigation Measures	None required

Development under the 2035 General Plan would result in new residential, commercial, recreation, and landscaping practices that would increase impervious surfaces within the Policy Area. New development would increase stormwater and non-stormwater runoff entering local streams, the Sacramento and American rivers, and the Combined Sewer System (CSS) compared to existing conditions, which could affect water quality by potentially increasing sediment and contaminant loads.

Because of the limited amount of remaining vacant land, much of the city's future growth would be in the form of infill and redevelopment. The proposed 2035 General Plan calls for future growth to be focused within the city's developed areas, specifically within the three PIAs, as described in Chapter 2, "Project Description." The proposed 2035 General Plan would also guide the development of remaining vacant land.

Future development could have impacts on existing site infiltration rates, drainage patterns, or the rate of surface runoff. As future development occurs, projects would be evaluated based on their conformance with the proposed 2035 General Plan, the appropriate community plan and established development regulations. If the density of an area is intensified, natural vegetated pervious ground-cover could be converted to impervious surfaces such as paved streets, rooftops, and parking lots that increase runoff rates. The introduction of new or expanded impermeable surface areas would affect site infiltration rates, drainage patterns, and/or the rate of surface runoff.

Water quality impacts that could occur from future development activities in the Policy Area are as follows:

- Residential – Residential activities often involve conventional maintenance of landscaping (e.g., using fertilizers, herbicides, pesticides, fungicides, and other chemicals) that can enter stormwater runoff. In addition, motor vehicle operation and maintenance introduces oil and other petroleum-based products, heavy metals such as copper from brake linings, and surfactants from cleaners and waxes into residential runoff. Pet and animal waste from yards, trails, and stream corridors can enter storm water runoff or flow directly into stream channels.

- Commercial – Commercial businesses often perform conventional maintenance of landscaped areas and use fertilizers, herbicides, pesticides, and other chemicals, which can enter stormwater runoff. Motor vehicle operation and maintenance also contribute oil and other petroleum-based products, heavy metals such as copper from brake linings, and surfactants into storm water runoff. Auto mechanic shops, nurseries and hardware supply stores, salvage yards, dry cleaners, graphic and photographic processing shops, recycling businesses, mining and aggregate operations, as well as other commercial and industrial businesses can potentially contribute concentrated quantities of hazardous substances directly or indirectly into stormwater runoff, as well as groundwater, if not properly contained and monitored. Commercial businesses that store, use, or handle hazardous materials above certain amounts (55 gallons for liquids, 500 pounds for solids, and 200 cubic feet for compressed gases) are required to file a Hazardous Materials Business Plan.

- Industrial – Industries often use or store greater quantities of urban pollutants that can degrade stormwater runoff. Industries are required to comply with NPDES permits specifically designed to monitor and reduce pollutants in stormwater runoff. Proper maintenance, use of structural BMPs, and good housekeeping practices are used to ensure pollutants like petroleum products, trash, cleaning fluids, and silt do not degrade stormwater quality.

- Recreation – Parks and golf courses often practice conventional landscaping methods and maintain recreation areas using fertilizers, herbicides, pesticides, and algaecides, which can enter stormwater runoff or flow directly into stream channels.

- Infrastructure – In addition to the above mentioned operational surface water quality pollutants from urban land use conditions, construction and operation of roadways and drainage improvements (e.g., culverts, discharge points and alteration of natural drainage flow conditions) can alter normal and stormwater drainage flows in waterways that could alter natural erosion and siltation conditions resulting in higher sedimentation rates.

Runoff from urban development typically contains oils, grease, fuel, antifreeze, byproducts of combustion, such as lead, cadmium, nickel, and other metals, as well as nutrients from fertilizers and animal waste, sediment, pesticides, herbicides, and other pollutants. Sizable quantities of animal waste from pets (e.g., dogs, cats, and horses) contribute bacterial pollutants into surface waters. Precipitation during the early portion of the wet season conveys a majority of these pollutants in the stormwater runoff, resulting in short-term high pollutant concentrations in the initial wet weather runoff. This initial runoff, containing peak pollutant levels, is referred to as the “first flush” of storm events.

The City operates under a Phase I NPDES permit for stormwater municipal discharges to surface waters (NPDES No. CAS082597). The permit requires that the City impose water quality and watershed protection measures for all development projects. The intent of the waste discharge requirements in the permit is to attain water quality standards and protection of beneficial uses consistent with the Central Valley Regional Water Quality Control Board’s (CVRWQCB) Basin Plan. The NPDES permit prohibits discharges from causing violations of applicable water quality standards or result in conditions that create a nuisance or water quality impairment in receiving waters. A key component of the NPDES permit is the implementation of the SQIP, which consists of six Minimum Control elements 1) public education and outreach, 2) commercial/industrial control, 3) detection and elimination of illicit discharges, 4) construction stormwater control, 5) post-construction stormwater control for new development and redevelopment 6) pollution prevention/good housekeeping for municipal operations). In addition, the City’s Land Grading and Erosion Control Ordinance and Stormwater Management and Discharge Control Code provide additional regulation and guidance to prevent degradation of water quality.

The City has identified a range of BMPs and measurable goals to address the stormwater discharges in the city. A key component of this compliance is implementation of the SQIP new development element that requires stormwater quality treatment and/or BMPs to be incorporated in the project design phase. Post-construction stormwater quality controls for new development require use of source control, runoff reduction, and treatment control measures set forth in the Stormwater Quality Design Manual for the

Sacramento Region (latest edition). This includes use of regional water quality control features (e.g., detention basins) for large developments (over 20 acres), use of treatment-control measures, including swales, filter strips, media filters and infiltration, and housekeeping practices (e.g., spill prevention, proper storage measures and clean-up procedures).

Further, proposed General Plan Policies ER 1.1.3 through ER 1.1.10 would implement measures to reduce post-construction increases in runoff rates, maintain agreements for selected on-site stormwater quality facilities through the development permit process, reduce use of chemicals applied for landscape use, provide recycling programs and facilities to prevent unauthorized dumping, and provide watershed education to City staff. Implementation of General Plan Policies U1.1.1 through 1.1.5 requires that the City provides and maintains adequate stormwater drainage utility services. In addition, meeting these policies and the previous mentioned requirements would minimize the likelihood of urban pollutants in stormwater runoff from percolating into the soil and degrading groundwater.

Implementation of development proposed under the 2035 General Plan would improve and maintain stormwater protection measures through maintenance of existing stormwater facilities, and implementation of new development requirements in the Policy Area to meet the City's water quality design criteria. Therefore, including all the requirements would help reduce the potential for sediments and pollutants from entering receiving waters and reduce impacts on water quality to **less-than-significant** levels.

Mitigation Measure

None required.

Impact 4.7-3	**Potential to increase exposure of the number of people and/or property to risk of injury and damage from a major flood event.**
Applicable Regulations	45 CFR 60.3, California Water Code 13000
Proposed SGP Policies that Reduce Impacts	Policy U 4.1.1 through U 4.1.5, EC 2.1.2 through EC 2.1.16
Significance after Implementing SGP Policies	**Less than Significant**
Mitigation Measures	None required

The City of Sacramento is located at the confluence of the Sacramento and the American rivers in the southern portion of the Sacramento River Basin. In addition, six small tributaries of the Sacramento River pass through, and provide drainage for, the City of Sacramento. These tributaries include Dry Creek, Magpie Creek, and Arcade Creek in the northern portion of the City, and Morrison Creek, Florin Creek, Elder Creek, Union house Creek, and Laguna Creek in the southern portion of the City. Man-made drainage canals, such as the Natomas East Main Drain Canal and the East, West, and Main Drainage Canals provide drainage for a large portion of the urbanized areas within the Policy Area that are not served by the Combined Sewer System or the City's sumps.

Over the course of the City's history, floods have been the most frequent and considerable natural hazard affecting the City's environment and economy. There are three different types of flood events in the Sacramento area: flash, riverine, and urban stormwater (see BR Section 7.2, "Flood Hazards," for discussions on these types of floods). These floods are often the result of severe weather and excessive rainfall, either in the city or in areas upstream of the city, such as the Sacramento River watershed in the northern portion of the valley. Flood hazards can be defined based on the potential to be affected by a 100-year (1% annual chance of inundation), 200-year (0.5% annual chance of inundation), or 500-year flood (0.2% annual chance of inundation).

Areas of the City considered to be at risk of inundation by a 100-year flood event include primarily areas within North and South Natomas, which are located in Zone AE "Special (100-year) Flood Hazard Area." (See the Flood Insurance Rate Map provided as Exhibit 7-2 of the BR). Within the Policy Area, 19,651 acres are

within the 100-year flood hazard zone and 56,543 acres are within the 200-year floodplain. An increase in the urbanization within the Policy Area will increase the number of structures and people exposed to the risks of flooding from floods that are greater than the 100-year flood event.

As described in the BR, numerous flood control projects are either completed or are currently being implemented within the Sacramento Region. These projects include: Natomas Basin and Natomas Levee Improvement Program, Folsom Dam Joint Federal Project, American River Common Features Project, Sacramento Bank Protection Project, South Sacramento Streams Group Project.

Furthermore, in an effort to reduce flood risk, California Government Code Section 65302 requires General Plans to include a series of flood-related exhibits, including the 200-year flood plain and the FIRM maps with hazard area zones. These maps (or links to the maps) and additional required information are listed below and provided in the BR in Section 7, "Environmental Hazards."

- California Water Code Section 9610(d) Maps
- Designated Floodway Maps
- Floodplain Awareness Maps
- Levee Flood Protection Zone Maps
- Sacramento Flood Maps
- Dam Inundation Map
- Historic Flooding

Government Code Section 65302 further requires that general plans establish a set of comprehensive goals, policies, and feasible implementation measures to avoid or minimize the risk of flooding, especially to new development and essential public facilities. The Environmental Constraints Element includes Goal EC 2.1, Policies EC 2.1.1 through EC 2.1.28, and Implementation Programs 2 through 9. These goals, policies, and implementation measures minimize flood-related impacts to existing and new city residents and essential public facilities. Most notably, Policy EC 2.1.13 requires the City to work with SAFCA to achieve by 2020 local-certification of levees for 200-year flood protection. And Policy EC 2.1.11 requires evaluation of potential flood hazards prior to City approval of development projects in order to determine whether the proposed development is reasonably safe from flooding and consistent with DWR Urban Level of Flood Protection Criteria, which is the level of protection that is necessary to withstand a 200-year flood. The policy goes on to state that the City shall not approve new development or a subdivision or enter into a development agreement for any property within a flood hazard zone unless the adequacy of flood protection specific to the area has been demonstrated. The City is currently coordinating with the CVFPB to confirm that the General Plan is consistent with the 2012 CVFPP and Government Code Section 65302.

In addition, the influence of global climate change, including sea level rise and potential changes in precipitation rates and snow pack, will alter flood risks in the future. Although it is not possible to predict the specific changes to flood risk in the Sacramento River Basin that may occur, flood risk will likely increase, because of an greater potential for conditions that are conducive to occasional, large rain events. To address these risks, the General Plan includes Policy EC 2.1.28, which requires the City to partner with relevant organizations and agencies when updating critical flood plans (including FEMA and DWR flood hazard maps; the City's Comprehensive Flood Management Plan; and the County-wide Local Hazard Mitigation Plan) to consider of the impacts of urbanization and climate change on long-term flood safety and long-term flood event probabilities.

As described above, policies proposed under the 2035 General Plan include levee requirements, new development evaluations, and regional flood management planning efforts (Policies EC 2.1.1 through 2.1.28). Development projects would not be approved unless flood risk is consistent with plans that are aimed to provide a 200-year flood protection standard for the entire city (Policy EC 2.1.11) and would be consistent with on-going planning associated with the CVFPB, as well as on-going planning to address flooding-related effects of Global Climate Change. As a result, the flood risk impacts would be **less than significant**.

Mitigation Measure

None required.

4.8 NOISE AND VIBRATION

4.8.1 Introduction

This section evaluates the potential for the proposed City of Sacramento 2035 General Plan (proposed General Plan) to increase noise levels due to implementation either through increased population and new development within the Policy Area, or other policy changes. This section considers effects related to a variety of noise sources in the Policy Area, including vehicular traffic on road, freeways and highways, aircraft, railways, light rail, and stationary sources.

Policies in the Environmental Constraints Element in the 2035 General Plan are intended to protect residents, businesses, and visitors from potential noise hazards by establishing exterior and interior noise standards. The policies also require mitigation of construction noise impacts and require the reduction of noise from vehicles and aircraft.

No comments pertaining to noise were received during circulation of the Notice of Preparation.

The analysis included in this section was developed based on data on ambient noise levels in various locations throughout the Policy Area, and modeled changes in those levels based on predicted increases in vehicular and other activities over the life of the 2035 General Plan. Information to prepare this section is based on the City of Sacramento 2035 General Plan Background Report (BR), reviewing noise standards included in the City's Municipal Code, the Federal Highway Administration (FHWA) Highway Traffic Noise Model, and the Federal Transit Administration's *Transit Noise and Impact Assessment* document. Traffic inputs for the noise prediction model were provided by the transportation consultant.

4.8.2 Environmental Setting

The detailed Environmental Setting is provided in the Background Report included as Appendix C of this Draft MEIR. See Section 7.5, "Noise," in BR Chapter 7, "Environmental Hazards." A brief summary of the environmental setting, as well as a condensed version of the regulatory context is provided below.

Over the entire Policy Area, the largest source of noise is generated by vehicle traffic on freeways and surface streets. This will continue to be the noise source that affects most people in the Sacramento area. Other sources of noise exist as well. These can be grouped into three categories:

- Non-road transportation noise: This includes noise sources such as heavy rail, light rail, and noise generated by airport operations.
- Stationary point-source noise: Mostly heavy-commercial or industrial operations that generate noise as part of normal operations. Noise can be an issue especially where heavy equipment is consistently used in outdoor areas.
- Places where trucks congregate: This includes truck stops, repair facilities, and distribution hubs.

Sources that would seem intuitively to generate high noise levels, such as large manufacturing facilities or utility plans, may not generate much noticeable noise at all, due to noise-generating equipment stored inside many industrial uses and distance of equipment to the property line (and therefore distance to nearby sensitive receptors).

REGULATORY SETTING

For detailed Regulatory Setting, please see the BR Section 7.5, "Noise."

Federal

The Federal Noise Control Act of 1972

The basic motivating legislation for noise control in the U.S. was provided by the Federal Noise Control Act (1972). EPA found that sleep, speech, and other types of essential activity interference could be avoided in residential areas if the L_{dn} did not exceed 55 dBA outdoors and 45 dBA indoors. These are considered advisory exposure levels below which there is no reason to suspect that the general population would be at risk from any of the identified health or welfare effects of noise. The EPA Levels report also identified 5 dBA as an adequate margin of safety before an increase in noise level would produce a significant increase provided that the existing baseline noise exposure did not exceed 55 dBA L_{dn}.

U.S. Department of Transportation

To address the human response to ground vibration, the Federal Transit Administration (FTA) of the U.S. Department of Transportation (DOT) has set forth guidelines for maximum-acceptable vibration criteria for different types of land uses. These guidelines are presented in Table 7-5 of the BR.

State

The State of California General Plan Guidelines 2013 (Guidelines) promotes use of L_{dn} or CNEL for evaluating noise compatibility of various land uses with the expected degree of noise exposure. Findings presented in EPA Levels have had an obvious influence on the content of the State Guidelines, most importantly in the latter's choice of noise exposure metrics and in the upper limits for the "normally acceptable" exposure of noise-sensitive uses (no higher than 60 dBA L_{dn} or CNEL for low-density residential, which is just at the upper limit of the 5 dBA "margin of safety" defined by the EPA for noise-sensitive land use categories).

Caltrans

In 2004, the California Department of Transportation (Caltrans) published the Transportation-and Construction-Induced Vibration Manual, which provides general guidance on vibration issues associated with construction and operation of projects in relation to human perception and structural damage. Table 4.8-1 below presents recommended levels of vibration that could result in damage to structures exposed to continuous vibration.

Table 4.8-1 Caltrans Recommended Vibration Levels

PPV (in/ec)	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

Source: Caltrans 2004

Local

City of Sacramento Municipal Code

Chapter 8.68 of the City of Sacramento Municipal Code contains applicable noise regulations within City Limits, as listed below:

Section 8.68.060 – Exterior Noise Standards:

a. The noise standards that apply to all agricultural and residential properties are:
   1. From seven a.m. to ten p.m. the exterior noise standard shall be fifty-five (55) dBA.
   2. From ten p.m. to seven a.m. the exterior noise standard shall be fifty (50) dBA.

b. It is unlawful for any person at any location to create any noise which causes the noise levels when measured on agricultural or residential property to exceed for the duration of time set forth following, the specified exterior noise standards in any one hour by:

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 dBA for impulsive or simple tone noises, or for noises consisting of speech or music.

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

Section 8.68.070 - 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) dBA for a cumulative period of more than five minutes in any hour;
   2. Fifty (50) dBA for a cumulative period of more than one minute in any hour;
   3. Fifty-five (55) dBA 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 dBA increments in each category to encompass the ambient noise level.

4.8.3 Impacts and Mitigation Measures

METHODS OF ANALYSIS

The analysis of the existing and future noise environments is based on empirical observations, noise level measurements, and computer modeling. Existing noise levels were monitored at selected locations using a Larson-Davis Model 720 sound level meter, which satisfies the American National Standards Institute for general environmental noise measurement instrumentation. Traffic noise modeling involved the calculation of existing and future motor vehicular noise levels and noise contour distances along many roadway sections in the Policy Area, as provided by the project traffic consultant, using the FHWA model. Vibration from transportation sources was not evaluated in detail because, although some vibration from larger vehicles might be perceptible at adjacent areas, it is not common for vibration from motor vehicles traveling on paved roads to cause disturbance or substantial annoyance in these areas. The same cannot be said of vibration effects in areas along light and heavy rail routes, which can cause disturbance to adjacent uses; therefore, this section includes a detailed analysis of vibration impacts resulting from light and heavy rail.

Construction noise and vibration levels were determined qualitatively using equipment noise and vibration reference levels developed by the Federal Transit Administration (FTA). For construction noise, this analysis assumed that compliance with conditions specified in the City's Noise Ordinance would avoid the potential for significant noise impacts. For construction vibration, this analysis used the City standards for structural damage and the FTA's vibration impact thresholds for annoyance within sensitive buildings, residences, and institutional land uses. In summary, these thresholds are: for damage, in existing and/or planned residential and commercial structures, vibration-peak-particle velocities greater than 0.5 inches per second, in historic buildings and archaeological sites, vibration-peak-particle velocities greater than 0.25 inches per second; for annoyance, 80 vibration velocity level in decibels (VdB) at residences and buildings where people normally sleep and 83 VdB at institutional buildings, both for infrequent events. The FTA also specifies a threshold of 94 VdB (equivalent to 0.2 inches per second peak particle velocity) to prevent structural damage in "non-engineered timber and masonry buildings," which is the dominant building type for residential structures.

PROPOSED GENERAL PLAN POLICIES

The following goals and policies from the proposed 2030 General Plan are relevant to noise within the entire Policy Area.

Environmental Constraints

Goal EC 3.1: Noise Reduction. Minimize noise impacts on land uses and human activity to ensure the health and safety of the community.

- **Policy EC 3.1.1:** Exterior Noise Standards. The City shall require noise mitigation for all development where the projected exterior noise levels exceed those shown in Table EC 1 [Table 4.8-2], to the extent feasible. (RDR)

Table 4.8-2 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[d] Single Family, Duplex, Mobile Homes	60 dBA[e,f]
Residential—Multi-family[g]	65 dBA
Urban Residential Infill[h] and Mixed-Use Projects[i,j]	70 dBA
Transient Lodging—Motels, Hotels	65 dBA
Schools, Libraries, Churches, Hospitals, Nursing Homes	70 dBA

Table 4.8-2 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])
Auditoriums, Concert Halls, Amphitheaters	Mitigation based on site-specific study
Sports Arena, Outdoor Spectator Sports	Mitigation based on site-specific study
Playgrounds, Neighborhood Parks	70 dBA
Golf Courses, Riding Stables, Water Recreation, Cemeteries	75 dBA
Office Buildings—Business, Commercial and Professional	70 dBA
Industrial, Manufacturing, Utilities, Agriculture	75 dBA

Notes:

[a] As defined in the 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 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.

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

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

[h] With land use designations of Central Business District, Urban Neighborhood (Low, Medium, or High) Urban Center (Low or High), Urban Corridor (Low or High).

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

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

Source: Governor's Office of Planning and Research, State of California General Plan Guidelines 2003, October 2003

- **Policy EC 3.1.2:** Exterior Incremental Noise Standards. The City shall require noise mitigation for all development that increases existing noise levels by more than the allowable increment shown in Table EC-2 [Table 4.8-3], to the extent feasible. (RDR)

Table 4.8-3 Exterior Incremental Noise Impact Standards for Noise-Sensitive Uses (dBA)

Residences and buildings where people normally sleep[a]		Institutional land uses with primarily daytime and evening uses[b]	
Existing L_{dn}	Allowable Noise Increment	Existing Peak Hour L_{eq}	Allowable Noise Increment
45	8	45	12
50	5	50	9
55	3	55	6
60	2	60	5
65	1	65	3
70	1	70	3
75	0	75	1
80	0	80	0

Notes:

[a] This category includes homes, hospitals, and hotels where a nighttime sensitivity to noise is assumed to be of utmost importance.

[b] This category includes schools, libraries, theaters, and churches where it is important to avoid interference with such activities as speech, meditation, and concentration on reading material.

Source: FTA, Transit Noise Impact and Vibration Assessment, May 2006

- **Policy EC 3.1.3:** Interior Noise Standards. The City shall require new development to include noise mitigation to assure acceptable interior noise levels appropriate to the land use type: 45 dBA L_{dn} (with windows closed) for residential, transient lodgings, hospitals, nursing homes and other uses where people normally sleep; and 45 dBA L_{eq} (peak hour with windows closed) for office buildings and similar uses. (RDR)

- **Policy EC 3.1.4:** Interior Noise Review for Multiple, Loud Short-Term Events. In cases where new development is proposed in areas subject to frequent, high-noise events (such as aircraft over-flights, or train and truck pass-bys), the City shall evaluate substantiated noise impacts on any sensitive receptors from such events when considering whether to approve the development proposal, taking into account potential for sleep disturbance, undue annoyance, and interruption in conversation, to ensure that the proposed development is compatible within the context of its surroundings. (RDR)

- **Policy EC 3.1.5:** Interior Vibration Standards. The City shall require construction projects anticipated to generate a significant amount of vibration to reduce, to the extent feasible, interior vibration levels at nearby residential and commercial uses based on the current City or Federal Transit Administration (FTA) criteria. (RDR)

- **Policy EC 3.1.6:** Effects of Vibration. The City shall consider potential effects of vibration when reviewing new residential and commercial projects that are proposed in the vicinity of rail lines or light rail lines. (RDR)

- **Policy EC 3.1.7:** Vibration. The City shall require an assessment of the damage potential of vibration-induced construction activities, highways, and rail lines in close proximity to historic buildings and require all feasible measures be implemented to ensure no damage would occur. (RDR)

- **Policy EC 3.1.8:** Operational Noise. The City shall require mixed-use, commercial, and industrial projects to mitigate operational noise impacts to adjoining sensitive uses when operational noise thresholds are exceeded. (RDR)

- **Policy EC 3.1.9:** Compatibility with Park and Recreation Uses. The City shall limit the hours of operation of parks and active recreation areas in residential areas to minimize disturbance to residences. (RDR/SO)

- **Policy EC 3.1.10:** Construction Noise. The City shall require development projects subject to discretionary approval to assess potential construction noise impacts on nearby sensitive uses and to minimize impacts on these uses, to the extent feasible. (RDR)

- **Policy EC 3.1.11:** Alternatives to Sound Walls. The City shall encourage the use of design strategies and other noise reduction methods along transportation corridors in lieu of sound walls to mitigate noise impacts and enhance aesthetics. (RDR)

Aircraft Noise

Goal EC 3.2: Airport Noise. Minimize exposure to high noise levels in areas of the city affected by Mather, Executive, McClellan, and Sacramento International Airports.

- **Policy EC 3.2.1:** Land Use Compatibility. The City shall restrict new residential development within the 65 dBA CNEL airport noise contour, or in accordance with plans prepared by the Airport Land Use Commission, and shall only approve noise-compatible land uses. (RDR)

- **Policy EC 3.2.2:** Hazardous Noise Protection. The City shall discourage outdoor activities or uses in areas outside the 70 dBA CNEL airport noise contour where people could be exposed to hazardous noise levels. (RDR)

Land Use

- **Policy LU 2.7.5:** Development along Freeways. The City shall promote high-quality development character of buildings along freeway corridors and protect the public from the adverse effects of vehicle-generated air emissions, noise, and vibration, using such techniques as:
  - Requiring extensive landscaping and trees along the freeway fronting elevation
  - Establish a consistent building line, articulating and modulating building elevations and heights to create visual interest
  - Include design elements that reduce noise and provide for proper filtering, ventilation, and exhaust of vehicle air emissions (RDR/MPSP)

Mobility

- **Policy M 7.1.4:** Train Noise Minimization. The City shall work with railroad operators to minimize the impact of train noise on adjacent sensitive land uses. (RDR/JP)
- **Policy M 7.1.6:** Truck Traffic Noise Minimization. The City shall seek to minimize noise and other impacts of truck traffic, deliveries, and staging in residential and mixed-use neighborhoods. (RDR)

North Sacramento Community Plan

- **Policy NS.LU 1.5:** Noise Sensitive Land. The City shall avoid the placement of noise-sensitive land uses adjacent to the Western Pacific and Union Pacific railroad lines that form the western and eastern borders of the North Sacramento Community. (MPSP)
- **Policy NS.LU 1.29:** McClellan Heights and Parker Homes Plan Area Noise. The City shall prohibit new residential development within the 65 CNEL McClellan Airport noise exposure contour. New residential development within the McClellan Airport Planning Area boundaries located between the 60 and 65 CNEL noise exposure contours (Figure NS-5 McClellan Park Noise Exposure 2022) shall be subject to the following conditions.

  Compliance with the City's General Plan Health and Safety Element, which establishes minimum noise insulation to protect persons from excessive noise within the interior of new residential dwellings, including detached single-family dwellings that limit noise to 45 L_{dn}, with windows closed, in any habitable room.

  Notification in the form of requiring developments requesting tentative maps to provide formal written disclosures, recorded deed notices, or in the Public Report prepared by the California Department of Real Estate disclosing the fact to prospective buyers that the parcel is located within the 60 CNEL noise contour of the McClellan Airport and is subject to periodic excessive noise from aircraft overflights. (RDR)

South Natomas Community Plan

- **Policy SN.PHS 1.2:** Localized Noise Assessments. The City shall notify the County Department of Airports when applications for residential entitlements west of I-5 are submitted. If the City determines that a noise problem may exist at the project site, it may require the applicant to finance a localized noise assessment for the project site, including an analysis of aircraft noise based on the Metro aircraft operations and flight patterns. (RDR)

THRESHOLDS OF SIGNIFICANCE

For the purposes of this EIR, impacts related to noise are considered significant if the proposed General Plan would:

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

IMPACTS AND MITIGATION MEASURES

Impact 4.8-1	**Increase in exterior noise levels above the upper value of the normally acceptable category for various land uses (per Table EC-1).**
Applicable Regulations	State General Plan Guidelines
Proposed SGP Policies that Reduce Impacts	Policy EC 3.1.1, EC 3.1.2, EC 3.1.8 EC 3.1.11, EC 3.2.1, EC 3.2.2, and LU 2.7.5, M 7.1.4, M7.1.6, NS.LU 1.5, NS.LU 1.29, SN.PHS 1.2, SA.EC 1.3, and SA.FTV 1.4
Significance after Implementing SGP Policies	**Significant and Unavoidable**
Mitigation Measures	None Available

As shown in Table 4.8-4, along most roadway segments 2035 noise levels would exceed City standards (60 dBA L_{dn} or CNEL) for adjacent single-family residential uses. In addition, along many roadway segments 2035 noise levels would also exceed City standards (65 to 70 dBA L_{dn} or CNEL) for adjacent multi-family residential, transient lodging (e.g., motels, hotels), and in urban residential mixed-use projects. The yellow highlighted roadways would experience incremental noise increases that exceed standards shown in Table EC-2 in the proposed policies. Generally, traffic noise would increase in the future along all freeways and highways, and along most major arterial and collector roads in Sacramento, as shown in Table 4.8-3 below.

Increase in noise would not only result from implementation of the 2035 General Plan, but also from development outside of the Policy Area. These noise increases have the potential to add to annoyance perceived by sensitive receptors adjacent to the roadways.

Roadway noise levels/contours have been estimated based on projected patterns of urban development and roadway traffic levels, and the actual levels may vary with site-specific conditions (e.g., topography, existing barriers to sound). Intervening structures or other noise-attenuating obstacles between a roadway and a receptor may reduce roadway noise levels at the receptor, but the precise location and timing of individual development activities cannot be known at this time. Identification and evaluation of site-specific noise and vibration impacts for projects requiring discretionary action by the City would occur as applications for individual projects are submitted.

Substantial noise exposures can also be expected from aircraft, trains, light rail, and stationary sources.

The following table identifies existing noise levels near major roadways in the Policy Area. The yellow highlighted roadways would experience incremental noise increases that exceed standards shown in Table 4.8-4 in the proposed policies.

Table 4.8-4 2035 General Plan Noise Levels and Contours

Roadway	From	To	CNEL dBA @ 50'		dBA	Distance to Contour from Centerline (feet)			
			Existing Conditions	2035 General Plan Conditions	Change (2035 GP-Existing)	70 dBA	65 dBA	60 dBA	55 dBA
El Centro Rd	Hankview Rd	Radio Rd	64.9	65.5	0.6	18	56	178	563
El Centro Rd/ W El Camino Rd	Radio Rd	I-80	61.4	64.6	3.2	14	45	144	454
W Elkhorn Blvd	E Commerce Way	Natomas Blvd	68.5	70.6	2.1	57	181	571	1805
Del Paso Rd	Power Line Rd	I-5	68.4	69.3	0.9	43	135	428	1354
Del Paso Rd	I-5	Natomas Blvd	73.0	73.0	0.0	99	314	992	3138
Del Paso Rd	Natomas Blvd	Gateway Park Blvd	69.7	72.2	2.5	83	262	830	2624
San Juan Rd	El Centro Rd	Duckhorn Dr	61.1	62.6	1.5	9	28	90	285
Del Paso Rd	Gateway Park Blvd	Northgate Blvd	68.3	71.0	2.7	63	198	625	1977
Northgate Blvd	Main Ave	North Market Blvd	67.0	68.3	1.4	34	108	341	1077
Northgate Blvd	North Market Blvd	I-80	69.6	70.7	1.1	59	187	593	1874
Natomas Blvd	W Elkhorn Blvd	Del Paso Rd	68.4	69.8	1.4	48	153	483	1527
Truxel Rd	Arena Blvd	I-80	71.1	72.5	1.4	90	284	897	2836
Truxel Rd	Del Paso Rd	Arena Blvd	67.5	68.2	0.8	33	105	333	1053
North Market Blvd	Truxel Rd	Northgate Blvd	65.8	67.1	1.3	26	81	257	813
Arena Blvd	I-5	Truxel Rd	65.8	66.7	0.9	23	73	232	735
Arena Blvd	El Centro Rd	I-5	67.6	67.6	0.0	29	91	289	912
E Commerce Way	W Elkhorn Blvd	N Park Dr	61.9	65.8	3.9	19	59	188	594
E Commerce Way	N Park Dr	Del Paso Rd	68.0	70.5	2.5	56	177	559	1768
E Commerce Way	Del Paso Rd	Arena Blvd	65.1	69.5	4.4	44	140	444	1404
Del Paso Blvd	Globe Ave	El Camino Ave	57.4	60.5	3.1	6	18	57	179
Del Paso Blvd	El Camino Ave	Marysville Blvd	62.6	63.3	0.7	11	34	106	335
Del Paso Blvd	Marysville Blvd	Arcade Blvd	57.0	59.1	2.1	4	13	40	128
Rio Linda Blvd	Marysville Blvd	Norwood Ave	62.8	64.5	1.7	14	44	140	442
Rio Linda Blvd	Norwood Ave	Arcade Blvd	61.8	62.5	0.7	9	28	89	283
Rio Linda Blvd	Arcade Blvd	Lampasas Ave	63.0	63.6	0.7	12	37	116	366
Marysville Blvd	Rio Linda Blvd	Bell Ave	57.7	57.8	0.1	3	9	30	95
Marysville Blvd	I-80	Arcade Blvd	63.5	64.0	0.5	13	40	126	399
Marysville Blvd	Arcade Blvd	Del Paso Blvd	60.0	60.3	0.3	5	17	54	171
Norwood Ave	Main Ave	I-80	66.6	68.0	1.4	32	100	317	1003
Norwood Ave	Silver Eagle Rd	El Camino Ave	63.1	63.9	0.8	12	39	123	388
El Camino Ave	Grove Ave	Del Paso Blvd	63.6	65.0	1.4	16	50	160	504
El Camino Ave	Del Paso Blvd	I-80 Business	68.5	68.9	0.3	39	122	385	1218
Arden Way	Del Paso Blvd	Royal Oaks Dr	64.1	64.6	0.5	14	46	144	456

Table 4.8-4 2035 General Plan Noise Levels and Contours

Roadway	From	To	CNEL dBA @ 50'		dBA	Distance to Contour from Centerline (feet)			
			Existing Conditions	2035 General Plan Conditions	Change (2035 GP-Existing)	70 dBA	65 dBA	60 dBA	55 dBA
Arden Way	Royal Oaks Dr	I-80 Business	65.7	66.6	0.9	23	72	229	723
Grand Ave	Norwood Ave	Rio Linda Blvd	58.2	58.4	0.2	3	11	35	109
Silver Eagle Rd	Northgate Blvd	Norwood Ave	64.7	65.4	0.7	17	55	174	549
Main Ave	Northgate Blvd	Norwood Ave	67.2	69.4	2.1	43	137	432	1366
Main Ave	Norwood Ave	Rio Linda Blvd	64.4	69.0	4.6	40	126	398	1258
Main Ave	Marysville Blvd	Raley Blvd	52.4	59.6	7.2	5	14	46	144
W Elkhorn Blvd	Natomas Blvd	Rio Linda Blvd	68.2	69.9	1.7	49	156	494	1561
Arcade Blvd	Marysville Blvd	Roseville Rd	68.0	68.3	0.3	34	107	337	1067
RALEY BL	Ascot Ave	Bell Ave	67.2	70.9	3.7	61	192	608	1923
Bell Ave	Norwood Ave	Winters St	61.2	61.2	0.0	7	21	66	209
Roseville Rd	Arcade Blvd	Watt Ave	67.3	70.7	3.4	59	188	593	1875
Winters St	Bell Ave	I-80	60.2	61.6	1.4	7	23	72	228
Royal Oaks Dr	Arden Way	SR-160	58.8	59.5	0.7	4	14	45	141
Dry Creek Rd	Marysville Blvd	Grand Ave	54.7	54.7	0.0	1	5	15	46
Arden Garden Connector	Northgate Blvd	Del Paso Blvd	67.3	68.0	0.6	31	99	313	991
San Juan Rd	Truxel Rd	Northgate Blvd	66.4	67.6	1.2	28	90	285	900
W El Camino Ave	I-80	I-5	66.1	67.7	1.6	30	94	296	937
W El Camino Ave	I-5	Truxel Rd	67.7	67.7	0.0	29	93	294	929
W El Camino Ave	Truxel Rd	Northgate Blvd	66.0	67.3	1.3	27	85	270	855
W El Camino Ave	Northgate Blvd	Grove Ave	61.8	63.8	2.0	12	38	120	380
Garden Hwy	I-80	Orchard Ln	57.3	57.3	0.0	3	8	27	84
Garden Hwy	Gateway Oaks Dr	I-5	68.9	69.0	0.1	39	125	395	1248
Northgate Blvd	I-80	San Juan Rd	68.3	69.2	1.0	42	133	419	1325
Northgate Blvd	Silver Eagle Rd	Arden Garden Connector	69.3	70.2	0.8	52	164	519	1642
Truxel Rd	W El Camino Ave	Garden Hwy	65.0	68.5	3.5	36	113	356	1127
Truxel Rd	San Juan Rd	W El Camino Ave	67.6	68.7	1.1	37	117	369	1168
Truxel Rd	I-80	San Juan Rd	69.4	69.6	0.2	45	143	452	1428
I St	5th St	12th St	62.9	63.8	0.9	12	38	120	378
I St	21st St	29th St	55.7	56.8	1.1	2	8	24	76
L St	5th St	15th St	59.9	60.8	0.9	6	19	60	191
L St	15th St	29th St	59.3	59.3	0.0	4	14	43	135
P St	16th St	29th St	59.9	59.9	0.0	5	16	49	156
J St	3rd St	7th St	63.5	63.5	0.0	11	36	113	358
J St	21st St	29th St	62.2	64.2	2.0	13	41	131	413
Q St	3rd St	10th St	61.6	61.9	0.3	8	24	77	243
7th St	P St	J St	55.1	58.8	3.7	4	12	38	121

Table 4.8-4 2035 General Plan Noise Levels and Contours

Roadway	From	To	CNEL dBA @ 50'		dBA	Distance to Contour from Centerline (feet)			
			Existing Conditions	2035 General Plan Conditions	Change (2035 GP-Existing)	70 dBA	65 dBA	60 dBA	55 dBA
12th St	D St	I St	57.7	57.7	0.0	3	9	30	93
12th St	N St	P St	49.7	50.0	0.3	1	2	5	16
15th St	X St	Broadway	58.6	59.3	0.8	4	14	43	136
15th St	J St	P St	60.8	60.8	0.0	6	19	60	191
16th St	P St	W St	61.9	61.9	0.0	8	25	78	247
29th St	J St	P St	60.7	63.6	2.9	11	36	115	362
30th St	P St	J St	58.7	61.4	2.7	7	22	68	216
Alhambra Blvd	Stockton Blvd	Broadway	61.7	61.7	0.0	7	23	74	234
Broadway	3rd St	5th St	59.4	59.5	0.1	4	14	45	141
Broadway	Riverside Blvd	Franklin Blvd	61.7	63.3	1.6	11	34	107	337
Richards Blvd	Bercut Dr	N 7th St	65.7	65.8	0.0	19	60	188	596
Exposition Blvd	SR-160	I-80 Business	67.1	67.6	0.5	28	90	285	900
Exposition Blvd	I-80 Business	Arden Way	72.2	73.4	1.1	109	344	1088	3442
Arden Way	I-80 Business	Exposition Blvd	71.3	72.0	0.8	80	253	802	2535
El Camino Ave	I-80 Business	Howe Ave	70.9	71.3	0.4	67	212	671	2121
Marconi Ave	I-80 Business	Bell St	68.8	68.8	0.0	38	119	375	1186
Auburn Blvd	Howe Ave	Watt Ave	62.7	64.2	1.5	13	41	131	413
Auburn Blvd	Watt Ave	SR-244	68.5	68.9	0.4	39	122	387	1222
Auburn Blvd	El Camino Ave	Arcade Blvd	60.9	63.0	2.2	10	32	101	319
American River Dr	Howe Ave	Watt Ave	63.8	64.9	1.1	15	49	154	487
Heritage Ln	Arden Way	Exposition Blvd	59.8	61.0	1.2	6	20	63	200
Howe Ave	US-50	Fair Oaks Blvd	69.3	70.1	0.9	52	163	516	1632
Howe Ave	Fair Oaks Blvd	Hurley Way	69.3	70.5	1.2	56	177	558	1766
Howe Ave	Hurley Way	El Camino Ave	68.7	70.0	1.3	50	159	503	1589
Howe Ave	El Camino Ave	Auburn Blvd	67.2	70.0	2.8	50	159	502	1588
Alta Arden Ex	Howe Ave	Fulton Ave	67.3	68.3	1.0	34	107	339	1073
Fair Oaks Blvd	Howe Ave	Munroe St	69.9	69.9	0.0	49	154	488	1544
Fair Oaks Blvd	Munroe St	Watt Ave	71.3	71.6	0.4	73	230	728	2301
Fair Oaks Blvd	Watt Ave	Eastern Ave	73.0	73.6	0.6	115	364	1150	3636
Watt Ave	Fair Oaks Blvd	US-50	74.3	75.0	0.7	160	504	1595	5045
Elvas Ave/56th St	52nd St	H St	63.0	65.8	2.8	19	60	191	603
Elvas Ave	J ST	Folsom Blvd	66.4	66.9	0.5	25	78	247	780
H St	Alhambra Blvd	45th St	64.2	64.2	0.0	13	42	132	419
H St	45th St	Carlson Dr	64.4	65.7	1.3	19	59	188	593
J St	Alhambra Blvd	56th St	64.1	64.3	0.3	14	43	136	430
Folsom Blvd	47th St	65th St	68.3	69.3	1.0	43	135	428	1354
Folsom Blvd	Howe Ave	Jackson Hwy	69.6	70.5	0.9	57	179	565	1788

Table 4.8-4 2035 General Plan Noise Levels and Contours

Roadway	From	To	CNEL dBA @ 50'		dBA	Distance to Contour from Centerline (feet)			
			Existing Conditions	2035 General Plan Conditions	Change (2035 GP-Existing)	70 dBA	65 dBA	60 dBA	55 dBA
Howe Ave	US 50	14th Ave	71.1	72.1	1.0	82	259	819	2588
Stockton Blvd	Alhambra Blvd	US-50	60.5	63.1	2.6	10	32	101	320
Jackson Hwy	Folsom Blvd	S Watt Ave	66.9	69.3	2.4	43	135	428	1354
Hornet Dr	US-50 WB Ramps	Folsom Blvd	64.0	65.4	1.4	17	55	174	551
La Rivera Dr	Watt Ave	Folsom Blvd	66.7	66.8	0.0	24	75	238	751
Carlson Dr	Moddison Ave	H St	59.6	60.4	0.8	5	17	55	172
College Town Dr	Hornet Dr	La Rivera Dr	63.5	65.1	1.6	16	52	164	517
39th St	Folsom Blvd	J St	55.7	57.4	1.7	3	9	27	87
59th St	Folsom Blvd	Broadway	62.4	62.4	0.0	9	27	87	274
C St	33rd St	McKinley Blvd	61.2	64.3	3.2	14	43	136	429
Sutterville Rd	Riverside Blvd	Freeport Blvd	62.8	62.9	0.1	10	31	97	306
Sutterville Rd	24th St	Franklin Blvd	65.1	65.6	0.5	18	57	180	569
Seamas Ave	I-5	S Land Park Dr	64.3	64.8	0.6	15	48	152	479
Fruitridge Rd	S Land Park Dr	Freeport Blvd	64.3	64.3	0.0	13	42	133	421
Fruitridge Rd	Freeport Blvd	Franklin Blvd	66.2	66.5	0.3	22	71	223	707
Fruitridge Rd	Franklin Blvd	SR-99	65.8	65.9	0.1	19	61	193	612
Franklin Blvd	Broadway	5th Ave	61.8	65.1	3.3	16	52	163	516
Franklin Blvd	Sutterville Rd	Fruitridge Rd	67.9	68.7	0.8	37	118	373	1180
Freeport Blvd	Sutterville Rd (S)	Fruitridge Rd	68.3	68.7	0.4	37	117	369	1168
Riverside Blvd	Broadway	2nd Ave	59.6	60.2	0.6	5	16	52	165
Riverside Blvd	Sutterville Rd	Seamas Ave	58.5	58.5	0.1	4	11	36	113
Land Park Dr	Broadway	Vallejo Way	60.8	61.1	0.3	6	20	64	204
S Land Park Dr	Sutterville Rd	Seamas Ave	56.9	57.0	0.1	3	8	25	80
24th St	Sutterville Rd	Fruitridge Rd	62.2	63.0	0.8	10	32	100	316
Stockton Blvd	US-50	Broadway	66.3	66.9	0.6	25	78	247	782
Stockton Blvd	Broadway	Fruitridge Rd	67.6	67.9	0.2	31	97	305	966
Broadway	Alhambra Blvd	Stockton Blvd	66.3	67.2	0.9	27	84	265	838
Broadway	Stockton Blvd	65th St	66.1	66.5	0.5	22	71	225	710
65th St	Elvas Ave	14th Ave	68.5	69.4	0.9	43	137	433	1371
Power Inn Rd	14th Ave	Fruitridge Rd	70.8	71.6	0.8	73	229	726	2295
12th Ave	Martin Luther King Jr Blvd	SR-99	62.8	62.9	0.1	10	31	98	311
14th Ave	65th St	Power Inn Rd	64.4	66.0	1.6	20	63	198	627
Florin Perkins Rd	Folsom Blvd	Fruitridge Rd	66.9	66.9	0.0	25	78	247	780
Fruitridge Rd	SR-99	44th St	65.4	66.3	0.9	21	67	213	675
Fruitridge Rd	44th St	Stockton Blvd	70.5	70.9	0.4	61	193	610	1929
Fruitridge Rd	Stockton Blvd	65th St	65.6	66.2	0.6	21	66	208	657
Fruitridge Rd	65th St	Florin Perkins Rd	67.6	68.2	0.6	33	104	330	1043

Table 4.8-4 2035 General Plan Noise Levels and Contours

Roadway	From	To	CNEL dBA @ 50'		dBA	Distance to Contour from Centerline (feet)			
			Existing Conditions	2035 General Plan Conditions	Change (2035 GP-Existing)	70 dBA	65 dBA	60 dBA	55 dBA
Fruitridge Rd	Florin Perkins Rd	S Watt Ave	67.6	68.5	0.9	35	112	355	1122
Martin Luther King Jr Blvd	Broadway	Fruitridge Rd	60.3	61.1	0.9	7	21	65	206
T St	Stockton Blvd	59th St	53.5	54.0	0.5	1	4	12	40
33rd St	4th Ave	12th Ave	57.9	58.3	0.4	3	11	34	108
Raley Blvd	Bell Ave	I-80	68.4	70.0	1.6	50	157	497	1573
S Watt Ave	US-50	Kiefer Blvd	72.1	74.3	2.2	135	426	1347	4260
Florin Rd	Riverside Blvd	Havenside Dr	63.1	63.4	0.3	11	35	110	347
Florin Rd	Havenside Dr	I-5	67.9	68.6	0.7	36	114	361	1142
Riverside Blvd/Pocket Rd	Florin Rd	Greenhaven dr	63.9	64.0	0.0	13	40	125	396
Pocket Rd	Greenhaven dr	Freeport Blvd	66.3	67.1	0.8	26	81	258	815
43rd Ave	Gloria Dr	13th St	58.8	58.8	0.0	4	12	38	120
S Land Park Dr	Windbridge Dr	Florin Rd	58.2	58.5	0.2	4	11	35	111
Gloria Dr	Florin Rd	43rd Ave	56.6	56.6	0.0	2	7	23	72
Greenhaven Dr	Gloria Dr	Florin Rd	60.6	60.7	0.1	6	19	59	186
Freeport Blvd	Pocket Rd	South City Limits	66.1	70.2	4.0	52	164	518	1638
Freeport Blvd	Florin Rd	Pocket Rd	68.2	68.7	0.6	37	118	373	1181
24th St	Fruitridge Rd	Florin Rd	67.2	67.9	0.7	31	98	309	977
24th St	Florin Rd	Meadowview Rd	63.8	65.4	1.5	17	55	173	546
Meadowview Rd	Freeport Blvd	Brookfield Dr	69.8	69.8	0.0	48	152	479	1516
Florin Rd	Freeport Blvd	Franklin Blvd	69.5	70.0	0.5	50	157	496	1569
43rd Ave/Blair Ave	13th St	Freeport Blvd	59.6	59.6	0.1	5	14	46	145
47th Ave	24th St	Franklin Blvd	69.3	70.1	0.8	51	162	512	1618
Franklin Blvd	Fruitridge Rd	47th Ave	67.3	68.1	0.8	33	103	326	1031
Stockon Blvd	Florin Rd	Mack Rd	70.0	71.2	1.2	66	209	659	2085
65th St	14th Ave	Fruitridge Rd	68.0	68.7	0.6	37	116	368	1164
65th Ex	Elder Creek Rd	Stockton Blvd	68.2	68.7	0.5	37	117	371	1174
Power Inn Rd	Fruitridge Rd	Florin Rd	69.8	70.4	0.6	55	173	546	1726
S Watt Ave	Kiefer Blvd	Jackson Hwy	70.8	73.9	3.2	124	392	1239	3919
Florin Rd	Franklin Blvd	SR-99	71.9	72.4	0.5	87	276	872	2756
Florin Rd	SR-99	65th St	73.2	73.9	0.7	122	385	1216	3847
Florin Rd	65th St	Stockton Blvd	70.5	71.7	1.2	74	234	741	2343
Florin Rd	Stockton Blvd	Power Inn Rd	69.5	70.3	0.8	53	168	531	1678
Florin Rd	Power Inn Rd	Florin Perkins Rd	69.0	70.1	1.1	51	162	513	1624
Elder Creek Rd	Stockton Blvd	Florin Perkins Rd	69.5	70.2	0.7	52	164	519	1642
Elder Creek Rd	Florin Perkins Rd	Hedge Ave	65.1	68.9	3.8	39	122	387	1223

Table 4.8-4 2035 General Plan Noise Levels and Contours

Roadway	From	To	CNEL dBA @ 50'		dBA	Distance to Contour from Centerline (feet)			
			Existing Conditions	2035 General Plan Conditions	Change (2035 GP-Existing)	70 dBA	65 dBA	60 dBA	55 dBA
Florin Perkins Rd	Fruitridge Rd	Elder Creek Rd	68.8	69.2	0.5	42	132	419	1324
Florin Perkins Rd	Elder Creek Rd	Florin Rd	68.6	68.6	0.0	36	115	364	1150
Mack Rd	Meadowview Rd	Franklin Blvd	69.6	69.6	0.0	46	144	457	1444
Mack Rd	Franklin Blvd	Center Pkwy	70.5	70.9	0.4	62	195	618	1953
Mack Rd	Center Pkwy	Stockton Blvd	69.9	70.4	0.5	55	174	551	1744
Center Pkwy	Tangerine Ave	Mack Rd	60.4	60.7	0.3	6	19	59	186
Center Pkwy	Mack Rd	Bruceville Rd	60.9	60.9	0.0	6	19	61	194
Valley Hi Dr	Franklin Blvd	Center Pkwy	64.1	64.8	0.7	15	48	151	479
Valley Hi Dr	Center Pkwy	Mack Rd	67.2	67.2	0.0	27	84	265	838
Bruceville Rd	Valley Hi Dr	Consumnes River Blvd	64.7	66.7	2.0	23	73	232	734
Bruceville Rd	Consumnes River Blvd	Calvine Rd	70.9	70.9	0.0	61	194	614	1941
Franklin Blvd	Village Wood Dr	Big Horn Blvd	66.9	66.9	0.0	25	78	247	780
Franklin Blvd	Mack Rd	Turnbridge Dr	69.3	69.7	0.4	47	147	466	1474
Franklin Blvd	47th Ave	Turnbridge Dr	70.1	70.5	0.4	56	176	557	1762
Stockton Blvd	Fruitridge Rd	Florin Rd	69.8	70.2	0.4	52	165	521	1648
65th Ex	Stockton Blvd	Florin Rd	68.5	69.0	0.5	40	126	398	1258
Power Inn Rd	Florin Rd	Elsie Ave	70.7	71.0	0.4	64	201	637	2013
47th Ave	Franklin Blvd	SR-99	71.1	71.7	0.6	74	233	737	2331
47th Ave	SR-99	Stockton Blvd	71.1	71.4	0.3	69	217	686	2169
Franklin Blvd	Mack Rd	Village Wood Dr	69.3	69.5	0.2	44	140	441	1396
Elkhorn Blvd	SR-99	E Commerce Way	69.1	70.1	1.0	51	163	515	1628
Freeport Blvd	Sutterville Rd (N)	Sutterville Rd (S)	65.4	65.7	0.2	18	58	184	582
Folsom Blvd	US-50	Howe Ave	69.3	70.5	1.2	56	177	559	1768
Cosumnes River Blvd	Franklin Blvd	Center Pkwy	67.9	70.5	2.6	56	179	565	1786
Freeport Blvd	21st St	Sutterville Rd (N)	64.9	65.9	1.0	19	62	195	615
Freeport Blvd	Broadway	21st St	60.6	62.5	1.9	9	28	89	280
Land Park Dr	Vallejo Way	13th Ave (S)	61.4	61.4	0.1	7	22	69	219
Land Park Dr	13th Ave (S)	Sutterville Rd	59.2	59.4	0.2	4	14	44	139
Riverside Blvd	7th Ave	Sutterville Rd	63.9	65.2	1.3	17	52	166	524
Riverside Blvd	2nd Ave	7th Ave	61.1	61.6	0.5	7	23	72	228
24th St	Donner Way	Sutterville Rd	52.2	54.9	2.7	2	5	15	49
Sutterville Rd	Freeport Blvd	Sutterville Bypass	64.6	64.7	0.0	15	46	146	462
5th St	Broadway	Vallejo Way	55.4	56.4	1.0	2	7	22	70
Broadway	5th St	Riverside Blvd	60.6	60.6	0.0	6	18	57	182
Elder Creek Rd	Florin Perkins Rd	S Watt Ave	65.9	68.4	2.4	34	108	343	1084
Richards Blvd	N 7th St	N 12th St	63.0	66.5	3.6	23	71	226	714
12th St	Richards Blvd	D St	65.2	66.7	1.5	23	74	235	743

Table 4.8-4 2035 General Plan Noise Levels and Contours

Roadway	From	To	CNEL dBA @ 50'		dBA	Distance to Contour from Centerline (feet)			
			Existing Conditions	2035 General Plan Conditions	Change (2035 GP-Existing)	70 dBA	65 dBA	60 dBA	55 dBA
16th St	Richards Blvd	I St	69.6	70.2	0.6	52	165	523	1654
N 7th St	Richards Blvd	B St	60.0	63.9	3.9	12	39	124	391
Florin Rd	I-5	Freeport Blvd	69.4	69.8	0.4	48	150	475	1503
Cosumnes River Blvd	Center Pkwy	SR-99	66.3	68.0	1.7	32	100	316	999
Garden Hwy	Orchard Ln	Gateway Oaks Dr	69.4	69.4	0.0	44	138	437	1383
J St	7th St	10th St	62.9	62.9	0.0	10	31	98	310
J St	10th St	16th St	63.2	63.3	0.0	11	34	106	335
P St	16th St	9th St	59.7	59.7	0.0	5	15	46	146
P St	9th St	2nd St	59.8	59.8	0.0	5	15	48	152
Franklin Blvd	5th Ave	Sutterville Rd	65.2	67.0	1.8	25	80	252	797
J St/Fair Oaks Blvd	H St	Howe Ave	61.2	63.9	2.7	12	39	124	392
Folsom Blvd	Jackson Hwy	S Watt Ave	63.9	64.6	0.7	14	45	144	455
Riverside Blvd/43rd Ave	Florin Rd	Gloria Dr	67.9	68.0	0.1	31	99	315	995
Freeport Blvd	Fruitridge Rd	Florin Rd	67.9	68.7	0.8	37	117	369	1168
Garden Hwy	I-5	Truxel Rd	72.2	72.8	0.6	95	301	952	3012
Garden Hwy	Truxel Rd	Northgate Blvd	73.4	73.7	0.3	118	375	1184	3745
Norwood Ave	I-80	Silver Eagle Rd	66.2	67.0	0.8	25	80	252	797
SR-99	W Elkhorn Blvd	I-5/SR-99 Interchange	79.2	81.1	1.9	644	2035	6436	20352
I-5	I-5/SR-99 Interchange	Arena Blvd	83.3	84.3	1.0	1345	4255	13455	42547
I-5	Arena Blvd	I-5/I-80 Interchange	83.8	85.0	1.2	1595	5043	15948	50432
I-5	I-5/I-80 Interchange	W El Camino Ave	82.2	83.3	1.0	1064	3364	10637	33638
I-5	W El Camino Ave	Richards Blvd	84.6	85.2	0.5	1640	5187	16401	51866
I-5	Richards Blvd	J St	84.6	84.8	0.2	1518	4800	15179	48000
I-5	J St	I-5/I-80 Business & US 50 Interchange	84.5	84.4	-0.1	1384	4375	13835	43750
I-5	I-5/I-80 Business & US-50 Interchange	Sutterville Rd	82.5	82.6	0.1	912	2883	9115	28826
I-5	Sutterville Rd	43rd Ave	83.4	83.7	0.3	1173	3709	11730	37094
I-5	43rd Ave	Florin Rd	81.6	82.1	0.4	807	2552	8071	25523
I-5	Florin Rd	City Limits	80.9	81.6	0.7	716	2263	7156	22630
SR-99	SR-99/I-80 Business/US-50 Interchange	Fruitridge Rd	85.3	86.1	0.8	2027	6410	20271	64102
SR-99	Fruitridge Rd	47th Ave	83.9	85.2	1.4	1670	5281	16701	52813
SR-99	47th Ave	Mack Rd	84.4	85.7	1.2	1842	5824	18417	58240
SR-99	Mack Rd	Sheldon Rd	82.0	83.4	1.5	1103	3487	11026	34867
I-80	Garden Hwy	I-5/I-80 Interchange	81.2	81.6	0.5	731	2312	7310	23117
I-80	I-5/I-80 Interchange	Northgate Blvd	83.5	83.7	0.2	1167	3689	11666	36890

Table 4.8-4 2035 General Plan Noise Levels and Contours

Roadway	From	To	CNEL dBA @ 50'		dBA	Distance to Contour from Centerline (feet)			
			Existing Conditions	2035 General Plan Conditions	Change (2035 GP-Existing)	70 dBA	65 dBA	60 dBA	55 dBA
I-80	Northgate Blvd	Watt Ave	83.6	83.8	0.1	1187	3753	11868	37530
US-50/I-80 Business	I-5/US-50 & I-80 Business Interchange	SR-99/US-50/I-80 Business Interchange	86.1	86.6	0.5	2288	7235	22878	72346
US-50	SR-99/US-50/I-80 Business Interchange	65th St	85.7	86.0	0.3	1974	6241	19737	62413
US-50	65th St	S Watt Ave	84.5	84.7	0.2	1464	4628	14637	46285
I-80 Business	SR-99/US-50/I-80 Business Interchange	J St	82.7	83.4	0.7	1102	3484	11018	34842
I-80 Business	J St	SR-160 Interchange	84.3	84.1	-0.2	1286	4068	12864	40678
I-80 Business	SR-160 Interchange	El Camino Ave	84.1	84.7	0.6	1488	4705	14879	47053
I-80 Business	El Camino Ave	Marconi Ave	83.8	84.5	0.6	1402	4434	14021	44339
I-80 Business	Marconi Ave	Fulton Ave	83.3	83.6	0.3	1156	3656	11560	36557
I-80 Business	Fulton Ave	City Limits	83.5	83.7	0.2	1173	3709	11730	37094
SR-160	Richards Blvd	Business 80 Interchange	77.6	78.7	1.1	372	1175	3716	11750

Note: The yellow highlighted roadways would experience incremental noise increases that exceed standards shown in Table EC-2 in the proposed policies

Source: Modeled by Ascent Environmental 2014

As noted above, the 2035 General Plan includes policies to address noise issues. For example, to address aircraft noise, Policy EC 3.2.1 requires that the City would approve only noise-compatible land uses and limit residential development within airport areas with exceptions for those residential land uses that currently exist within airport areas or where new residential development is planned to revitalize existing areas (e.g., McClellan/Parker Homes). New development in these areas would be required to adhere to strict noise reduction standards and notification requirements). Policy EC 3.2.2 discourages outdoor recreational uses in areas where noise levels are higher than 70 dBA CNEL near airports. All future proposed projects requiring discretionary action by the City would undergo CEQA review, and site-specific noise evaluations would be required for projects that could potentially expose sensitive uses to elevated noise levels. Policy EC 3.1.1 requires noise mitigation for all development at locations where the exterior noise standards exceed City standards. Policy EC 3.1.3 requires inclusion of noise reduction strategies in the design of new residential or other noise sensitive uses, while Policy EC 3.1.11 encourages the use of design strategies and other methods along transportation corridors to attenuate noise in lieu of sound walls. To address traffic noise along freeways, Policy LU 2.7.5 encourages the use of design elements to reduce noise.

Implementation of the proposed 2035 General Plan policies would, in most cases, substantially reduce the exterior noise levels and/or increments on future noise-sensitive land uses that could be developed under the proposed 2035 General Plan. However, there may be specific situations for which the noise levels cannot be fully reduced below City standards. In addition, the proposed policies would not substantially reduce the noise effects on many existing noise-sensitive land uses in areas with current high noise exposures or where substantial noise increases are expected. Therefore, the continuing exposure of existing noise-sensitive land uses to noise levels in excess of City standards or to substantial noise increases as a result of the future growth under the proposed General Plan is considered a **significant** impact.

Mitigation Measure

Exterior noise levels in existing and planned noise-sensitive areas may be remediated by relocating roadways, building sound walls, providing buffer zones, retrofitting older homes with insulation or applying appropriate window treatments (e.g., double-paned windows, interior storm windows). For new development, proposed projects undergo CEQA review; on a case-by-case basis, a site-specific noise study would be required for any project that could exceed City noise standards. City policies described above require implementation of feasible noise-attenuating design features, when needed.

For new development, City noise standards could typically be met and substantial noise increases could be avoided by incorporating applicable strategies listed above. However, it would not be possible to assure achievement of all noise standards after incorporating feasible noise mitigation. Noise levels associated with certain projects, including those with noise sensitivities or non-typical noise-generating sources, such as residential development located adjacent to rail transit facilities or an open-air sports stadium, may not be reduced below City standards. For existing residences located in areas adjacent to roadways or other noise generating sources, it may not be feasible (e.g., there are no means for which the City can require existing development to comply with increasing noise levels as a result of future development) to include noise reduction strategies to address an increase in noise levels.

Thus, some new development may be located in areas with high noise generation where implementation of all feasible mitigation would not fully reduce exterior noise levels below the City's noise standards, and existing sensitive uses could be exposed to noise increases associated with growth under the proposed General Plan, such as increased roadway, rail, and air traffic. Consequently, this EIR concludes that the proposed General Plan's increase in noise levels would result in a **significant and unavoidable** impact.

Impact 4.8-2	**Increase in residential interior noise levels of L_{dn} 45 dB or greater.**
Applicable Regulations	EPA recommendations and State Title 24
Proposed SGP Policies that Reduce Impacts	Policy EC 3.1.3, EC 3.1.4, EC 3.2.1
Significance after Implementing SGP Policies	**Significant and Unavoidable**
Mitigation Measures	None available

Similar to the high noise levels that currently exceed the City's exterior noise standards in many existing residential areas, discussed under Impact 4.8-1, above, interior noise levels within many existing residential structures are likely to exceed the daily average acceptable interior levels recognized by the City and recommended by the U.S. Environmental Protection Agency and Title 24 of the California Code of Regulations (45 dBA L_{dn}). In addition, interior noise levels within many institutional land uses (e.g., schools, libraries, theaters, and churches), where it is important to avoid interference with such activities as speech, meditation, and reading, are likely to exceed the hourly average acceptable levels (45 dBA L_{eq} peak hour). Finally, interior noise levels within existing noise-sensitive uses that are located in areas influenced by flight operations from area airports, including Sacramento International Airport, Executive Airport, Mather Airport and McClellan Airfield, or along busy rail or truck routes are likely to cause sleep disturbance, undue annoyance, or interruption in conversation.

To address this issue the proposed General Plan includes a number of policies intended to protect sensitive uses from high noise levels. Specifically, Policy EC 3.1.3 requires noise mitigation that assures acceptable interior noise levels appropriate to the land use type. In addition, Policy EC 3.1.4 requires an evaluation of noise impacts that could occur on new development in areas subject to frequent, high-noise events, such as aircraft over-flights, or train and truck pass-bys. In addition, the policy requires the City to take into account the potential for sleep disturbance, undue annoyance, and interruption in conversation prior to approving the development proposal. Policy EC 3.2.1 requires the City to only approve noise-compatible land uses and limit residential development within airport influence areas.

Implementation of the proposed policies would substantially reduce interior noise impacts on future (new) noise-sensitive (residential) land uses that could be developed under the proposed General Plan. However, similar to Impact 4.8-1, there may be specific situations for which the noise levels cannot be fully reduced below City standards. In addition, the policies would not substantially reduce the noise effects on existing noise-sensitive land uses that are currently exposed to high levels of noise. Many of the existing noise-sensitive uses were constructed prior to building code requirements for modern noise-reducing building design, which can achieve substantial exterior-to-interior noise attenuation. Growth associated with implementation of the proposed 2035 General Plan would generally increase noise within the Policy Area, due to increased road traffic, rail traffic, air traffic, and construction. The increase in exposure of existing noise-sensitive land uses to noise levels in excess of City standards as a result of the future growth under the proposed General Plan is considered a **significant** impact.

Mitigation Measure

Similar to Impact 4.8-1, interior noise in existing and proposed noise-sensitive areas can be remediated by relocating roadways, building sound walls, providing buffer zones, retrofitting older homes with insulation or appropriate window treatments (e.g., double-paned windows, interior storm windows) or choosing development sites in quiet areas. For new development it is anticipated that many City standards could be met and substantial noise increases could be avoided by incorporating some of the strategies listed above. However, it would not be possible to guarantee success in all cases because it is still possible that even with all feasible noise mitigation in place, noise levels associated with certain projects, especially those with non-typical noise issues, may not be able to be reduced below City standards. For existing residences located in areas adjacent to roadways or other noise generating sources it may not be possible or feasible to include noise reduction strategies to address an increase in interior noise levels due to lack of access or the inability to assure upgrades would be made to the residences (e.g., there are no means for which the City can require existing development to comply with increasing noise levels as a result of future development). Thus, because of this uncertainty, this EIR concludes that the proposed General Plan's increase in noise levels would result in a **significant and unavoidable** impact.

Impact 4.8-3	**Potential for construction noise levels to exceed the standards in the City of Sacramento Noise Ordinance.**
Applicable Regulations	City Noise Ordinance
Proposed SGP Policies that Reduce Impacts	Policy EC 3.1.10
Significance after Implementing SGP Policies	**Less than Significant**
Mitigation Measures	None required

Under the proposed 2035 General Plan, the primary source of temporary or periodic noise within the city would be construction activity and maintenance work. This involves both construction-site activity and the transport of workers and equipment to and from the construction sites. Construction noise is and would continue to be a major noise source in the city whether or not the proposed 2035 General Plan is adopted.

To address future noise from construction activities the 2035 General Plan includes Policy EC 3.1.10, which requires proponents of development projects to assess potential construction noise impacts on nearby sensitive uses and to minimize impacts on these uses, to the extent feasible. Since this policy would require consideration of construction noise from future development and since construction noise would be restricted in intensity and hours of operation by the City's Noise Ordinance contained in Title 8 – Health and Safety, Chapter 8.68 of the Municipal Code, the development process would include appropriate consideration of noise issues. Compliance with the proposed General Plan policies as well as the Municipal Code would reduce the severity of construction noise from development under the proposed General Plan resulting in a **less-than-significant** impact.

Mitigation Measure

None required.

Impact 4.8-4	Exposure of existing and/or planned residential and commercial areas to vibration-peak-particle velocities greater than 0.5 inches per second due to construction.
Applicable Regulations	FTA Vibration Criteria as Stated in City Vibration Policies
Proposed SGP Policies that Reduce Impacts	Policy EC 3.1.5 and EC 3.1.6
Significance after Implementing SGP Policies	**Significant and Unavoidable**
Mitigation Measures	None available

Future construction activities that could occur under the proposed 2035 General Plan could have the potential to generate ground-borne vibration. Construction activities would occur at specific locations throughout the Policy Area and vibration from such activities may cause structural damage to existing buildings. Annoyance to nearby building occupants can sometime result as a result of vibration if they are located close enough to a construction site (e.g. 100 feet). However, the construction activities that produce these high vibration levels generally occur intermittently and during the early phases of construction (e.g. demolition, pile driving, and site preparation). Because annoyance from construction vibration is temporary and typically intermittent. Furthermore, Policy EC 3.1.5 would require construction projects anticipated to generate a significant amount of vibration to reduce, to the extent feasible, interior vibration levels at nearby residential and commercial uses based on the current City or FTA criteria, including vibration-reduction measures could include pre-drilling piles or using screw piles, altering construction hours, notifying occupants, and other best practices. In most cases this substantially reduces the potential for temporary annoyance at nearby residences and commercial uses. However, in some circumstances, implementation of vibration-reduction measures may not be feasible, or occupied structures may be too close to fully reduce vibration impacts.

In general, vibration-induced structural damage would only occur when certain types of construction activity (e.g., blasting, pile driving, heavy earth-moving) take place very close to existing structures (e.g., within 50 feet). As mentioned above, Policy EC 3.1.5 would require construction projects anticipated to generate a significant amount of vibration to ensure acceptable interior vibration levels at nearby residential and commercial uses based on the current City or FTA criteria. Impacts related to construction vibration are event- and location-specific; these impacts would not occur at great distances. However, when construction vibration occurs at sensitive land uses close to construction sites, the impacts would be considered **significant**.

Mitigation Measure

Vibration-induced structural damage could be avoided in all cases by prohibiting any construction projects that have any potential for causing structural damage to nearby buildings, as determined by a pre-construction vibration assessment in accordance with City vibration damage criteria. Vibration-induced disruption/annoyance potential should be assessed according to the FTA criteria presented in Table 4.8-1. Compliance with 2035 General Plan Policy EC 3.1.6 would help to reduce the significance of the impact. However, there is no assurance that all construction-induced impacts could be avoided if existing sensitive uses are very close (within 50 feet) of vibration inducing construction activities such as pile driving or blasting. Since there is no guarantee that all construction within 50 feet of all existing receptors can be prohibited, the potential for disruption/annoyance and structural damage due to vibration at certain receptors would be **significant and unavoidable**.

Impact 4.8-5	Exposure of residential and commercial areas to vibration peak particle velocities greater than 0.5 inches per second due to adjacent highway traffic and rail operations.
Applicable Regulations	FTA Vibration Criteria as Stated in City Vibration Policies
Proposed SGP Policies that Reduce Impacts	Policy EC 3.1.6
Significance after Implementing SGP Policies	**Less than Significant**
Mitigation Measures	None required

Development proposed for sites alongside major heavy and light rail lines or adjacent to major freeways under the proposed 2035 General Plan would have the potential for exposure to ground-borne vibration that may cause structural damage to buildings and annoyance to their occupants.

Due to current building code and standards, the vibration-induced structural damage from major vibration sources (e.g., heavy and light rail, highways) to new residential and commercial development would not occur. Vibration-induced disruption/annoyance could occur if new sensitive land uses were located adjacent to rail lines or major freeways. However, compliance with Policy EC 3.1.6, which necessitates the City to require new residential and commercial projects located adjacent to major freeways, hard rail lines, or light rail lines to conduct a site-specific vibration study and implement all feasible mitigation, including design features, setbacks, and wall and window insulation, would limit vibration impacts and would ensure adherence to vibration guidelines. As a result, vibration impacts to residential and commercial areas would be **less than significant**.

Mitigation Measure

None required.

Impact 4.8-6	Exposure of historic buildings to vibration-peak-particle velocities greater than 0.25 inches per second due to project construction, highway traffic, and rail operations.
Applicable Regulations	FTA Vibration Criteria as Stated in City Vibration Policies
Proposed SGP Policies that Reduce Impacts	Policy EC 3.1.7
Significance after Implementing SGP Policies	**Less than Significant**
Mitigation Measures	None required

Construction activities as well as an increase in highway traffic and rail operations that could occur under the proposed 2035 General Plan could have the potential to generate ground-borne vibration. Construction activities, highway traffic, or rail operations in close proximity to historic buildings may cause structural damage under certain circumstances, for example, when blasting, pile driving, heavy earth-moving take place very close to sensitive buildings. Policy EC 3.1.7 would ensure that the City require an assessment of the damage potential of vibration-induced construction activities or proposed new light rail lines in close proximity to historic buildings and require all feasible mitigation measures be implemented to ensure no damage would occur, including setbacks, pre-drilling for piles, use of screw piles, and other best practices. Because historic buildings would be assessed for damage potential prior to construction activities, the impact to these resources would be **less than significant**.

Mitigation Measure

None required.

4.9 PARKS AND RECREATION

4.9.1 Introduction

This section evaluates the effects of adoption and implementation of the proposed 2035 General Plan on parks and recreation, and discusses relevant plans and policies. The 2035 General Plan includes policies in the Education, Recreation, and Culture Element and the Land Use and Urban Design Element that reflect the importance of parks and open space to the health of its citizenry and economy. The policies also address the need to establish small public spaces, such as plazas and pocket parks, in high density areas while preserving the city's unique physical characteristics - two major rivers, a creek system, watersheds, and agricultural history.

One comment letter was received in response to the Notice of Preparation (see Appendix B) concerning parks and open space. The comment requested establishment of a funding mechanism for the full implementation of the regional park in North Natomas.

4.9.2 Environmental Setting

A detailed Environmental Setting is provided in the Background Report (BR) included as Appendix C of this Draft MEIR. See Section 5.3, "Parks and Recreation," in BR Section 5, "Public Services." As noted in the BR, the city currently contains 222 developed and undeveloped park sites, 88 miles of road bikeways and trails, 21 lakes/ponds or beaches, over 20 aquatic facilities, and extensive recreation facilities in the City parks. The 222 parks comprise 3,108 acres. Of these, 1,573 acres are neighborhood and community parks and the remaining are city and non-city regional parks. The City currently provides approximately 3.4 acres of neighborhood and community park per 1,000 persons citywide.

4.9.3 Impacts and Mitigation Measures

METHODS OF ANALYSIS

The General Plan would establish park acreage Service Level Goals for areas within the Central City and for areas outside the Central City, as follows:

- Within the Central City: 1.75 acres of neighborhood and community parks per 1,000 population.
- Outside the Central City: 3.5 acres of neighborhood and community parks per 1,000 population.
- Table ERC1 in the general plan identifies service level goals for other types of parks and recreational amenities.

These goals differ from the goal established in the 2030 General Plan, which was 5 acres of neighborhood and community parks and recreational facilities per 1,000 residents for the entire city. This change in service level goal is based on the City's experience in identifying, acquiring, and operating park facilities. In particular, parkland acquisition, especially in developed urban areas, is often not feasible due to the scarcity of available land and the resources needed to develop and operate park facilities. Common challenges are that dedicated sites may be too small to create a park of meaningful size, other vacant land may be in short supply, or park development costs (including in-lieu park fees) may make projects infeasible. In the Central City, the proposed new goal is based on the amount of vacant or underutilized land that is appropriate for

parkland acquisition relative to the projected future population in the Central City, and was developed after considering downtown park service level goals of other cities.

An additional consideration is that park service levels are related to the fees charged to developers for park land acquisition and improvement. The revised service levels are intended to generate charges that can be defended as reasonably related to the services the City actually provides.

Table 4.9-1 shows the number of new park acres that would be required to serve development proposed in the 2035 General Plan to achieve the identified service levels. Impacts on bike and pedestrian facilities are discussed in Section 4.12, "Transportation and Circulation."

Table 4.9-1 Future Parkland Acquisition Based on City Service Level Goals

Location of Park	City Goals[1]	Projected Population in 2035[2]	Total Required New Park Acres by 2035
Central City	1.75 acres per 1,000 population	109,312	17 ac
Outside Central City	3.5 acres per 1,000 population	531,069	406 ac

Note:
[1] As defined in General Plan Policy ERC 2.2.4.
[2] The population growth attributed to the 2035 General Plan is approximately 165,000 new residents.

Full buildout of the General Plan would result in Sacramento's population growing to approximately 640,400 by 2035. This is an increase of approximately 165,000 residents when compared to the estimated population of 475,500 in 2012 (U.S. Census 2012). Land dedicated to the City for park development as part of the development process contributes toward meeting the Service Level Goals for parks. Land that may be developed in the future for parks and recreation uses, but not under the City's jurisdiction, would not be considered a contribution towards meeting the Service Level Goal.

PROPOSED GENERAL PLAN POLICIES

The following goals and policies from the proposed 2035 General Plan are relevant to parks and open space within the entire Policy Area.

Education, Recreation, and Culture

Goal ERC 2.1: Integrated Parks and Recreation System. Provide an integrated system of parks, open space areas, and recreational facilities that are safe and connect the diverse communities of Sacramento.

- **Policy ERC 2.1.1:** Complete System. The City shall develop and maintain a complete system of parks and open space areas throughout Sacramento that provide opportunities for both passive and active recreation.

- **Policy ERC 2.1.2:** Connected Network. The City shall connect all parts of Sacramento through integration of recreation and community facilities with other public spaces and rights-of-way (e.g., buffers, medians, bikeways, sidewalks, trails, bridges, and transit routes) that are easily accessible by alternative modes of transportation.

Goal ERC 2.2: Parks, Community and Recreation Facilities and Services. Plan and develop parks, community and recreation facilities and services that enhance community livability; improve public health and safety; are equitably distributed throughout the city; and are responsive to the needs and interests of residents, employees, and visitors.

- **Policy ERC 2.2.1:** Parks and Recreation Master Plan. The City shall maintain and implement a Parks and Recreation Master Plan to carry out the goals and policies of this General Plan. All new development will be consistent with the applicable provisions of the Parks and Recreation Master Plan.

- **Policy ERC 2.2.2:** Timing of Services. The City shall ensure that the development of parks and community and recreation facilities and services keeps pace with development and growth within the city.

- **Policy ERC 2.2.3:** Service Level Radius. The City shall strive to provide accessible public park or recreational open space within one-half mile of all residences.

- **Policy ERC 2.2.4:** Park Acreage Service Level. The City shall develop and maintain 1.75 acres of neighborhood and community parks and recreational facilities per 1,000 population in the Central City, and 3.5 acres of neighborhood and community parks and recreational facilities per 1,000 population in the remainder of the city.

- **Policy ERC 2.2.5:** Meeting Service Level Goal. The City shall require new residential development to either dedicate land for new parks, pay a fair share of the costs for new parks and recreation facilities, and/or pay a fair share for rehabilitation or renovation of existing parks and recreation facilities. For new development in urban areas where land dedication is not reasonably feasible (e.g., the Central City), the City shall require new development to either construct improvements or pay fees for existing park and recreation facility enhancements to address increased use.

- **Policy ERC 2.2.6:** Urban Park Facility Improvements. In urban areas where land dedication is not reasonably feasible (e.g., the Central City), the City shall explore creative solutions to provide neighborhood park and recreation facilities (e.g., provision of community-serving recreational facilities in regional parks) that reflect the unique character of the area. *(MPSP)*

- **Policy ERC 2.2.7:** Public Parkland Preservation. The City shall ensure that any public parkland converted to non-recreational uses is replaced to serve the same community, consistent with California's *Public Park Preservation Act of 1971 (*Public Resources Code Section 5401*)*.

- **Policy ERC 2.2.8:** Capital Investment Priorities. The City shall give priority to the following parks and recreation capital investments:

  - Acquiring land for or constructing parks and recreation facilities where adopted Service Level Goals are not being met.

  - Acquiring, restoring and preserving large natural areas for habitat protection and passive recreation use such as walking, hiking, and nature study.

  - Acquiring and developing areas for recreation use and public access along the banks of the American and Sacramento Rivers.

  - Building and improving parks and facilities to ensure safety for users and adjacent properties.

- **Policy ERC 2.2.9:** Small Public Places for New Development. The City shall allow new development to provide small plazas, pocket parks, civic spaces and other gathering places that are available to the public, particularly in infill areas, to help meet recreational demands.

- **Policy ERC 2.2.10:** Range of Experience. The City shall provide a range of small to large parks and recreational facilities. Larger parks and complexes should be provided at the city's edges and along the rivers as a complement to smaller sites provided in areas of denser development.

- **Policy ERC 2.2.11:** On-Site Facilities. The City shall promote and provide incentives such as density bonuses or increases in building height for large-scale development projects to provide on-site recreational amenities and gathering places that are available to the public.

- **Policy ERC 2.2.12:** Compatibility with Adjoining Uses. The City shall ensure that the location and design of all parks, recreation, and community centers are compatible with existing adjoining uses.

- **Policy ERC 2.2.13:** Surplus or Underutilized Land. The City shall consider acquiring or using surplus, remnant, vacant, or underutilized parcels or abandoned buildings for public recreational use.

- **Policy ERC 2.2.14:** Youth "Friendliness." The City shall provide parks and facilities for youth between the ages of 10 and 18 to ensure safe gathering places for their recreation.

- **Policy ERC 2.2.15:** Aging Friendly Community. The City shall develop facilities that support continuing engagement, foster the personal enrichment and independence of older residents, and reflect the needs of Sacramento's aging population within the community.

- **Policy ERC 2.2.16:** Organized Sports Facilities. The City shall develop facilities (e.g., multi-field complexes) for a variety of organized sports.

- **Policy ERC 2.2.17:** Joint Use Facilities Co-Located. The City shall support the development of parks and recreation facilities co-located with public and private facilities (e.g., schools, libraries, and detention basins).

- **Policy ERC 2.2.18:** Private Commercial Recreational Facilities. The City shall encourage the development of private commercial recreational facilities to help meet recreational interests of Sacramento's residents, workforce, and visitors.

- **Policy ERC 2.2.19:** Municipal Golf Courses. The City shall maintain and reinvest in municipal golf courses, to foster a sense of community pride, ensure the City's courses remain competitive in the marketplace, and encourage play.

- **Policy ERC 2.2.20:** Responsiveness to Community. The City shall work with affected neighborhoods in the design of parks and recreational facilities to meet the unique needs and interests of residents (e.g., providing for cultural heritage gardens and teen centers).

Goal ERC 2.3: Recreational Programs. Support recreation and community service programs that promote wellness, fun, lifelong learning, skill development, personal enrichment, and positive relationships.

- **Policy ERC 2.3.1:** Interpretation and Celebration. The City shall provide recreation programming, special events and venues, and educational opportunities that honor, interpret, and celebrate the diversity, history, cultural heritage, and traditions of Sacramento.

Goal ERC 2.4: Rivers, Creeks, and Natural Resource Areas. Provide positive recreational experiences and enjoyment of nature through the development, maintenance, patrol, and preservation of the rivers, creeks, and natural resource areas, while maximizing the use of these areas through partnerships with other agencies.

- **Policy ERC 2.4.1:** Service Levels. The City shall provide 0.5 linear mile of parks/parkways and trails/bikeways per 1,000 population.

- **Policy ERC 2.4.2:** Waterway Recreation and Access. The City shall work with regional partners, State agencies, private land owners, and developers to manage, preserve, and enhance the Sacramento and American River Parkways and urban waterways and riparian corridors to increase public access for active and passive recreation.

- **Policy ERC 2.4.3:** Connections to Other Trails. The City shall maintain existing and pursue new connections to local, regional, and state trails.

- **Policy ERC 2.4.4:** Setbacks from Rivers and Creeks. The City shall ensure adequate building setbacks from rivers and creeks, increasing them where possible to protect natural resources.

Funding

Goal ERC 2.5: Funding. Secure adequate and reliable funding for the acquisition, development, rehabilitation, programming, and maintenance of parks, community facilities, recreation facilities, trails, parkways, and open space areas.

- **Policy ERC 2.5.1:** Multiple Tools. The City shall use a broad range of funding and economic development tools to ensure high-quality development, maintenance, and programming of the City parks and recreation system.

- **Policy ERC 2.5.2:** River Parkways. The City shall coordinate with Sacramento County and other agencies and organizations to secure funding to patrol, maintain, and enhance the American River and Sacramento River Parkways.

- **Policy ERC 2.5.3:** Property Acquisition. The City shall secure funding for property acquisitions that can be accessed quickly to respond to opportunities.

- **Policy ERC 2.5.4:** Capital Funding. The City shall fund the costs of acquisition and development of City neighborhood and community parks and community and recreation facilities through land dedication, in lieu fees, and/or development impact fees.

Implementation Program 2: The City shall review and update the Park Development Impact Fee Program to reflect the parks and recreation standards of the General Plan and the anticipated need for existing facility rehabilitation and renovation, higher parkland construction costs, and development of active sport areas. *(FB)*

Implementation Program3: The City shall, at least every five years, review and update, as necessary, the Park Development Impact Fee Program and Quimby Program to address existing facility rehabilitation and renovation and anticipated parkland land acquisition and construction costs.*(FB)*

Land Use and Urban Design

Goal LU 9.1: Open Space, Parks, and Recreation. Protect open space for its recreational, agricultural, safety, and environmental value and provide adequate parks and open space areas throughout the city.

- **Policy LU 9.1.1:** Open Space Preservation. The City shall place a high priority on acquiring and preserving open space lands for recreation, habitat protection and enhancement, flood hazard management, public safety, water and agricultural resources protection, and overall community benefit.

- **Policy LU 9.1.2:** New Parks and Open Spaces. The City shall ensure that sufficient parks, open space, water corridor parkways, and trails planned throughout the city, to ensure adequate facilities are available to existing and future residents.

- **Policy LU 9.1.3:** Connected Open Space System. The City shall ensure that new development does not create barriers to the connections among the various parts of the city's parks and open space systems.

- **Policy LU 9.1.4:** Open Space Buffers. The City shall use traditional, developed parks and employ innovative uses of open space to "soften" the edges between urban areas and the natural environment.

- **Policy LU 9.1.5:** Private Boat Docks and Marinas. The City shall discourage development along the rivers of privately-owned boat docks and marinas that are not available to the general public.

- **Policy LU 9.1.6:** American River Parkway Plan. The City recognizes the American River Parkway Plan as an important state approved land use and policy document.

THRESHOLDS OF SIGNIFICANCE

For the purposes of this Draft MEIR, impacts on parks and open spaces are considered significant if the proposed General Plan would

- cause or accelerate a substantial physical deterioration of existing area parks or recreational facilities; or
- result in new facilities, the construction and operation of which could cause substantial adverse effects on the physical environment.

IMPACTS AND MITIGATION MEASURES

Impact 4.9-1	**Potential physical deterioration of existing parks or recreational facilities due to increased use.**
Applicable Regulations	City of Sacramento City Code Chapter 18.44 Park Development Impact Fee
Proposed SGP Policies that Reduce Impacts	ERC 2.1.1, ERC 2.2.1 through ERC 2.2.8, ERC 2.2.11, ERC 2.2.17, ERC 2.2.18, ERC 2.4.1, ERC 2.4.2, ERC 2.5.1, ERC 2.5.4
Significance after Implementing SGP Policies	**Less than Significant**
Mitigation Measures	None required

An increase in population resulting from implementation of the 2035 General Plan could result in higher demand on area parks or recreational facilities, with resulting physical deterioration of these facilities.

An additional 165,000 residents are anticipated with development that could occur under the 2035 General Plan. General plan policies have been proposed to ensure that adequate parks and recreational facilities are provided to accommodate the increase in new residents. For example, Policy ERC 2.1.1 requires the City to develop and maintain a complete system of public parks and open space areas throughout Sacramento that provides opportunities for both passive and active recreation. Policy ERC 2.5.4 requires the City to fund the costs of acquisition and development of neighborhood and community parks and community and recreation facilities through land dedication, in lieu fees, and/or development impact fees. In highly urbanized areas where land dedication is not feasible, such as the Central City, Policy 2.2.5 requires new development to construct improvements or pay fees for facility enhancement and/or maintenance of existing parks.

The existing city-wide, neighborhood and community-serving parks comprise 1,573 acres. The existing neighborhood and community-serving parks outside of the Central City comprise approximately 1,452 acres (1,573 acres citywide – 121 in Central City = 1,452 outside the Central City). The 2010 population estimate for the area outside the Central City is approximately 379,361, which provides approximately 3.83 acres per 1,000 residents. This meets the proposed general plan service level goal of 3.5 acres per 1,000 residents outside of the Central City.

Proposed General Plan policies would provide assurances that appropriate park facilities would be provided and maintained. For instance, Policy ERC 2.2.6 requires new residential development to dedicate land or pay in-lieu fees for parks or recreation facilities. Therefore, new residential development would be required to ensure that adequate parkland is provided or applicable fees paid to the City to purchase additional park facilities. Policy ERC 2.4.1 also requires the City to maintain service levels to provide linear parks/parkways and trails/bikeways. The expansion, planning, development, and use of joint facilities are additional means to achieve required service levels and to offset needs of park and recreational facilities. The policies set forth in the proposed 2035 General Plan are designed to ensure that future development within the Policy Area would not create a need for construction or expansion of recreational facilities beyond what was anticipated in the General and/or Community Plans.

Funding for acquisition of new park acreage, and generation of funds committed to maintenance and operation of parks and recreational facilities, are ongoing activities of the City. A combination of funding sources, including the Quimby Act, support these activities. The funding is adequate on an ongoing basis to maintain the existing parks and recreational facilities, and those that would be constructed in the future. Implementation of the policies proposed in the General Plan would ensure that increased demand associated with an increase in population would not significantly accelerate the deterioration of existing park areas or recreational facilities on a citywide basis, outside of the Central City. Therefore, this impact would be **less than significant** outside the Central City.

One of the ongoing themes, clearly established in the 2030 General Plan and continued in the policies of the 2035 General Plan, is a focus on increasing density within the city limits, and especially the Central City, to encourage reduction in vehicle miles traveled, one of the primary generators of greenhouse gas emissions. The City's efforts have included policies that increase allowable density, encouragement of mixed-use development, and investment in projects that provide meaningful residential, employment, and recreational opportunities for those residing in the Central City. During the period the 2035 General Plan is being considered by the community, for example, work on the downtown entertainment and sports center, funded in part by the City, is beginning. In addition, work is starting on a mixed-use development on K Street, with financial support from the City.

As part of its review of the park service levels, the City conducted a review of sites in the Central City that could serve as potential park sites. The City identified 17 acres of vacant properties. When combined with the existing 121 acres of park sites in the Central City and the 55 acres to be dedicated with the Township 9 and Railyards projects (for a total of 174 acres), the total acreage results in approximately 1.75 acres of parkland per 1,000 residents, based on the projected population in the Central City in 2035. In reducing the Central City's park service level, the City is acknowledging that there is a need for an urban park service level goal in the Central City that reconciles the planned increase in population with the limited supply of vacant land that could be developed for neighborhood and community park purposes.

The City's commitment to increasing densities in the Central City, however, remains a key policy and development approach. Increasing the population as supported by the general plan policies will increase the usage of the parks in the Central City, and this is a **significant** impact.

Mitigation Measure

One of the basic features of parks in the city is space: sometimes this is an open grass area, shaded by trees, or it might consist of baseball fields, basketball courts or walking paths. The City is committed to providing recreational opportunities to its residents, but the availability of land to support such open space in the Central City is limited, as discussed above. To respond to the potential for increased demand that leads to increased usage and deterioration, the City must develop new approaches to the use of existing park facilities, cooperate with other recreational providers, and generate funds that can be used for facility maintenance, renovation and programs.

The policies and implementation programs of the 2035 General Plan will support such efforts. The City's efforts will be guided by the overall goal established in this regard:

> **Goal ERC 2.5:** Funding. Secure adequate and reliable funding for the acquisition, development, rehabilitation, programming, and maintenance of parks, community facilities, recreation facilities, trails, parkways, and open space areas.

Residential development is required to contribute money or land to provide recreational resources to meet new demand. This model works well in areas where there is land available for new facilities and the focus of development is on residential uses. In an area such as the Central City, however, land is scarce and development includes a mix of commercial and residential uses, with the residential uses coming in various

forms, including condominiums and apartments. The approaches used elsewhere must be tailored to fit the specific requirements of the Central City.

The 2035 General Plan includes implementation measures that will support these efforts:

> **Implementation Program 2:** The City shall review and update the Park Development Impact Fee Program to reflect the parks and recreation standards of the General Plan and the anticipated need for existing facility rehabilitation and renovation, higher parkland construction costs, and development of active sport areas. *(FB)*
>
> **Implementation Program3:** The City shall, at least every five years, review and update, as necessary, the Park Development Impact Fee Program and Quimby Program to address existing facility rehabilitation and renovation and anticipated parkland land acquisition and construction costs.*(FB)*

The general plan policies, goals and implementation measures will not increase the supply of vacant land in the Central City. They will, however, provide a foundation for City efforts to generate substantial funds that can be used to protect the existing park resources, improve facilities so that they can be used by more residents, and support programming that provides residents with meaningful access to the facilities and programs.

The City's focus in the Central City must also be on maximizing other recreational opportunities for residents. The general plan supports such efforts. For example:

> **Policy ERC 2.5.2:** River Parkways. The City shall coordinate with Sacramento County and other agencies and organizations to secure funding to patrol, maintain, and enhance the American River and Sacramento River Parkways.

The Central City is located in close proximity to a host of recreational amenities. The American River Parkway is noted in Policy 2.5.2, but it is just one of many resources. The Sacramento River, Old Sacramento Historic State Park, Sutter's Fort, Capitol Park, and the short walk over the Tower Bridge to Raley's Field are evidence of accessibility to additional recreational opportunities. The City's vision of new economic and recreational activity in the downtown area is a reasonable basis for planning and commitment, and can be expected to provide opportunities for recreation that may differ from those in more suburban areas, but are meaningful nonetheless.

The adoption and implementation of the goals, policies and implementation measures of the 2035 General Plan will provide resources to protect and enhance the existing park facilities, and to provide a well-rounded recreational experience for downtown residents. With this support for the City's efforts, the impact on Central City park facilities will be reduced to **less than significant.**

Impact 4.9-2	**Potential to increase need for construction or expansion of recreational facilities.**
Applicable Regulations	State Public Park Preservation Act, Quimby Act, City of Sacramento Municipal Code Chapter 12.72, 16.64, and 18.44
Proposed SGP Policies that Reduce Impacts	ERC 2.1.1, ERC 2.2.1 through ERC 2.2.8, ERC 2.2.11, ERC 2.2.17, ERC 2.2.18, ERC 2.4.1, ERC 2.4.2, ERC 2.5.1, ERC 2.5.4
Significance after Implementing SGP Policies	**Less than Significant**
Mitigation Measures	None required

The identification, acquisition, planning, funding, development and operation of parkland is an ongoing process, and can extend over many years. The process includes coordination by the City with neighborhoods and other governmental agencies. The potential impacts of construction and operation are intimately related

to location, timing and design of specific facilities. The park planning process is designed to account for, and minimize, impacts on residents and businesses who could be affected by the park facilities. These efforts assist in reducing impacts.

The potential for significant impacts would increase if residential growth resulted in unexpected demand and the need for construction and operation of additional facilities. The 2035 General Plan has designated various areas of the city for development in residential land uses of various densities, and the growth projections based on these designations, and anticipated economic activity during the general plan period, include development of park facilities. The general plan policies identified above support the City's ongoing program of planning, funding, developing and operating park facilities to serve the City's residents.

The adoption and implementation of the 2035 General Plan would not result in unplanned development of new park facilities, and the impact would be **less than significant.**

Mitigation Measure

None required.

This page intentionally left blank.

4.10 PUBLIC SERVICES

4.10.1 Introduction

This section evaluates the effects of implementation of the proposed 2035 General Plan (proposed project) on public services and outlines applicable plans and policies related to public services. The services evaluated in this section include:

- Police Protection,
- Fire Protection,
- Schools,
- Libraries, and
- Emergency Services.

Public Services are addressed in the Education, Recreation and Culture Element and the Public Services Element of the 2035 General Plan. Services such as police and fire protection, emergency response, schools, and libraries, are important in establishing safe neighborhoods and work places, and contribute to a positive perception of the City's effectiveness in being responsive to the needs of its citizenry.

No comments regarding police protection, fire protection, schools, libraries, or emergency services were received in response to the Notice of Preparation (see Appendices A and B).

4.10.2 Police Protection

ENVIRONMENTAL SETTING

The detailed Environmental Setting is provided in the Background Report (BR) included as Appendix C of this Draft MEIR. See Section 5.1, "Police Protection," in BR Chapter 5, "Public Services." As described in the BR, The Sacramento Police Department provides police protection services within the city boundaries. The Sacramento County Sheriff's Department provides police protection services to areas outside of the city but within the Policy Area. Jail facilities in the Policy Area include the Sacramento County Main Jail and the Rio Cosumnes Correction Center, both operated by the Sheriff's Department. The Sacramento Police Department uses the Main Jail.

As more growth occurs near the north and south borders of the city and traffic congestion increases, the Sacramento Police Department has indicated new, decentralized facilities will be required to maintain adequate response times. SPD has identified the need for a permanent facility in the downtown core and two substations in the Meadowview and North Natomas areas.

SPD substantially reduced the number of police officers hired from the end of 2007 through 2011. SPD did not hire any new officers between 2009 and 2011 and had fewer sworn and civilian employees than the department is authorized for in 2011. SPD eliminated additional positions in 2012.In 2011 there were 235,733 citizen initiated patrol calls for service with officer responses and 20,917 arrests. The Police Department averaged an 8 minute and 5 second response time for Priority 2 calls.

SPD's crime statistics for 2010 and 2011 show an overall reduction in crime rates of 9.7 percent. All crime categories except for murder saw a decrease in the number of incidents.

IMPACTS AND MITIGATION MEASURES

Methods of Analysis

This impact analysis determines whether future development proposed under the proposed 2035 General Plan would require new or expanded facilities in order to house officers required to respond to emergencies, the construction of which would result in physical environmental effects. Reductions in service levels can be indicative of significant project impacts and the need for additional staff and/or police facilities. Proper staffing levels ensure appropriate service levels and response times for police protection. Future development associated with the proposed 2035 General Plan would result in an increase in population of approximately 165,000 people. These new residents would require police protection services, which would be provided by the Sacramento Police Department (SPD).

This analysis evaluates the impact of the proposed 2035 General Plan on police protection services. As mentioned in the BR (Appendix C), SPD does not have an adopted officer-to-resident ratio. To determine the number of additional officers that would accommodate the population growth, the analysis utilizes the SPD's unofficial goal of 2.0 to 2.5 sworn police officers per 1,000 residents and 1 civilian support staff per 2 sworn officers. The analysis then determines whether, in order to accommodate the likely additional staffing, additional or expanded police stations would be required, above and beyond the development identified in the General Plan, which could result potential impacts to the environment.

Proposed General Plan Policies

The following goals and policies from the proposed General Plan are relevant to the provision of police protection within the entire Policy Area. The proposed General Plan does not include any policies regarding police protection that are unique to any of the City's priority investment areas (PIAs) or community plans.

Public Health and Safety Element

Goal PHS 1.1: Crime and Law Enforcement. Work cooperatively with the community, regional law enforcement agencies, local government and other entities to provide quality police service that protects the long-term health, safety and well-being of our city, reduce current and future criminal activity, and incorporate design strategies into new development.

- **Policy PHS 1.1.1:** Police Master Plan. The City shall maintain and implement a Police Master Plan to address staffing and facility needs, service goals, and deployment strategies.
- **Policy PHS 1.1.2:** Response Time Standards. The City shall strive to achieve and maintain optimal response times for all call priority levels to provide adequate police services for the safety of all city residents and visitors.
- **Policy PHS 1.1.3:** Staffing Standards. The City shall maintain optimum staffing levels for both sworn police officers and civilian support staff in order to provide quality police services to the community.
- **Policy PHS 1.1.4:** Timing of Services. The City shall ensure that police facilities and services will keep pace with all development and growth in the city.
- **Policy PHS 1.1.5:** Distribution of Facilities. The City shall expand the distribution of police substation type facilities to allow deployment from several smaller facilities located strategically throughout the city, and provide facilities in underserved and new growth areas in order to provide optimum response to all city residents.
- **Policy PHS 1.1.6:** Co-Location of Facilities. The City shall seek to co-locate police facilities with other City facilities, such as fire stations to promote efficient use of space and provision of police protection services within dense, urban portions of the city.

- **Policy PHS 1.1.7:** Development Review. The City shall continue to include the Police Department in the review of development proposals to ensure that projects adequately address crime and safety, and promote the implementation of Crime Prevention through Environmental Design principles.

- **Policy PHS 1.1.8:** Development Fees for Facilities and Services. The City shall require development projects to contribute fees for police facilities.

- **Policy PHS 1.1.9:** Technology to Improve Safety. The City shall work in partnership with appropriate agencies to incorporate technology in public and private development to increase public and personal safety.

- **Policy PHS 1.1.10:** Crime in Neighborhoods. The City shall work with appropriate agencies and the community to reduce crime in all neighborhoods.

- **Policy PHS 1.1.11:** Communication with the Community. The City shall maintain open communication with the community to improve relationships and customer satisfaction, while continually exploring new innovative means of communication.

- **Policy PHS 1.1.12:** Cooperative Delivery of Services. The City shall work with local, State, and Federal criminal justice agencies to promote regional cooperation in the delivery of services.

Thresholds of Significance

For the purposes of this EIR, impacts on police protection resources are considered significant if the proposed 2035 General Plan would:

- require, or result in, the construction of new or expanded facilities related to the provision of police protection, such that a significant environmental impact could result.

Impacts and Mitigation Measures

A summary of all Police Protection impacts and their levels of significance is located at the end of this technical section.

Impact 4.10-1	**Potential need to construct new or expanded facilities related to the provision of police protection.**
Applicable Regulations	None
Proposed SGP Policies that Reduce Impacts	Policies PHS 1.1.1 through PHS 1.1.7, PHS 1.1.12
Significance after Implementing SGP Policies	**Less than Significant**
Mitigation Measures	None required

As discussed under the Methods of Analysis, in order to maintain unofficial service–level goals the additional growth accommodated under the General Plan would require additional police protection staff. Based on a staffing ratio of two sworn officers for every 1,000 residents, the additional 165,000 residents would result in the need for 330 sworn officers to maintain current service levels. Using the higher ratio of two and a half officers per 1,000 residents, the proposed project would generate the need for 413 new sworn officers. In addition to sworn personnel, the SPD requires civilian support staff at a ratio of one for every two sworn officers; this would result in the need for 165 or 207 additional support personnel, depending on which staffing ratio used.

As proposed, development anticipated under the 2035 General Plan would likely result in the addition of between 495 and 620 new police staff (depending on staffing ratio), including both sworn officers and

civilian support staff. The SPD has stated that there is a need for both the remodeling of existing facilities and a need to construct new facilities in order to maintain appropriate service levels.

The proposed 2035 General Plan policies include measures to accommodate for growth and increased service demands. Specifically Policy PHS 1.1.1 calls for the City to prepare a Police Master Plan to address staffing needs, facility needs, deployment strategies, and service goals. The Master Plan would be the guiding document for police services in the city. Policy PHS 1.1.4 mandates that the City keep pace with all development and growth within the city and adequate facilities and staffing are available to serve residents prior to occupation of new development. Policies PHS 1.1.2 and PHS 1.1.3 require that the City maintain optimum staffing levels and response times in order to provide quality police services to the community. Policies PHS 1.1.5 and PHS 1.1.12 also deal with the distribution and cooperative delivery of services to residents within the city to ensure optimal police response to all city residents. Policy PHS 1.1.6 seeks to co-locate police facilities with other City facilities, such as fire stations, when appropriate, to promote efficient use of space and efficient provision of police protection services within dense, urban portions of the city. Policy PHS 1.1.7 seeks to prevent crime by implementing Crime Prevention through Environmental Design strategies.

In addition to the police protection policies, the City has identified several new police stations and associated facilities (see Table 2-2 Subsequent Project List), which would accommodate up to 600 new sworn officers and civilian staff. Even if the highest number of new police protection staff were added to the force (620), these new facilities would nearly accommodate all the new staff. Furthermore, if other additional new or expanded police protection facilities were necessary, they would be developed on property identified in the General Plan and evaluated in this General Plan MEIR for urban development; therefore, additional new or expanded police facilities beyond those identified in Table 2-2 would not result in new impacts that are not evaluated in this MEIR for urban development within the Policy Area and the PIAs. Therefore, because future development anticipated under the proposed 2035 General Plan would be required to comply with the general plan policies, and additional facilities are currently identified to accommodate the expansion of services and staffing, adequate police services would be provided to serve the anticipated increase in demand. Through the implementation of the policies discussed above, the proposed project would result in a **less-than-significant** impact.

Mitigation Measure

None required.

4.10.3 Fire Protection

INTRODUCTION

This section provides information on fire and emergency services within the Policy Area. Adopted standards for these services are described along with their ability to meet the needs of Sacramento. This section also addresses urban fire prevention and wildland fire hazards.

ENVIRONMENTAL SETTING

The detailed Environmental Setting is provided in the Background Report included as Appendix C of this Draft MEIR. See Section 5.2, "Fire Protection," in BR Chapter 5, "Public Services." As described in the BR, the Sacramento Fire Department (SFD) provides fire protection services to the entire city, and small areas within Sacramento County that include the Pacific Fruitridge and Natomas Fire Protection Districts.

SFD has a goal to have its first responding company, which provides for fire suppression and paramedic services, arrive within 4 minutes. In 2011 SFD opened Fire Station 43 at 4201 El Centro Road. SFD has preliminary plans to construct additional fire station facilities including an additional station that will service

South Natomas, two additional stations that will service the southern locations of the city, an additional station in the downtown area, and the relocation of Stations 3 and 14.

IMPACTS AND MITIGATION MEASURES

Methods of Analysis

This impact analysis determines whether implementation of the proposed 2035 General Plan would require new or expanded facilities in order to respond to emergencies, the construction of which would result in physical environmental effects. Reductions in service levels can be indicative of significant project impacts and the need for additional fire protection facilities.

The Sacramento Fire Department (SFD) does not have an official staffing ratio goal. The department uses a number of measures to determine need for fire protection services. They include providing for one station for every 1.5 mile service radius, per every 16,000 population, and where a company experiences call volumes exceeding 3,500 in a year. For purposes of this analysis, 1 station per 16,000 city residents threshold will be used to determine whether the additional growth anticipated to occur under the General Plan would require additional fire stations that could result in additional environmental impacts that are not evaluated in this MEIR. This analysis is based on the expected population increase of 165,000 new residents.

Proposed General Plan Policies

The following goals and policies from the proposed General Plan are relevant to the provision of fire protection within the entire Policy Area. The proposed General Plan does not include any policies regarding police protection that are unique to any of the City's PIAs or community plans.

Public Health and Safety Element

Goal PHS 2.1: Fire Protection and Emergency Medical Services. Provide coordinated fire protection and emergency medical services that address the needs of Sacramento residents and businesses and maintains a safe and healthy community.

- **Policy PHS 2.1.1:** Fire Department Strategic Plan. The City shall maintain and implement a Fire Department Strategic Plan.
- **Policy PHS 2.1.2:** Response Time Standards. The City shall strive to maintain emergency response times that provide optimal fire protection and emergency medical services to the community.
- **Policy PHS 2.1.3:** Staffing Standards. The City shall maintain optimum staffing levels for sworn, civilian, and support staff, in order to provide quality fire protection and emergency medical services to the community.
- **Policy PHS 2.1.4:** Response Units and Facilities. The City shall provide additional response units, staffing, and related capital improvements, including constructing new fire stations, as necessary, in areas where a fire company experiences call volumes exceeding 3,500 in a year to prevent compromising emergency response and ensure optimum service to the community.
- **Policy PHS 2.1.5:** Timing of Services. The City shall ensure that the development of fire facilities and delivery of services keeps pace with development and growth of the city.
- **Policy PHS 2.1.6:** Strategic Locations of New Stations. The City shall ensure that new fire station facilities are located strategically throughout the city to provide optimum response times to all areas.
- **Policy PHS 2.1.7:** Future Station Locations. The City shall require developers to set aside land with adequate space for future fire station locations in areas of new development.

- **Policy PHS 2.1.8:** Co-Location of Facilities. The City shall co-locate fire facilities with other City facilities to promote efficient use of space and provision of fire protection and emergency medical services within dense, urban portions of the city.

- **Policy PHS 2.1.9:** Advances in Technology. The City shall invest in, and incorporate, future technological advances that enhance the City's ability to deliver emergency, fire-rescue and fire prevention services more efficiently and cost-effectively.

- **Policy PHS 2.1.10:** Regional Cooperative Delivery. The City shall work with the various fire protection districts and other agencies in establishing inter-operability and to promote regional cooperative delivery of fire protection and emergency medical services.

- **Policy PHS 2.1.11:** Development Fees for Facilities and Services. The City shall require development projects to contribute fees for fire protection services and facilities.

Goal Policy PHS 2.2: Fire Prevention Programs and Suppression. The City shall deliver fire prevention programs that protect the public through education, adequate inspection of existing development, and incorporation of fire safety features in new development.

- **Policy PHS 2.2.1:** Education. The City shall provide fire safety, prevention, and emergency preparedness educational programs to the public.

- **Policy PHS 2.2.2:** Development Review. The City shall continue to include the Fire Department in the review of development proposals to ensure projects adequately address safe design and on-site fire protection and comply with applicable fire and building codes.

- **Policy PHS 2.2.3:** Fire Sprinkler Systems. The City shall promote installation of fire sprinkler systems in new commercial and residential development, and shall encourage the installation of sprinklers in existing structures when it is reasonable and not cost prohibitive.

- **Policy PHS 2.2.4:** Water Supply for Fire Suppression. The City shall ensure that adequate water supplies are available for fire-suppression throughout the city, and shall require development to construct all necessary fire suppression infrastructure and equipment.

- **Policy PHS 2.2.5:** High-Rise Development. The City shall require that high rise structures include sprinkler systems and on-site fire suppression equipment and materials, and be served by fire stations containing truck companies with specialized equipment for high-rise fire and/or emergency incidents.

- **Policy PHS 2.2.6:** Fire Safety Inspections. The City shall continue to maintain a program consistent with requirements of State law to inspect buildings not under authority of the Office of the State Fire Marshall.

- **Policy PHS 2.2.7:** Wildland Hazards on City-Owned Spaces. The City shall continue to remove excessive/overgrown vegetation (e.g., trees, shrubs, weeds) and rubbish from City-owned property to prevent and minimize fire risks to surrounding properties.

- **Policy PHS 2.2.8:** Wildland Hazards on Private Properties. The City shall continue to require private property owners to remove excessive/overgrown vegetation (e.g., trees, shrubs, weeds) and rubbish to the satisfaction of the Fire Department to prevent and minimize fire risks to surrounding properties.

Thresholds of Significance

For the purposes of this EIR, impacts on fire protection resources are considered significant if the proposed General Plan would:

- require, or result in, the construction of new or expanded facilities related to the provision of fire protection, such that a significant environmental impact could result.

Impacts and Mitigation Measures

A summary of all Fire Protection impacts and their levels of significance is located at the end of this technical section.

Impact 4.10-2	**Potential need to construct new, or expand existing facilities related to the provision of fire protection.**
Applicable Regulations	Sacramento City Code Section 8.100.540
Proposed SGP Policies that Reduce Impacts	Policies PHS 2.1.1 through PHS 2.1.7, PHS 2.1.10, PHS 2.2.4, PHS 2.2.7, PHS 2.2.8
Significance after Implementing SGP Policies	**Less than Significant**
Mitigation Measures	None required

As discussed under the Methods of Analysis, in order to maintain service levels additional staff and/or fire facilities would be needed to ensure adequate fire protection is provided. An increase in population of approximately 165,000 persons would create an additional demand for fire services. Based on the SFD's goal of 1 fire station per 16,000 residents, more than 10 new fire stations and additional fire personnel would be required. SFD has preliminary plans to construct additional fire station facilities including an additional station that will service South Natomas, two additional stations that will service the southern locations of the city, an additional station in the downtown area, and the relocation of Stations 3 and 14. The Subsequent Projects List (Table 2-2) identifies a total of 12 new fire stations, including re-constructed and relocated stations. In addition, the department is planning for additional administrative, logistics and training facilities. Any new or expanded fire station facilities required above and beyond the new facilities identified in Table 2-2 would occur within areas currently designated for urban development. Impacts to the environment resulting from the expansion or construction of these fire stations would generally be consistent the environmental impacts associated with the urban development evaluated in this General Plan MEIR.

In addition, the proposed General Plan policies include measures to accommodate for growth and increased service demands. Specifically, Policy PHS 2.1.1 calls for the City to prepare a Fire Strategic Plan. The Strategic Plan would be the guiding document for the provision of fire services in the city. Policies PHS 2.1.2 and PHS 2.1.3 require that the City maintain emergency response times and staffing levels to ensure optimal fire protection in the community. Policy PHS 2.1.4 further requires additional fire protection resources be supplied when a fire station/company experiences call volumes exceeding 3,500 in a year and Policy PHS 2.1.6 requires that new fire stations are located strategically throughout the city to provide optimum response times to all areas. Policies PHS 2.1.5 and PHS 2.1.7 require new development to set aside land for future fire stations and ensure that adequate fire protection and emergency medical response facilities, equipment, and staffing are available prior to occupation of new development and redevelopment areas. PHS 2.2.4 ensures that adequate water supplies, pressure, and infrastructure are available in infill and newly developing areas.

Policies PHS 2.2.7 and PHS 2.2.8 require that the City work to inform the SFD of potential wildland risks and impose a method to increase fire prevention. In addition, Policy PHS 2.1.10 requires that the City work with other agencies to provide regional cooperative delivery of fire protection and emergency medical services.

Therefore, because future development anticipated under the 2035 General Plan would be required to comply with the general plan policies, adequate fire protection services would be provided to serve the anticipated increase in demand. Through the implementation of these policies the proposed project would result in a **less-than-significant** impact.

Mitigation Measure

None required.

4.10.4 Schools

INTRODUCTION

This section analyzes demand on schools within the Policy Area. Six school districts provide elementary, middle, and high school education to residents of the Policy Area. These school districts include Sacramento City Unified School District, Twin Rivers Unified School District, Robla School District, Natomas Unified School District, and Elk Grove Unified School District. Several local and regional colleges and universities provide higher education for residents.

ENVIRONMENTAL SETTING

The detailed Environmental Setting is provided in the BR included as Appendix C of this Draft MEIR. See Section 5.6, "Schools," in BR Chapter 5, "Public Services." As described in the BR, the Policy Area is served by six school districts providing public elementary, middle school, and high school opportunities. These school districts include Sacramento City Unified School District, Twin Rivers Unified School District, Robla School District, Natomas Unified School District, and Elk Grove Unified School District. Only five of the 83 schools within Sacramento City Unified School District are overcrowded. Twin Rivers Unified School District has two of 35 schools within the Policy Area that are at or above capacity. Elk Grove Unified School District has seven of 23 schools within the Policy Area that are at or above capacity.

IMPACTS AND MITIGATION MEASURES

Methods of Analysis

Impacts on schools are determined by analyzing the projected increase in demand for schools as a result of future development allowed under the proposed 2035 General Plan, and comparing the projected increase with the schools' remaining capacities to determine whether new or altered facilities would be required. Impacts on schools are considered to be less than significant with payment of the State Department of Education Development Fee, which was enacted to provide for school facilities construction, improvements, and expansion.

Student Generation Calculations

For the school impact analysis, expected student yields were derived using current single-family and multi-family student generation rates for the elementary, middle, and high school levels (see Table 4.10-1). For the purposes of the analysis the SCUSD single-family and multi-family generation rates were used because this is the largest school district within the Policy Area. Single-family generation rates are 0.44 grades K-6 students and 0.12 grades 7-8, and 0.23 grades 9-12 students per unit. Multi-family generation rates are 0.19 grades K-6, 0.03 grades 7-8, and 0.04 grades 9-12 students per unit. The development of new residential units anticipated under the proposed 2035 General Plan would occur over many years, so the growth in students would be spread across approximately 20 years.

According to SACOG estimates, the City of Sacramento will have an estimated 261,000 housing units by 2035 (Mintier Harnish 2014:2-199), compared with approximately 192,000 in 2012. This would be an increase of 10,936 single-family units and 57,411 multi-family units over 2012. In accordance with the estimated number of residences, approximately 15,720 elementary, 3,034 middle, and 4,811 high school students—a total of 23,565 students—would be generated, as shown in Table 4.10-1.

Table 4.10-1 Sacramento 2035 General Plan Student Generation

Type of School	Single-Family Generation Rate	Number of Single-Family Dwelling Units	Multi-Family Generation Rate	Number of Multi-Family Dwelling Units	Number of Students Generated
Elementary	0.44	10,936	0.19	57,411	15,720
Middle	0.12	10,936	0.03	57,411	3,034
High	0.23	10,936	0.04	57,411	4,811
Total					23,565

Source: Crystal Hoff, Planning Technician, CAMS, Sacramento City USD. Personal communication, April 24, 2013.

Proposed General Plan Policies

The following goals and policies from the proposed General Plan are relevant to the provision of schools within the entire Policy Area. The proposed General Plan does not include any policies regarding schools that are unique to any of the City's PIAs or community plans, with the exception of the South Area Community Plan listed below.

Education, Recreation, and Culture Element

- **Goal ERC 1.1:** Efficient and Equitable Distribution of Facilities. Provide efficient and equitable distribution of quality educational facilities for life-long learning and development of a highly-skilled workforce that will strengthen Sacramento's economic prosperity.

- **Policy ERC 1.1.1:** School Locations. The City shall work with school districts at the earliest possible opportunity to provide school sites and facilities that are located in the neighborhoods they serve.

- **Policy ERC 1.1.2:** Locational Criteria. The City shall continue to assist in reserving school sites based on each school district's criteria and the school siting guidelines of the California Department of Education and on the City's following location criteria:

  - Locate elementary schools on sites that are safely and conveniently accessible, and away from heavy traffic, excessive noise, and incompatible land uses.

  - Locate school sites centrally with respect to their planned attendance areas.

  - Locate school sites in areas where established and/or planned walkways, bicycle paths, or greenways link school sites with surrounding uses.

  - Locate, plan, and design new schools to be compatible with adjoining uses.

- **Policy ERC 1.1.3:** Schools in Urban Areas. The City shall work with school districts in urban areas to explore the use of existing smaller sites to accommodate lower enrollments, and/or higher intensity facilities (e.g., multi-story buildings, underground parking, and playgrounds on roofs, or parking areas).

- **Policy ERC 1.1.4:** Joint-Use Development. The City shall work with school districts and institutions of higher education to explore opportunities for joint-use development that integrates uses for recreation, cultural, and non-school related activities at new and existing facilities.

- **Policy ERC 1.1.5:** Higher Education. The City shall encourage the development, expansion, and upgrade of higher educational facilities such as community colleges, California State University, and private universities.

- **Policy ERC 1.1.6:** Higher Education and K-12 School Districts. The City shall encourage higher education institutions to strengthen their links with local K-12 school districts to facilitate the transfer of students into these institutions.

- **Policy ERC 1.1.7:** Multi-University Campus. The City shall cooperate with systems of higher education to explore the future possibility of a multi-university campus.

- **Policy ERC 1.1.8:** Research and Development Parks with Universities. The City shall support the growth of research and development businesses and organizations associated with universities that enhance the education and diversity of the Sacramento population.

- **Policy ERC 1.1.9:** School Financing Plans. The City shall assist school districts with school financing plans and methods to provide permanent schools in existing and newly developing areas in the city.

Thresholds of Significance

For the purposes of this EIR, impacts on existing schools are considered significant if the proposed General Plan would:

- generate students that would exceed the design capacity of existing or planned schools that would result in the need for new or physically altered school facilities, the construction of which could cause significant environmental impacts.

Impacts and Mitigation Measures

Impact 4.10-3	**Potential to impact schools due to generation of additional elementary, middle, and high school students.**
Applicable Regulations	AB 2926, Proposition 1A/SB 50, CCR Title 5, California Education Code
Proposed SGP Policies that Reduce Impacts	Policies ERC 1.1.1 through ERC 1.1.3
Significance after Implementing SGP Policies	**Less than Significant**
Mitigation Measures	None required

As shown in Table 4.10-1, approximately 15,720 elementary, 3,034 middle, and 4,811 high school students, a total of 23,565 students, would be generated within the Policy Area through buildout of the 2035 General Plan Uassociated with the anticipated addition of an estimated 68,347 new single and multi-family units. As of late 2012 all of the school districts within the Policy Area had some remaining capacity, although individual schools within the districts may be operating at or above capacity. Based on enrollment numbers and school capacity, capacity levels are at approximately 75 percent throughout the Policy Area, ranging from approximately 70 percent within the Sacramento City Unified School District and Natomas Unified School District to approximately 98 percent at Robla School District. Based on these figures, schools that serve the Policy Area could accommodate an additional 36,000 students. Because it is unknown if new students could be accommodated within specific school district (e.g., Robla School District is nearing capacity), new elementary, middle, and high schools may need to be constructed to meet the demands of the proposed project.

The six school districts that serve the Policy Area also have some portion of their service area outside the Policy Area. Three of these districts encompass areas that are mostly built out: Sacramento City Unified School District, San Juan Unified School District, and Robla Unified School District while the other three districts – Elk Grove Unified School District, Twin Rivers Unified School District, and Natomas Unified School District– have a greater potential for new growth as they encompass areas that include large tracts of undeveloped land. Elk Grove Unified School District, Twin Rivers Unified School District, and Natomas Unified School District are likely to have significant growth beyond the Policy Area and would likely be impacted more by development outside of the Policy Area than by development within the Policy Area.

The proposed General Plan policies include measures to accommodate growth and increased service demands. Policies ERC 1.1.1 and ERC 1.1.2 encourages the City to work with school districts to ensure that schools are provided to serve all existing and future residents and constructed in the neighborhoods that they serve, in safe locations, and connected to surrounding uses by walkways, bicycle paths, and greenways. Policy ERC 1.1.3 suggests that schools be developed with joint uses to integrate recreational, cultural, and non-school related activities.

Implementation of Sacramento 2035 General Plan Policies ERC 1.1.1 through ERC 1.1.3 would ensure that adequate school facilities are provided to serve the anticipated student growth in the city. Those policies, coupled with the payment of statutory fees by developers under SB 50 would serve as complete CEQA mitigation to satisfy the impact of development on school facilities. Therefore, the impact would be **less than significant**.

Mitigation Measure

None required.

Impact 4.10-4	**Potential to impact higher education facilities due to generation of additional post-secondary student.**
Applicable Regulations	None
Proposed SGP Policies that Reduce Impacts	Policies ERC 1.1.5, ERC 1.1.7
Significance after Implementing SGP Policies	**Less than Significant**
Mitigation Measures	None required

Implementation of the proposed Sacramento 2035 General Plan would generate higher education students in the Policy Area. Several factors contribute to the number of higher education students within the Policy Area such as high school graduates generated within the Policy Area not continuing on to college, high school graduates generated within the Policy Area attending college outside of the Policy Area, and high school students generated within the Policy Area pursuing technical training, it would be impossible to determine how many higher education students would be generated within the Policy Area as a result of the proposed Sacramento 2035 General Plan.

However, the proposed Sacramento 2035 General Plan includes policies to help ensure that higher education needs are addressed. Policy ERC 1.1.5 encourages the development, expansion, and upgrade of higher education facilities. Policy ERC 1.1.7 requires the City to cooperate with higher education systems to explore the possibility of a multi-university campus. These two policies encourage the City to work with higher education institutions to provide higher education facilities and programs within the Policy Area to serve students generated within and outside of the Policy Area. Therefore, the impact on higher education facilities would be **less than significant**.

Mitigation Measure

None required.

4.10.5 LIBRARIES

INTRODUCTION

This section evaluates potential effects on libraries in the 2035 General Plan Policy Area.

The Sacramento Public Library (SPL) serves the cities of Sacramento, Citrus Heights, Elk Grove, Galt, Isleton, Rancho Cordova, and the County of Sacramento. The Sacramento Public Library Authority is governed by a Joint Exercise of Powers Agreement between these cities and counties to provide public library services that provide open access to diverse resources and ideas that inspire learning, promote reading, and enhance community life to all citizens in the jurisdictions.

ENVIRONMENTAL SETTING

The detailed Environmental Setting is provided in the BR included as Appendix C of this Draft MEIR. See Section 5.5, "Libraries," in BR Chapter 5, "Public Services." As indicated in the BR, the SPL provides a variety of library services to residents of both the City and County of Sacramento. The SPL currently operates 27 existing library facilities and a bookmobile.

In 2005, the library maintained 0.56 square feet of library space per capita, and 1.72 library volumes per capita. The 2007-2025 Facility Master Plan establishes thresholds, targets, and prime goals for library standards. Overall SPL exceeded the thresholds and target goals for library space per capita, but just missed the threshold for library volumes per capita.

Sixteen new libraries are currently planned for construction in the city and county of Sacramento by 2025. One library facility is planned for construction at 65th Street and Folsom Boulevard. In addition, SPL expects to expand, renovate, or relocate many existing libraries in the city and county of Sacramento by 2025.

IMPACTS AND MITIGATION MEASURES

Methods of Analysis

The provision of adequate library services is based on the Sacramento resident population as compared to the square footage-per-capita ratio provided by the Sacramento Public Library Authority in the Facility Master Plan (FMP).

Threshold Level:	0.40 sf library facilities per capita
Target Level:	0.50 sf library facilities per capita
Prime Level:	0.60 sf library facilities per capita

For the purposes of this analysis, a significant impact would occur if increased demand for libraries resulting from the population increase (approximately 165,000 new residents over the next 25 years) would exceed the goal of 0.40 sf of library facilities per capita, such that new or expanded library facilities would be required, which could result in environmental impacts not evaluated in this MEIR.

Proposed General Plan Policies

The following goals and policies from the proposed General Plan are relevant to the provision of library services within the entire Policy Area. The proposed General Plan does not include any policies regarding library services that are unique to any of the City's community plans or PIAs.

Education, Recreation, and Culture Element

Goal ERC 3.1: Adequate Library Facilities. Provide adequate library facilities that enhance Sacramento's quality of life and create a civic environment with vast opportunities for self-learning and cultural and academic enrichment.

- **Policy ERC 3.1.1:** Adequate Services and Facilities. The City shall ensure adequate library services and facilities are maintained for all residents.

- **Policy ERC 3.1.2:** Library Siting. The City shall promote the siting of libraries in higher-density and infill areas along major arterials and transit service routes to provide convenient access to Sacramento residents.

- **Policy ERC 3.1.3:** Under-Served Areas. The City shall give priority to the construction of new libraries in communities that are deficient in library services, including East Sacramento near 65th Street and Folsom Boulevard, North Sacramento, and the South Area Community Plan area.

- **Policy ERC 3.1.4:** Joint Use. The City shall encourage the development and use of multi-functional library facilities by public and private agencies at locations such as schools, community centers, and public-private partnership venues.

- **Policy ERC 3.1.5:** Digital Literacy and Access. The City shall encourage access to digital resources and information tools and the development of 21st Century literacy skills.

- **Policy ERC 3.1.6:** Educational Awareness. The City shall promote awareness of library facilities and services.

- **Policy ERC 3.1.7:** Funding. The City, in conjunction with the Sacramento Library Authority, shall explore methods of financing new library facilities and expanding and upgrading existing facilities.

Thresholds of Significance

For the purposes of this EIR, impacts on library resources are considered significant if the proposed General Plan would:

- require, or result in, the construction of new or expanded facilities related to the provision of library services, such that a significant environmental impact could result.

Impacts and Mitigation Measures

A summary of all Libraries impacts and their levels of significance is located at the end of this technical section.

Impact 4.10-5	**Potential need to construct new or expanded facilities related to the provision of library services.**
Applicable Regulations	Sacramento Public Library Authority FMP
Proposed SGP Policies that Reduce Impacts	Policies ERC 3.1.1 through ERC 3.1.4, ERC 3.1.7
Significance after Implementing SGP Policies	**Less than Significant**
Mitigation Measures	None required

As discussed under the Methods of Analysis, the proposed 2035 General Plan would result in a total population increase of approximately 165,000 new residents. Using a service ratio of 0.40 sf per person, 66,000 sf of library space would be needed to meet the service goal for this new population. The Sacramento Public Library Facility Master Plan 2007-2025 outlines SPL's current deficiencies and projected needs through 2025. There are several projects planned by 2015 including the construction of the new 65th and Folsom Library (30,000 sf), the relocation of the North Sacramento-Hagginwood Library (an additional 11,000 sf), and the renovation of the McClatchy Library (an additional 2,133 sf). Projects planned by 2025 include the relocation of Del Paso Heights Library (an additional 14,575 sf), the expansion of Colonial Heights (an additional 7,789 sf), Belle Cooledge (an additional 13,000 sf), Martin Luther King, Jr. (an additional 14,922 sf), and South Natomas (an additional 6,385 sf) libraries. These improvements would provide approximately 100,000 sf of library space compared to the need for 66,000 sf to provide adequate facilities to accommodate the population generated by the Sacramento 2035 General Plan.

Using a service ratio of 0.40 sf per resident, regional conditions would require 256,160 sf of library space throughout the city. Sacramento County, the Sacramento Public Library Authority's service area, is projected to have a population of 1,817,718 in 2035 (DOF 2014). Using a service ratio of 0.40 sf per resident, cumulative or buildout conditions would require 727,087 sf of library space within the Sacramento Public Library Authority's service area. Based on plans set forth in the Sacramento Public Library Authority Facility Master Plan, the SPL expects to provide 1,007,274 sf of library space throughout the Sacramento Public Library Authority's service area (Sacramento County) by 2025 (SPLA 2007:67). This would result in a ratio of 0.55 sf of library space per person, which meets the "Target Level" goal.

In addition, the proposed general plan policies include measures to accommodate for growth and increased service demands. Policy ERC 3.1.1 requires that adequate library services and facilities are maintained for all residents. Policies ERC 3.1.2 and ERC 3.1.4 address siting including locating libraries in higher density and infill areas, near arterials and transit routes, and in joint-operation with public and private agencies at locations such as school sites or community centers. These policies ensure that libraries are accessible to a wide range of people and are near major community gathering locations. Policy ERC 3.1.3 gives library construction priority to areas in the city that are underserved. Policy ERC 3.1.7 ensures that funding methods are explored jointly between the City and Sacramento Public Library Authority.

Therefore, because future development anticipated under the proposed 2035 General Plan would be required to comply with the general plan policies, and the Sacramento Public Library Facility Master Plan 2007-2025 outlines projects to meet projected needs through 2025, adequate library services would be provided to serve the anticipated increase in demand, and no expansion or additional library facilities are anticipated to be necessary beyond those already identified in the Sacramento Public Library Facility Master Plan. This would result in a **less-than-significant** impact.

Mitigation Measure

None required.

4.10.6 Emergency Services

INTRODUCTION

This section evaluated potential effects of the proposed 2035 Sacramento General Plan on emergency services. Emergency service providers in the Policy Area are provided by the City's Fire Department, the Sacramento Metro Fire Department, and other public and private entities.

ENVIRONMENTAL SETTING

The detailed Environmental Setting is provided in the BR included as Appendix C of this Draft MEIR. See Section 7.6, "Emergency Response," in BR Chapter 7, "Environmental Hazards." As described in the BR, the City of Sacramento has an Emergency Operation Plan that addresses the City's planned response to extraordinary emergency situations associated with natural disasters, technological incidents, and nuclear defense operations. The County of Sacramento has a Local-Hazard Mitigation Plan, which is a multi-jurisdictional plan that aims to reduce or eliminate long-term risk to people or property from natural disasters and their effects.

The City of Sacramento has adopted the Standardized Emergency Management System for managing response to multi-agency and multi-jurisdiction emergencies and to facilitate communications and coordination between all levels of the system and among all responding agencies. Additionally, Sacramento is part of the State's mutual aid system and can give or receive support in an emergency situation.

IMPACTS AND MITIGATION MEASURES

Methods of Analysis

There are no standards or ratios for the provision of emergency service personnel and equipment per a specific population. Therefore, the impact analysis qualitatively determines whether implementation of the proposed 2035 General Plan would require new or expanded emergency response facilities in order to provide emergency services, the construction of which could result in physical environmental effects.

Proposed General Plan Policies

The following goals and policies from the proposed General Plan are relevant to the provision of emergency services within the entire Policy Area. The proposed General Plan does not include any policies regarding emergency services that are unique to any of the City's community plans or PIAs.

Public Health and Safety Element

Goal PHS 4.1: Response to Natural and Human-Made Disasters. Promote public safety through planning, preparedness, and emergency response to natural and human-made disasters.

- **Policy PHS 4.1.1:** Multi-Hazard Emergency Plan. The City shall maintain and implement the Sacramento County Multi-Hazard Emergency Plan to address disasters such as earthquakes, flooding, dam or levee failure, hazardous material spills, epidemics, fires, extreme weather, major transportation accidents, and terrorism.

- **Policy PHS 4.1.2:** Post-Disaster Response. The City shall plan for the continued functioning of critical facilities following a major seismic or geologic disaster to help prevent major problems during post-disaster response such as evacuations, rescues, large numbers of injuries, and major clean up operations.

- **Policy PHS 4.1.3:** Emergency Operations Center. The City, in conjunction with other local, State, and Federal agencies, shall ensure operational readiness of the Emergency Operations Center (EOC), conduct annual training for staff, and maintain, test, and update equipment to meet current standards.

- **Policy PHS 4.1.4:** Emergency and Disaster Preparedness Exercises. The City shall coordinate with local and regional jurisdictions to perform emergency and disaster preparedness exercises to test operational and emergency plans.

- **Policy PHS 4.1.5:** Mutual Aid Agreements. The City shall continue to participate in mutual aid agreements to ensure adequate resources, facilities, and other support for emergency response.

- **Policy PHS 4.1.6:** Education Programs. The City shall sponsor and support education programs pertaining to emergency response, disaster preparedness protocols and procedures, and disaster risk reduction.

- **Policy PHS 4.1.7:** Vulnerable Populations. The City shall support community organizations that address social equity issues related to climate change effects/impacts to assess resilience of low- income communities and guide relevant future policy/program development.

Goal PHS 5.1: Human Services and Healthy Communities. Improve the provision of human services and promote public health and safety.

- **Policy PHS 5.1.1:** Facilities Location. The City shall work with the County on identifying adequate sites for health and human services facilities within the city to ensure that such facilities are easily accessible, distributed equitably throughout the city in a manner that makes the best use of existing facilities, and are compatible with adjoining uses.

Thresholds of Significance

For the purposes of this EIR, impacts on emergency services are considered significant if the proposed General Plan would:

- require, result in, the construction of new, or the expansion of existing emergency service facilities related to the provision of emergency services, such that a significant environmental impact could result.

Impacts and Mitigation Measures

A summary of all Emergency Services impacts and their levels of significance is located at the end of this technical section.

Impact 4.10-6	**Potential need to construct new or the expanded emergency response facilities related to the provision of emergency services.**
Applicable Regulations	City of Sacramento's 2005 Emergency Operations Plan, 2011 Sacramento County Local Hazard Mitigation Plan, California Code of Regulations, Title 19
Proposed SGP Policies that Reduce Impacts	PHS 4.1.1 through PHS 4.1.5, PHS 5.1.1
Significance after Implementing SGP Policies	**Less than Significant**
Mitigation Measures	None required

Area hospitals serve entire regions, and in some cases, patients from well beyond the immediate vicinity. In Sacramento County, there are ten hospitals, seven of which are within the Policy Area; the other three are outside the Policy Area:

- Kaiser Permanente Medical Center – Sacramento (2025 Morse Avenue, Sacramento);
- Mercy Folsom Hospital (1650 Creekside Drive, Folsom); and
- Mercy San Juan Medical Center (6501 Coyle Avenue, Carmichael).

These facilities serve areas with large growth potential, and therefore may experience additional demand due to increased growth in the future.

Development under the proposed 2035 General Plan would increase the number of residents in the Policy Area by approximately 165,000 new residents, and as a result, would create an increased demand for emergency-related services. The addition of these new residents would place additional demand on acute care facilities and other medical facilities. However, most hospitals are private or non-profit organizations that are provided independent of city subsidies. Hospitals receive funds from private sources, the state, and/or the federal government. Individual hospital organizations are responsible for the sizing and siting of hospital facilities in compliance with federal and state requirements, which may or may not occur in coordination with local jurisdictions. As a result, individual hospital organizations assess a community's needs for acute care facilities and make decisions on where to locate hospitals. Although there may be additional demand placed on local hospitals due to an increased city population, private hospital organizations would be responsible for assessing the medical needs of the city and responding accordingly. Policy PHS 5.1.1 requires that the City coordinate with the County for the siting of health and human services facilities and to ensure that such facilities are located throughout the city. Implementation of these policies would ensure that appropriate human services and medical facilities would be distributed throughout the city.

In the event of a disaster such as a flood, more city residents would need to be evacuated and/or treated. In that case, disaster preparedness and response would need to be optimized. Policies PHS 4.1.1 through PHS 4.1.4 are aimed at ensuring that there is adequate disaster preparedness in the city. The City must maintain the Emergency Operations Plan that includes information on disaster preparedness, ensure the operational readiness of the Emergency Operations Center, train staff and conduct emergency and disaster

preparedness exercises to test operational and emergency plans, and sponsor and support educational programs pertaining to emergency response, disaster preparedness protocols and procedures, and disaster risk reduction. Policy PHS 4.1.5 ensures that the City participate in mutual aid agreements to ensure that adequate resources, facilities, and other support is provided in the event of a disaster.

Policy PHS 5.1.1 would help ensure that adequate human services and medical facilities are established in the city to serve the city population. However, as explained above, private hospital organizations would be responsible for assessing the medical needs of the city and responding accordingly. Policies PHS 4.1.1 through PHS 4.1.5 ensure that disaster preparedness and response would be adequate to serve the city population. Therefore, because future development anticipated under the proposed 2035 General Plan would be required to comply with the general plan policies, adequate emergency services and response would be provided to serve the anticipated increase in demand. Through the implementation of these policies the proposed project would result in a **less-than-significant** impact.

Mitigation Measure

None required.

This page intentionally left blank.

4.11 PUBLIC UTILITIES

4.11.1 Introduction

This section of the MEIR describes the existing public utilities in the Policy Area, and evaluates the effects of implementation of the proposed Sacramento 2035 General Plan on those utilities. The public utilities evaluated in this section include Water Supply, Sewer and Storm Drainage, Solid Waste, Electricity and Natural Gas, and Telecommunications (telephone and cable television).

The goals and policies of the Utilities Element of the proposed 2035 General Plan are designed to minimize negative impacts from development to utilities. These goals and policies provide direction to require expansion of water, wastewater, stormwater drainage, solid waste, energy, and telecommunications systems concurrent with new development, population, and employment growth. These policies also establish a level of service for all utilities in order to provide for high-quality and efficient utility services throughout the city.

Comments received in response to the Notice of Preparation (see Appendix B) related to utilities included correspondence from Pacific Gas and Electric Company (PG&E) and Sacramento Regional County Sanitation District (SRCSD). PG&E recommended that environmental documents for future development projects include adequate evaluation on the cumulative impact to utility systems, the utility facilities needed to serve those developments, any possible relocations, and potential environmental issues associated with extending utility service to a proposed project. SRCSD provided information related to the sewer service in the Policy Area, and suggested including a discussion of impacts associated with constructing sanitary sewer facilities in the MEIR.

Information for this section is based on the City's 2010 Urban Water Management Plan, adopted October 18, 2011; the City of Sacramento Water Distribution System Master Plan; the Sacramento Groundwater Management Plan; Sacramento Regional County Sanitation District, Sacramento Regional Wastewater Treatment Plant National Pollutant Discharge Elimination System (NPDES) permit; data from the California Integrated Waste Management Board; personal communication with the City of Sacramento Department of Utilities Solid Waste Division staff, and other service providers.

4.11.2 WATER SUPPLY

The water supply section discusses the existing condition of the city's water supply and treatment and distribution systems. The section estimates the water demand resulting from buildout of the proposed 2035 General Plan.

ENVIRONMENTAL SETTING

The detailed Environmental Setting is provided in the Background Report included as Appendix C of this Draft MEIR (see Section 4.3, "Water Supply," in Section 4, "Utilities"). As discussed in the BR, domestic water service within the Policy Area is provided by the City of Sacramento and other water purveyors. The City of Sacramento provides domestic water service to the area within the city limits, as these limits change from time to time, and to several small areas within the County of Sacramento.

The Fairbairn Water Treatment Plant (FWTP) and the Sacramento Water Treatment Plant (SRWTP) divert water from the American and Sacramento rivers, respectively. The location of each treatment plant is identified in Figure 4-4 of the BR. In 2003, the City finished an expansion of the SRWTP increasing its maximum capacity from 110 million gallons per day (mgd) to 160 mgd, although according to the 2010 Urban Water Management Plan (City of Sacramento 2011), the reliable capacity is only 135 mgd. Additional

improvements are scheduled to be completed in 2016 that will restore the reliable capacity to 160 mgd. The 2003 expansion also included the construction of a new intake structure on the Sacramento River to comply with current fish screen requirements. Expansion of the FWTP completed in 2005 increased the maximum capacity of the FWTP from 90 mgd to 200 mgd, but it has a permitted capacity of only 160 mgd, and a reliable capacity of 100 mgd during peak demand times due to Hodge constraints (see Regulatory Context in the BR).

In 2011-2012, the FWTP treated an average of 42 mgd of water, while the SRWTP treated an average of approximately 64 mgd (Armijo 2013). During low flows in the American River, diversions at the FWTP can be restricted. The City of Sacramento along with the Placer County Water Agency (PCWA), the Sacramento Suburban Water Agency, and the City of Roseville have joined together to address the need for future water supply facilities to serve the region. The Sacramento River Water Reliability Study (SRWRS) includes a feasibility study to construct a new Sacramento River diversion and treatment plant along the Sacramento River located in Sacramento County which would provide additional water supply reliability and assist in meeting the future water demand of the Cities of Sacramento and Roseville as well as PCWA and Sacramento Suburban (BOR and PCWA 2005). Public Law 106 – 554 authorized the SRWRS in 2002, but at this point in time, the SWRSR project has been placed on hold indefinitely (Armijo 2013). The US Bureau of Reclamation (USBR) is the Federal lead agency and PCWA is the local lead agency for the SWRSR project.

The City currently operates 27 active municipal groundwater supply wells within the city limits. Twenty-five of these wells are located north of the American River in the communities of North Sacramento, South Natomas and Arcade-Arden. The City wells supply the City with a maximum total capacity of approximately 20.7 mgd. In 2010, the groundwater supply wells pumped approximately 21.1 mgd. The City also operates 14 wells for the irrigation of parks.

Although the City relies on surface water as its primary source of water supply, the groundwater well system provides flexibility in supplying domestic water to the City, especially in drought years, as well as providing water that can be delivered on a retail or wholesale basis outside the area authorized to receive delivery of the City's surface water supply, if needed.

IMPACTS AND MITIGATION MEASURES

Methods of Analysis

To determine potential impacts associated with an increase in demand for potable water associated with implementation of the proposed 2035 General Plan, water demands were estimated for the developed area covered by the proposed 2035 General Plan, including an adjustment for the increase in water demand associated with the development projected under the proposed 2035 General Plan compared to previous General Plan projections.

Water Demand

Projected water demands for the proposed 2035 General Plan were developed using a baseline water usage from historical data, and then calculating target water usage according to California Department of Water Resources Guidelines. Target water usage for the year 2020 and beyond includes a 20-percent water conservation reduction as required by the State's 20x2020 Water Conservation Plan (State Water Resources Control Board [SWRCB] 2010). This methodology was completed as part of the 2010 Urban Water Management Plan (UWMP) and is summarized in Chapter 3 of that document.

Supply and Demand Comparison

The projected water demands of buildout through 2035 are compared to the city's normal year water supply in Table 4.11-1. During normal years, groundwater is not required to meet demand, except for water delivered to areas outside the areas authorized to receive delivery of the city's surface water supply.

Table 4.11-1 Normal Year Supply and Demand Comparison (acre-feet/year)

	2010	2015	2020	2025	2030	2035
American River[1,2]	170,500	189,000	208,500	228,000	245,000	245,000
Sacramento River[1,3]	81,800	81,800	81,800	81,800	81,800	81,800
Total Surface Water Supply[1,2,3]	**227,500**	**252,000**	**278,000**	**304,000**	**326,800**	**326,800**
Groundwater Supplies[4]	18,377	22,300	22,300	22,300	22,300	22,300
Total Water Supply	**245,877**	**274,300**	**300,300**	**326,300**	**349,000**	**349,000**
City Retail Demand[5]	108,276	146,300	138,300	149,200	160,100	171,100
Wholesale and Wheeling[5]	5,091	39,670	56,410	73,147	89,884	89,884
Total Demand	**113,367**	**185,970**	**194,710**	**222,347**	**249,984**	**260,984**

Notes:
[1] Data obtained from City of Sacramento 2010 Urban Water Management Plan – Table 21, and represents Maximum Annual Diversion Allowed.
[2] The City may divert up to 81,800 AFY from the Sacramento River as long as the combined diversion from both the Sacramento and American Rivers does not exceed the Maximum Combined Diversion allowed under the 1957 Water Rights Settlement Contract between the U.S. Bureau of Reclamation and the City.
[3] The City may divert up to the Maximum Diversion from the American River as long as the combined diversion from both the Sacramento and American Rivers does not exceed the Maximum Combined Diversion allowed under the 1957 Water Rights Settlement Contract between the U.S. Bureau of Reclamation and the City.
[4] Data obtained from City of Sacramento 2010 Urban Water Management Plan – Table 26.
[5] Data obtained from City of Sacramento 2010 Urban Water Management Plan – Table 19.
Source: 2010 Urban Water Management Plan, City of Sacramento 2010

The WFA purveyor-specific agreement limits diversions on the American River during Hodge flow conditions and Conference Years. Hodge flow conditions limit withdrawal during low river flows. The Conference Year limitation limits annual diversions from the American River to 50,000 acre-feet per year (AFY) and peak diversion to 155 cubic-feet per second (cfs). A Conference Year occurs when 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.

The Conference Year limitation does not prevent the City from diverting its American River entitlement from the Sacramento River Water Treatment Plant (SRWTP), subject to the availability of adequate capacity at the SRWTP. Table 4.11-2 shows the supply and demand comparison under a Conference Year condition. For a Conference Year condition, unless additional capacity to divert and treat surface water under the City's Sacramento River entitlement is constructed (thereby making more capacity at the SRWTP available to divert and treat surface water under the City's American River entitlements), a capacity deficit would occur between 2030 and 2035, but only if the maximum projected sales to other water agencies was realized.

Table 4.11-2 "Conference Year" Capacity and Demand Comparison (Acre-feet/year) (Existing Facilities)

	2010	2015	2020	2025	2030	2035
American River	50,000	50,000	50,000	50,000	50,000	50,000
American River diverted from the Sacramento River Water Treatment Plant[1]	97,400	97,400	97,400	97,400	97,400	97,400
Sacramento River	81,800	81,800	81,800	81,800	81,800	81,800
Total Surface Water Supply	**229,200**	**229,200**	**229,200**	**229,200**	**229,200**	**229,200**
Groundwater Supplies[2]	22,300	22,300	22,300	22,300	22,300	22,300
Total Water Supply	**251,500**	**251,500**	**251,500**	**251,500**	**251,500**	**251,500**
City Retail Demand[3]	108,276	146,300	138,300	149,200	160,100	171,100
Wholesale and Wheeling[3]	5,091	39,670	56,410	73,147	89,884	89,884
Total Demand	**113,367**	**185,970**	**194,710**	**222,347**	**249,984**	**260,984**

Notes:
[1] Total diversion at SRWTP, based on diversion capacity of 160 mgd (179,200 AFY).
[2] Data obtained from City of Sacramento 2010 Urban Water Management Plan – Table 26.
[3] Data obtained from City of Sacramento 2010 Urban Water Management Plan – Table 19.
Source: 2010 Urban Water Management Plan, City of Sacramento.

Proposed General Plan Policies

The following goals and policies from the proposed 2035 General Plan are relevant to water supply within the entire Policy Area. The proposed General Plan does not include any policies regarding water supply that are unique to any of the City's priority investment areas (PIAs).

Utilities

Goal U 1.1: High-Quality Infrastructure and Services. Provide and maintain efficient, high- quality public infrastructure facilities and services throughout the city.

- **Policy U 1.1.1:** Provision of Adequate Utilities. The City shall continue to provide and maintain adequate water, wastewater, and stormwater drainage utility services to areas in the city, and shall provide and maintain adequate water, wastewater, and stormwater drainage utility services to areas in the city that do not currently receive these City services upon funding and construction of necessary infrastructure.

- **Policy U 1.1.2:** Citywide Level of Service Standards. The City shall establish and maintain service standards [Levels of Service (LOS)] for water, wastewater, stormwater drainage, and solid waste services.

- **Policy U 1.1.3**: Sustainable Facilities and Services. The City shall continue to provide sustainable utility services and infrastructure in a cost-efficient manner.

- **Policy U 1.1.5:** Timing of Urban Expansion. The City shall assure that new public facilities and services are phased in conjunction with the approved urban development they are intended to serve.)

- **Policy U 1.1.6:** Growth and Level of Service. The City shall require new development to provide adequate facilities or pay its fair share of the cost for facilities needed to provide services to accommodate growth without adversely impacting current service levels.

- **Policy U 1.1.7:** Infrastructure Finance. The City shall develop and implement a financing strategy and assess fees to construct needed water, wastewater, stormwater drainage, and solid waste facilities to maintain established service levels and to mitigate development impacts to these systems (e.g., pay capital costs associated with existing infrastructure that has inadequate capacity to serve new development). The City shall also assist developers in identifying funding mechanisms to cover the cost of providing utility services in infill areas.

- **Policy U 1.1.8:** Infill Areas. The City shall identify and prioritize infill areas for infrastructure improvements.

- **Policy U 1.1.9:** Joint-Use Facilities. The City shall support the development of joint-use water, drainage, and other utility facilities as appropriate in conjunction with schools, parks, golf courses, and other suitable uses to achieve economy and efficiency in the provision of services and facilities.

- **Policy U 1.1.10:** Safe, Attractive, and Compatible Utility Design. The City shall ensure that public utility facilities are designed to be safe, aesthetically pleasing, and compatible with adjacent uses.

- **Policy U 1.1.11:** Underground Utilities. The City shall require undergrounding of all new publicly-owned utility lines, encourage undergrounding of all privately-owned utility lines in new developments, and work with electricity and telecommunications providers to underground existing overhead lines.

- **Policy U 1.1.12:** Impacts to Environmentally Sensitive Lands. The City shall locate and design utilities to avoid or minimize impacts to environmentally-sensitive areas and habitats.

Goal U 2.1: High-Quality and Reliable Water Supply. Provide water supply facilities to meet future growth within the City's Place of Use and assure a high-quality and reliable supply of water to existing and future residents.

- **Policy U 2.1.1:** Exercise and Protect Water Rights. The City shall exercise and protect its water rights and entitlements in perpetuity.
- **Policy U 2.1.2:** Increase Water Supply Sustainability. The City shall maintain a surface water/groundwater conjunctive use program, which uses more surface water when it is available and more groundwater when surface water is limited.
- **Policy U 2.1.3:** Water Treatment Capacity and Infrastructure. The City shall plan, secure funding for, and procure sufficient water treatment capacity and infrastructure to meet projected water demands.
- **Policy U 2.1.4:** Priority for Water Infrastructure. The City shall give high priority in capital improvement programming to funding rehabilitation or replacement of critical infrastructure that has reached the end of its useful life.
- **Policy U 2.1.5:** Comprehensive Water Supply Plans. The City shall prepare, implement, and maintain long-term, comprehensive water supply plans.
- **Policy U 2.1.6:** High-Quality Service Provision. The City shall provide water service that meets or exceeds State and Federal drinking water standards.
- **Policy U 2.1.7:** Water Supply During Emergencies. The City shall, to the extent feasible, maintain adequate water supply during emergencies.
- **Policy U 2.1.8:** Emergency Water Conservation. The City shall reduce water use during periods of water shortages and emergencies.
- **Policy U 2.1.9:** New Development. The City shall ensure that water supply capacity is in place prior to granting building permits for new development.
- **Policy U 2.1.10:** Water Conservation Standards. The City shall achieve a 20 percent reduction in per-capita water use by 2020 consistent with the State's 20x2020 Water Conservation Plan (California Water Resources Control Board, 2010).
- **Policy U 2.1.11:** Water Conservation Programs. The City shall implement conservation programs that increase water use efficiency, including providing incentives for adoption of water efficiency measures.
- **Policy U 2.1.12:** Water Conservation Enforcement. The City shall continue to enforce City ordinances that prohibit the waste or runoff of water, establish limits on outdoor water use, and specify applicable penalties.
- **Policy U 2.1.13:** Recycled Water. The City shall continue to investigate the feasibility of utilizing recycled water where appropriate, cost effective, safe, and environmentally sustainable.
- **Policy U 2.1.14:** Rain Capture. The City shall promote the use of rain barrels and rain gardens to conserve water, while not increasing the occurrence of disease vectors.
- **Policy U 2.1.15:** Landscaping. The City shall continue to require the use of water-efficient and river-friendly landscaping in all new development, and shall use water conservation gardens (e.g., Glen Ellen Water Conservation Office) to demonstrate and promote water conserving landscapes.

- **Policy U 2.1.16:** River-Friendly Landscaping. The City shall promote "River Friendly Landscaping" techniques which include the use of native and climate appropriate plants; sustainable design and maintenance; underground (water-efficient) irrigation; and yard waste reduction practices.

- **Policy U 2.1.17:** Water Conservation Outreach. The City shall continue providing public education (e.g., Bluethumb Program) and conducting outreach campaigns to promote water conservation efforts. Programs should highlight specific water-wasting activities to discourage, such as the watering of non-vegetated surfaces and using water to clean sidewalks and driveways, and educate the community about the importance of water conserving techniques. Water efficiency training and certification for irrigation designers, installers, and property managers should also be offered.

Thresholds of Significance

For the purposes of this EIR, impacts on water service and supply are considered significant if the proposed General Plan would:

- increase demand for potable water in excess of existing supplies; or

- result in inadequate capacity in the City's water supply facilities to meet the water supply demand, so as to require the construction of new water supply facilities.

Impacts and Mitigation Measures

Impact 4.11-1	**Potential to increase demand for potable water beyond available supply.**
Applicable Regulations	Water Management Planning Act
Proposed SGP Policies that Reduce Impacts	Policies U 1.1.1, U 1.1.5, U 1.1.6, U 2.1.3, U 2.1.9, and U 2.1.10
Significance after Implementing SGP Policies	**Less than Significant**
Mitigation Measures	None required

As shown in Table 4.11-1, buildout of the proposed 2035 General Plan would result in an increase in retail water demand to approximately 171,100 AFY. Adding the projected wholesale demands increases this 2035 demand to approximately 260,984 AFY. For normal years, this is less than the total surface water diversion amount authorized under the City's water right permits and U.S. Bureau of Reclamation (USBR) contract, of 326,800 AFY.

For "Conference Years" (extremely dry years), Table 4.11-2 shows that less total water is available from the American River for city supply. Under these drought conditions, the City would maintain appropriate supply to serve demand until sometime between 2030 and 2035 (with supplemental groundwater). The General Plan includes several water conservation policies, such as Policy U 2.1.11, which require implementation of conservation programs to increase water efficiency; Policy U2.1.12, which continues the City's enforcement of water conservation measures; Policy U2.1.13, which requires continued investigation of recycled water; Policy U.2.1.14, which requires promotion of rain capture systems; U2.1.14, which requires the use of water-efficient landscaping in all new development; U2.1.15, which requires the use of native and climate appropriate plants; and U.2.17, which requires continued public education and outreach campaigns to promote water conservation. Implementation of these policies would reduce demand for potable water. In addition, the City's UWMP Water Contingency Plan requires 30% reduction in demand when faced with a serious water shortage. During a Conference Year in 2035 demand would need to decrease from 260,984 to 251,900 AFY, which represents a 4% reduction in demand. Therefore, even in Conference Years, with implementation of the City's water conservation requirements, the City could provide adequate potable water supply the Policy Area. This impact is **less than significant**.

Implementation of the 2035 General Plan would result in an increase in demand for potable water in excess of the City's existing diversion and treatment capacity. Impacts related to diversion and treatment capacity are discussed under Impact 4.11-2. Also, potential change in water supply associated with climate change is discussed in Section 4.14, "Climate Change."

Mitigation Measure

None required.

Impact 4.11-2	Potential to result in an increase in demand for potable water in excess of the City's existing diversion and treatment capacity, which could require the construction of new water supply facilities.
Applicable Regulations	Water Management Planning Act
Proposed SGP Policies that Reduce Impacts	Policies U 1.1.1, U 1.1.5, U 1.1.6, U 2.1.3, U 2.1.9, and U 2.1.10
Significance after Implementing SGP Policies	**Significant and Unavoidable**
Mitigation Measures	None available.

As noted above, although the City's existing water right permits and USBR contract are sufficient to meet the total water demand projected for buildout of the proposed 2035 General Plan, implementation of the proposed 2035 General Plan would result in an increase in demand for potable water in excess of the City's existing diversion and treatment capacity. More specifically, as indicated in Table 4.11-3, due to the Conference Year limitation specified in the City's purveyor-specific agreement, there is insufficient existing diversion and treatment capacity to meet the projected annual demands with surface water during Conference Years, potentially beginning in 2020. With the addition of the City's existing groundwater production, the onset of this capacity deficit is not anticipated until approximately 2030.

Table 4.11-3 Existing Surface Water Production Capacity v. Maximum Day Demand Above Hodge (mgd)

	2010	2015	2020	2025	2030	2035
American River[1]	160	160	160	160	160	160
Sacramento River[2]	135	135	160	160	160	160
Total Surface Water Supply	**295**	**295**	**320**	**320**	**320**	**320**
City Retail Demand[3]	169	240	234	246	259	281
Wholesale/Wheeling Demand[3]	38	55	73	91	119	119
Total Demand[3]	**207**	**295**	**307**	**337**	**378**	**400**
Capacity Deficit	–	–	–	17	58	80

Notes:
[1] Design capacity of FWTP is 200 mgd, but has a Department of Public Health permitted capacity of 160 mgd per 2010 UWMP, pg.4-2
[2] Reliable capacity at SRWTP only 135 mgd until scheduled improvements are completed in 2016 according to 2010 UWMP, pg. 4-2
[3] Data obtained from City of Sacramento 2010 Urban Water Management Plan – Table 31.
Source: 2010 Urban Water Management Plan, City of Sacramento.

There also is insufficient existing diversion and treatment capacity to meet the maximum day demands projected for buildout of the proposed 2035 General Plan, with the most significant treatment capacity deficit occurring during the below-Hodge flow conditions specified in the City's purveyor-specific agreement.

Table 4.11-3 shows the existing surface water diversion/treatment capacity and maximum day demand under above-Hodge flow conditions. Assuming the use of surface water only during above-Hodge flow conditions, a maximum day diversion/treatment capacity deficit could occur by 2025, as shown in Table 4.11-3. Assuming full use of the current groundwater production capacity of 20 million gallons per day (mgd)

during such conditions, a maximum day diversion/treatment capacity deficit could occur by 2030, as shown in Table 4.11-4.

Table 4.11-4 Existing Total Water Production Capacity Including Groundwater v. Maximum Day Demand Above Hodge (mgd)

	2010	2015	2020	2025	2030	2035
American River[1]	160	160	160	160	160	160
Sacramento River[2]	135	135	160	160	160	160
Total Surface Water Supply	**295**	**295**	**320**	**320**	**320**	**320**
Groundwater[3]	20	20	20	20	20	20
Total Water Supply	**315**	**315**	**340**	**340**	**340**	**340**
City Retail Demand[4]	169	240	234	246	259	281
Wholesale/Wheeling Demand[4]	38	55	73	91	119	119
Total Demand[4]	**207**	**295**	**307**	**337**	**378**	**400**
Capacity Deficit	–	–	–	–	38	60

Notes:

[1] Design capacity of FWTP is 200 mgd, but has a Department of Public Health permitted capacity of 160 mgd per 2010 UWMP, pg.4-2

[2] Reliable capacity at SRWTP only 135 mgd until scheduled improvements are completed in 2016 according to 2010 UWMP, pg. 4-2

[3] Groundwater capacity assuming 90% of production capacity is available per 2010 UWMP – Table 24.

[4] Data obtained from City of Sacramento 2010 Urban Water Management Plan – Table 31.

Source: 2010 Urban Water Management Plan, City of Sacramento.

Table 4.115 shows a diversion capacity reduction at the Fairbairn WTP from 160 mgd to 100 mgd during the below-Hodge flow conditions specified in the City's purveyor-specific agreement, resulting in a total surface water diversion/treatment capacity of 260 mgd during such conditions upon completion of the SRWTP improvements. (Although the FWTP design capacity is 200 mgd, the current Department of Public Health permitted capacity is 160 mgd.) Assuming the use of surface water only during below-Hodge flow conditions, a maximum day diversion/treatment capacity deficit could potentially occur before 2015, as shown in Table 4.11-5. Assuming full use of the current groundwater production capacity of 20 mgd during such conditions, a maximum day diversion/treatment capacity deficit could occur in approximately 2015, as shown in Table 4.11-6.

To address this issue, several proposed General Plan policies call for the City to plan and provide a reliable water service to serve all city residents. Policy U 2.1.3 would ensure the City provides sufficient funding to meet the projected water demand and Policy U 2.1.9 would prevent the City from granting building permits without sufficient water supply capacity. Implementation of these policies would ensure that development does not outstrip the availability of adequate water diversion and treatment capacity to meet the water demand for such development. There also is a policy in the proposed 2035 General Plan that seeks to reduce peak day water demand (Policy U 2.1.10). Policy U 2.1.11 requires the City to implement water conservation programs, which could help reduce the peak day demand. As noted above, the projected 2035 demands used in this analysis already include a 20 percent water conservation reduction as required by the 20x2020 Water Conservation Plan. Accordingly, even if high levels of conservation are achieved, future water demand associated with implementation of the proposed 2035 General Plan still would exceed the City's existing available water diversion and treatment capacity at some point in time.

Table 4.11-5 Existing Surface Water Production Capacity v. Maximum Day Demand Below Hodge (mgd)

	2010	2015	2020	2025	2030	2035
American River[1]	100	100	100	100	100	100
Sacramento River[2]	135	135	160	160	160	160
Total Surface Water Supply	**235**	**235**	**260**	**260**	**260**	**260**
City Retail Demand[3]	169	240	234	246	259	281
Wholesale/Wheeling Demand[3,4]	18	35	53	71	89	89
Total Demand[3]	**187**	**275**	**287**	**317**	**348**	**370**
Capacity Deficit	–	40	27	57	88	110

Notes:

[1] The FWTP diversion rate is limited to 100 mgd during the below Hodge flow conditions, 2010 UWMP, pg. 2-6.

[2] Reliable capacity at SRWTP only 135 mgd until scheduled improvements are completed in 2016 according to 2010 UWMP, pg. 4-2

[3] Data obtained from City of Sacramento 2010 Urban Water Management Plan – Table 31.

[4] During below Hodge flow conditions, maximum day wholesale/wheeling demands are reduced, pursuant to the delivery restrictions in the City's wholesale water service agreement with the Sacramento Suburban Water District that restricts demand to zero, 2010 UWMP pg. 3-12.

Source: 2010 Urban Water Management Plan, City of Sacramento

Table 4.11-6 Existing Total Water Production Capacity Including Groundwater v. Maximum Day Demand Below Hodge (mgd)

	2010	2015	2020	2025	2030	2035
American River[1]	100	100	100	100	100	100
Sacramento River[2]	135	135	160	160	160	160
Total Surface Water Supply	**235**	**235**	**260**	**260**	**260**	**260**
Groundwater[3]	20	20	20	20	20	20
Total Water Supply	**257**	**257**	**282**	**282**	**282**	**282**
City Retail Demand[4]	169	240	234	246	259	281
Wholesale/Wheeling Demand[4,5]	18	35	53	71	89	89
Total Demand[4]	**187**	**275**	**287**	**317**	**348**	**370**
Capacity Deficit	–	18	7	35	66	88

Notes:

[1] The FWTP diversion rate is limited to 100 mgd during the below Hodge flow conditions, 2010 UWMP, pg. 2-6.

[2] Reliable capacity at SRWTP only 135 mgd until scheduled improvements are completed in 2016 according to 2010 UWMP, pg. 4-2

[3] Groundwater capacity assuming 90% of production capacity is available per 2010 UWMP – Table 24.

[4] Data obtained from City of Sacramento 2010 Urban Water Management Plan – Table 31.

[5] During below Hodge flow conditions, maximum day wholesale/wheeling demands are reduced, pursuant to the delivery restrictions in the City's wholesale water service agreement with the Sacramento Suburban Water District that restricts demand to zero, 2010 UWMP pg. 3-12.

Source: 2010 Urban Water Management Plan, City of Sacramento

The City of Sacramento, along with the Placer County Water Agency (PCWA), the Sacramento Suburban Water Agency, and the City of Roseville have joined together to address the need for future water supply facilities to serve the region. The Sacramento River Water Reliability Study (SRWRS) includes a feasibility study to construct a new Sacramento River diversion and water treatment plant along the Sacramento River,

located in Sacramento County. This diversion and treatment plant would provide additional water supply reliability and assist in meeting the future water demand of the Cities of Sacramento and Roseville, as well as PCWA and Sacramento Suburban (BOR and PCWA 2005). Public Law 106 – 554 authorized the SRWRS in 2002, but at this point in time, the SWRSR project has been placed on hold indefinitely (Armijo 2013). The US Bureau of Reclamation (USBR) is the Federal lead agency and PCWA is the local lead agency for the SWRSR project.

In addition to construction of a new diversion structure and water treatment plant, the City has explored the option of increasing groundwater withdrawal to supplement surface water. As previously discussed, the City's existing groundwater wells supply the city with about 20 mgd of municipal water supply, which equates to an average annual aggregate capacity of approximately 22,300 AFY. The City's water supply infrastructure is designed to serve the entire citywide service area with new infrastructure that ties into the existing system to meet both average and maximum day demands. System-wide, the city relies on surface water as its primary source of water supply, and uses the groundwater well system to provide flexibility in years when there are low river flows (such as during Conference years or below Hodge flow conditions), as well as to provide water that can be delivered on a retail or wholesale basis outside the area authorized to receive delivery of the City's surface water supply.

One of the City's important water supply goals is to have sufficient capacity in its surface water diversion and treatment facilities to meet future maximum day demands solely with surface water. Because surface water provides the most reliable and highest quality water for city residents, relying primarily on surface water minimizes water quality issues associated with groundwater contamination and pollution, providing and maintaining sufficient capacity to meet peak day demands with surface water during normal and wet years, and promotes conjunctive use of surface and groundwater throughout the region. In addition, using surface water exercises, and thereby protects and maintains, the City's surface water rights and entitlements that are an invaluable asset to the city and city residents. These considerations are reflected in the proposed General Plan goal and policies set forth above for the City Water Systems.

If no new surface water diversion and treatment capacity is added, and the City's purveyor-specific agreement limitations remain in place, the City would need to increase groundwater pumping capacity by approximately 98 mgd to provide additional production capacity to meet the 2035 maximum day water demand projected during below Hodge flow conditions for implementation of the proposed 2035 General Plan (see Table 4.11-6). Assuming a new groundwater well could pump approximately 1,000 gallons per minute or 1.44 mgd, the City would be required to install at least 68 new wells (= 98 mgd / 1.44 mgd per well) to meet the projected demand. This could not be achieved with the current well capacities and new wells would have to be installed.

Groundwater supplies in the North Sacramento Basin are insufficient to supply these additional demands entirely through additional groundwater pumping. In addition, this could cause rapid drawdown of the groundwater basin, which would be counter to the SGA Groundwater Management Plan, SCGF Groundwater Management Plan, and the WFA. Increasing groundwater withdrawals could also adversely affect other groundwater pumping activities in the region, or cause migration or other changes within known and unknown groundwater contamination plumes in the applicable subbasin.

If groundwater pumping were increased, this could require an environmental analysis to assess if the construction or operation of new wells could have any adverse environmental consequences. The new wells, appurtenances, and infrastructure could result in potentially significant environmental impacts including, but not limited to, exposure of soils to erosion and loss of topsoil during construction; construction-related air emissions and increase in noise; destruction of subsurface archeological or paleontological resources; impacts to natural drainage courses and hydrology; and the conversion of existing agricultural lands.

The City is also considering other options to increase water treatment capacity. These include:

- Construction of a new water treatment plant on the Sacramento River in Natomas, north of the City's present SRWTP, within the vicinity of Sacramento International Airport, commonly called the Natomas Water Treatment Plan (NTWP).

- Construction of a raw water pipeline to pump flow back from the Sacramento River to the FWTP for treatment and distribution, commonly called the Pumpback.

- The expansion of the Sacramento River Water Treatment Plant.

According to the City's Department of Utilities, the City is considering adding 150 mgd in capacity: 100 mgd to offset the Hodge Flow restrictions at EAF, and 50 mgd to meet new demands. The Department of Utilities has indicated that selection of any of these options would provide sufficient water treatment capacity to meet the projected demand for 2035 buildout. The City has not yet determined which of these options should be implemented, and it would be speculation to assume a specific option for further analysis. It is likely that implementation of any of these options would result in significant environmental effects, such as those relating to biological resources, cultural resources, water quality, construction noise, and visual resources, among others. None of these plans have been designed, funded or approved, and specific environmental analysis cannot be conducted. However, CEQA review will be required for any water treatment option proposed and project-specific impacts will be evaluated and mitigation measures required to reduce significant impacts to the extent feasible.

As mentioned above, implementation of any of these options would sufficiently increase water treatment capacity to meet 2035 demand. However, because the specific treatment method has not yet been determined, and because likely significant environmental effects would result from implementation of each of the above options, the impact is considered **significant and unavoidable**.

Mitigation Measure

None available. Proposed policies require all feasible impact-reducing actions as part of the 2035 General Plan.

4.11.3 Sewer and Storm Drainage

The sewer and storm drainage section discusses the existing condition of the City's wastewater, storm drainage, and combined sewer system. The section addresses impacts on the City's systems resulting from implementation of the proposed 2035 General Plan. Regional flooding is addressed in Section 4.7, "Hydrology, Water Quality, and Flooding," while local drainage is addressed below.

ENVIRONMENTAL SETTING

The detailed Environmental Setting is provided in the BR included as Appendix C of this Draft MEIR (see Section 4.1, "Sewer/Storm Drainage," in Section 4, "Utilities"). As discussed in the BR, the City provides wastewater collection to about two-thirds of the area within the city limits. Within the city, there are two distinct areas served by a separate sewer system, and an area served by a Combined Sewer System (CSS). The Sacramento Regional County Sanitation District (SRCSD) and the Sacramento Area Sewer District (SASD) [formerly County Services District CSD-1)] provide both collection and treatment services within their service area for the portions of the city served by the separate sewer system. The Sacramento Regional Wastewater Treatment Plant (SRWTP), which is located just south of the city limits, is owned and operated by SRCSD and provides sewage treatment for the entire Policy Area.

IMPACTS AND MITIGATION MEASURES

Methods of Analysis

The evaluation of wastewater impacts is based on a review of information provided on SRCSD's website, including project description information associated with the proposed EchoWater Project (SRCSD 2014).

Proposed General Plan Policies

The following goals and policies from the proposed 2035 General Plan are relevant to Sewer and Storm Drainage within the entire Policy Area. The proposed General Plan does not include any policies regarding wastewater that are unique to any of the City's priority investment areas.

Wastewater Systems

Utilities Element

Goal U 1.1: High-Quality Infrastructure and Services. Provide and maintain efficient, high quality public infrastructure facilities and services in all areas of the city.

- **Policy U 1.1.1:** Provision of Adequate Utilities. The City shall continue to provide and maintain adequate water, wastewater, and stormwater drainage utility services to areas in the city, and shall provide and maintain adequate water, wastewater, and stormwater drainage utility services to areas in the city that do not currently receive these City services upon funding and construction of necessary infrastructure.

- **Policy U 1.1.2:** Citywide Level of Service Standards. The City shall establish and maintain service standards [Levels of Service (LOS)] for water, wastewater, stormwater drainage, and solid waste services.

- **Policy U 1.1.3:** Sustainable Facilities and Services. The City shall continue to provide sustainable utility services and infrastructure in a cost-efficient manner.

- **Policy U 1.1.4:** Timing of Urban Expansion. The City shall assure that new public facilities and services are phased in conjunction with the approved urban development they are intended to serve.

- **Policy U 1.1.5:** Growth and Level of Service. The City shall require new development to provide adequate facilities or pay its fair share of the cost for facilities needed to provide services to accommodate growth without adversely impacting current service levels.

- **Policy U 1.1.6:** Infrastructure Finance. The City shall develop and implement a financing strategy and assess fees to construct needed water, wastewater, stormwater drainage, and solid waste facilities to maintain established service levels and to mitigate development impacts to these systems (e.g., pay capital costs associated with existing infrastructure that has inadequate capacity to serve new development). The City shall also assist developers in identifying funding mechanisms to cover the cost of providing utility services in infill areas.

- **Policy U 1.1.7:** Infill Areas. The City shall identify and prioritize infill areas for infrastructure improvements.

- **Policy U 1.1.8:** Joint-Use Facilities. The City shall support the development of joint-use water, drainage, and other utility facilities as appropriate in conjunction with schools, parks, golf courses, and other suitable uses to achieve economy and efficiency in the provision of services and facilities.

- **Policy U 1.1.9:** Utilities Location. The City shall limit, to the extent financially and technically feasible, the construction of major infrastructure facilities in areas better suited for infill and urban development.

- **Policy U 1.1.12:** Impacts to Environmentally Sensitive Lands. The City shall locate and design utilities to avoid or minimize impacts to environmentally-sensitive areas and habitats.

Goal U 3.1: Adequate and Reliable Sewer and Wastewater Facilities. Provide adequate and reliable sewer and wastewater facilities that collect, treat, and safely dispose of wastewater.

- **Policy U 3.1.1:** Sufficient Service. The City shall provide sufficient wastewater conveyance, storage, and pumping capacity for peak sanitary sewer flows and infiltration.

- **Policy U 3.1.2:** New Developing Areas. The City shall ensure that public facilities and infrastructure are designed to meet ultimate capacity needs. For facilities subject to incremental upsizing, initial design shall include adequate land area and any other elements not easily expanded in the future. Infrastructure and facility planning should discourage over-sizing of infrastructure that could contribute to growth beyond what is anticipated in the General Plan. (MPSP)

- **Policy U 3.1.3:** Stormwater Infiltration Reduction. The City shall develop design standards that reduce infiltration into new City-maintained sewer pipes.

- **Policy U 3.1.4:** In keeping with its Combined Sewer System (CSS) Long Term Control Plan (LTCP), the City will continue to rehabilitate the CSS to decrease flooding, CSS outflows and CSOs. Through these improvements and new development requirements the City will also insure that development in the CSS does not result in increased flooding, CSS outflows or CSOs. (SO)

- **Policy U 3.1.5:** Methane Recovery. The City shall support the efforts of the Sacramento Regional County Sanitation District (SRCSD) to develop and maintain methane recovery facilities and coordinate efforts to evaluate methane emissions and potential capture at primary and secondary clarifiers and force system mains; maintain methane recovery systems and digester gas combustion systems at wastewater treatment plants; develop waste-to-energy projects at 50 percent of wastewater treatment plants; and evaluate potential for biofuel production at the Sacramento Regional Wastewater Treatment Plant.

Stormwater Drainage

Utilities Element

Goal U 4.1: Adequate Stormwater Drainage. Provide adequate stormwater drainage facilities and services that are environmentally-sensitive, accommodate growth, and protect residents and property.

- **Policy U 4.1.1:** Adequate Drainage Facilities. The City shall ensure that all new drainage facilities are adequately sized and constructed to accommodate stormwater runoff in urbanized areas.

- **Policy U 4.1.2:** Master Planning. The City shall implement a master plan program to:

  - identify facilities needed to prevent 10-year event street flooding and 100-year event structure flooding;

  - ensure that public facilities and infrastructure are designed pursuant to approved basin master plans;

  - ensure that adequate land area and any other elements are provided for facilities subject to incremental sizing (e.g., detention basins and pump stations); and

  - consider the use of “green infrastructure” and Low Impact Development (LID).

- **Policy U 4.1.3:** Regional Stormwater Facilities. The City shall coordinate efforts with Sacramento County and other agencies in the development of regional stormwater facilities.

- **Policy U 4.1.4:** Watershed Drainage Plans. The City shall require developers to prepare watershed drainage plans for proposed developments that define needed drainage improvements per City standards, estimate construction costs for these improvements, and comply with the City's National Pollutant Discharge Elimination System (NPDES) permit.

- **Policy U 4.1.5:** Green Stormwater Infrastructure. The City shall encourage "green infrastructure" design and Low Impact Development (LID) techniques for stormwater facilities (i.e., using vegetation and soil to manage stormwater) to achieve multiple benefits (e.g., preserving and creating open space, improving runoff water quality).

- **Policy U 4.1.6:** New Development. The City shall require proponents of new development to submit drainage studies that adhere to City stormwater design requirements and incorporate measures, including "green infrastructure" and Low Impact Development (LID) techniques, to prevent on- or off-site flooding.

Environmental Resources Element

Goal ER 1.1: Water Quality Protection. Protect local watersheds, water bodies and groundwater resources, including creeks, reservoirs, the Sacramento and American Rivers and their shorelines.

- **Policy ER 1.1.1:** Conservation of Open Space Areas. The City shall conserve and where feasible create or restore areas that provide important water quality benefits such as riparian corridors, buffer zones, wetlands, undeveloped open space areas, levees, and drainage canals for the purpose of protecting water resources in the city's watershed, creeks, and the Sacramento and American rivers.

- **Policy ER 1.1.2:** Regional Planning. The City shall continue to work with local, State, and Federal agencies and private watershed organizations to improve water quality.

- **Policy ER 1.1.3:** Stormwater Quality. The City shall control sources of pollutants and improve and maintain urban runoff water quality through storm water protection measures consistent with the City's National Pollution Discharge Elimination System (NPDES) Permit.

- **Policy ER 1.1.4:** New Development. The City shall require new development to protect the quality of water bodies and natural drainage systems through site design (e.g., cluster development), source controls, storm water treatment, runoff reduction measures, best management practices (BMPs) and Low Impact Development (LID), and hydromodification strategies consistent with the City's NPDES Permit.

- **Policy ER 1.1.5:** Limit Stormwater Peak Flows. The City shall require all new development to contribute no net increase in stormwater runoff peak flows over existing conditions associated with a 100-year storm event. (RDR)

- **Policy ER 1.1.6:** Post-Development Runoff. The City shall impose requirements to control the volume, frequency, duration, and peak flow rates and velocities of runoff from development projects to prevent or reduce downstream erosion and protect stream habitat.

- **Policy ER 1.1.7:** Construction Site Impacts. The City shall minimize disturbances of natural water bodies and natural drainage systems caused by development, implement measures to protect areas from erosion and sediment loss, and continue to require construction contractors to comply with the City's erosion and sediment control ordinance and stormwater management and discharge control ordinance.

- **Policy ER 1.1.8:** Clean Watershed. The City shall continue ongoing Sacramento and American River source water protection efforts (e.g., Keep Our Waters Clean), based on watershed sanitary survey recommendations.

- **Policy ER 1.1.9:** Groundwater Recharge. The City shall protect open space areas that are currently used for recharging groundwater basins, have the potential to be used for recharge, or may accommodate floodwater or stormwater.

Thresholds of Significance

For the purposes of this EIR, impacts on sewer and storm drainage are considered significant if the proposed General Plan would:

- result in the determination that adequate capacity is not available to serve the project's demand in addition to existing commitments; or
- require or result in either the construction of new utilities or the expansion of existing utilities, the construction of which could cause significant environmental impacts.

Impacts and Mitigation Measures

Impact 4.11-3	**Potential to generate additional wastewater and stormwater, which could require the expansion of existing conveyance facilities.**
Applicable Regulations	SRCSD Regional Connection Fee Combined System Development Fee
Proposed SGP Policies that Reduce Impacts	Policies U 1.1.1, U 1.1.2, U 1.1.3, U 1.1.5, U 1.1.6, U 1.1.7, U.1.1.8, U 3.1.2, U 3.1.3, U 3.1.4
Significance after Implementing SGP Policies	**Less than Significant**
Mitigation Measures	None required

This impact evaluates the capacity of existing and proposed conveyance infrastructure to ensure it can meet additional demand in addition to existing commitments. For an analysis of potential impacts related to the ability of providers to meet future treatment demand, the reader is referred to Impact 4.11-4, below.

The Sacramento Regional County Sanitation District (SRCSD) has a program in place to continually evaluate demand/capacity needs, and the master planning effort provides the flexibility to respond to changes in demand that can be anticipated in advance of planned improvements so that capacity issues are addressed in a timely and cost-effective manner. Master planning efforts that would identify necessary improvement in capacity to accommodate city growth beyond the 2020 Master Plan timeframe would be initiated well in advance of 2035. To fund expansions to the conveyance systems, the SRCSD requires a regional connection fee be paid to the District for any users connecting to or expanding sewer collection systems (SRCSD Ordinance No. SRCSD-0043).

The proposed General Plan also includes Policy U 4.1.1 that requires the City to ensure that all new drainage facilities are adequately sized to accommodate stormwater runoff. Policy U 4.1.2 requires the City to ensure that public facilities and infrastructure are designed pursuant to basin master plans and Policy U 4.1.3 states that the City shall coordinate with the County as well as other agencies in the development of regional stormwater facilities.

Development under the proposed 2035 General Plan would also increase the demand for conveyance capacity in the local City-maintained sewer lines that connect to major trunk lines and interceptors in the separate sewer system. For the areas in the city that are served by the CSS, there would not be a substantial increase in sewage flows to the system because it is already limited in capacity, and flows must currently be mitigated in accordance with the Combined System Development Fee.

Therefore, because there are established plans and fee programs in place as well as proposed policies to increase conveyance capacity in response to demand, the impact would be **less than significant**.

Mitigation Measure

None required.

Impact 4.11-4	Potential to require the need for expansion of wastewater treatment facilities, which could adversely affect the environment.
Applicable Regulations	Sacramento Metropolitan Air Quality Management District Rules and Regulations pertaining to construction emissions
Proposed SGP Policies that Reduce Impacts	Policies U 1.1.1, U 1.1.2, U 1.1.3, U 1.1.5, U 1.1.6, U 1.1.7, U.1.1.8, U 3.1.2, U 3.1.3, U 3.1.4
Significance after Implementing SGP Policies	**Less than Significant**
Mitigation Measures	None required

SRCSD provides regional wastewater conveyance, treatment, and disposal to the Policy Area through the operation of the SRWTP. The SRWTP provides service for the Cities of Sacramento, West Sacramento, Rancho Cordova, Citrus Heights, Elk Grove, Folsom; unincorporated Sacramento County; and the communities of Courtland and Walnut Grove. Approximately 1.4 million people are currently located within the District's service area.

The SRWTP treats wastewater and then discharges the treated effluent into the Sacramento River near the town of Freeport. These discharges from the SRWTP are subject to the NPDES permit program, which protects the beneficial uses of surface waters that could be used for drinking, fishing, swimming, agriculture, and other activities. The NPDES permit (which also constitutes waste discharge requirements [WDRs] under state law), spells out the limitations on daily treatment and flows, as well as the allowable concentrations or total loads of various constituents of concern found in treated effluent. Effluent treatment facilities must be constructed and operated to meet the WDRs.

In the late 1990s/early 2000s, the District sought a capacity expansion from 181 to 218 mgd ADWF and had flows as high as 155 mgd ADWF, with expectations that treatment needs would increase. Since then, water conservation and a reduction in water-using industries reversed the growth in wastewater capacity use, despite the addition of a significant new entity, the City of West Sacramento, which had previously operated its own wastewater treatment plant upstream of the SRWTP. The District expects per capita consumption to fall 25 percent over the next 20+ years through the ongoing installation and use of water meters as well as compliance with conservation mandates such as the state Water Conservation Act of 2009 (SB X7-7). As such, substantial additional conservation is expected throughout the service area, and the existing 181 mgd ADWF capacity will be sufficient for at least 40 more years (SRCSD 2014).

As a result of new permit requirements adopted by the Central Valley Regional Water Quality Control Board and the SWRCB in 2010, and amended in 2011, 2012, and 2013, the District is required to reduce total nitrogen and ammonia levels in its effluent substantially below existing concentrations; ammonia would be significantly reduced and the average month nitrate nitrogen would be below the California Department of Public Health's Maximum Contaminant Level for nitrate nitrogen in drinking water. The District is also required to install tertiary filtration treatment and disinfection for pathogen removal consistent with recycled water requirements under Title 22 of the California Code of Regulations (CCR), or the equivalent. Title 22, Division 4, Chapter 3 establishes stringent water quality and treatment standards. Full compliance of the adopted and amended permit is required by May 2021 for ammonia and nitrate removal and May 2023 for Title 22 or equivalent compliance. The latter (Title 22) requirements are subject to the outcome of currently-pending litigation and could be modified. These construction activities are designed to improve effluent water quality, and do not include increased treatment capacity. Because SRCSD has determined that the SRWTP will have sufficient capacity throughout the planning period, no capacity expansion at the plant is expected. Thus, this impact would be **less than significant**.

4.11.4 Solid Waste

INTRODUCTION

This section describes current solid waste collection services in the City of Sacramento. Existing plans and policies relevant to solid waste issues associated with implementation of the project are provided. Potential effects on solid waste collection services associated with implementation of the proposed 2035 General Plan are evaluated based on an analysis of service levels and remaining capacity in the Lockwood, Kiefer, L and D, Yolo County and Florin-Perkins landfills.

ENVIRONMENTAL SETTING

The detailed Environmental Setting is provided in the BR included as Appendix C of this Draft MEIR (see Section 4.4, "Solid Waste," of Section 4, "Utilities"). As discussed in the BR, the City collects all 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 and refuse collected in the north region is transported to the Sacramento County North Area Recovery Station (NARS). Refuse is then hauled from both locations to the Sacramento County Kiefer Landfill. Commercial solid waste is collected by private franchised haulers and disposed of at various facilities including the SRTS, the Sacramento County Kiefer Landfill, the Yolo County Landfill, L and D Landfill, Florin Perkins Landfill, Elder Creek Transfer Station, and the Sacramento County North Area Recovery Station. In addition to collecting municipal refuse every week, the City collects garden refuse on a weekly basis, which is delivered to the SRTS and the Elder Creek Transfer Station; collects curbside recycling every other week (as of July 1, 2013), which is brought to the SRTS; and offers a neighborhood cleanup collection and one dump coupon a year to each household.

IMPACTS AND MITIGATION MEASURES

Methods of Analysis

To determine the amount of solid waste that could be generated by the proposed 2035 General Plan the analysis uses information provided by both the City of Sacramento as well as the CIWMB. The residential rate was provided by the City of Sacramento, as part of the proposed 2035 General Plan MEIR analysis. The business rate was taken from data provided by CIWMB and is a conservative estimate of all employment (retail, office, industrial) anticipated to be developed within the Policy Area.[1] This would be a conservative estimate of solid waste generation. The following solid waste generation rates are used for the analysis:

Residential = 1.1 tons/unit/year
Employment (retail, office, industrial) = 10.8 lbs/employee/day

Evaluation of potential impacts on solid waste facilities and services was based on consultation with staff from the City of Sacramento Department of Utilities and review of the proposed Sacramento 2035 General Plan.

Proposed General Plan Policies

The following goals and policies from the proposed 2035 General Plan are relevant to Solid Waste within the entire Policy Area.

Utilities Element

Goal U 5.1: Solid Waste Facilities. Provide adequate solid waste facilities, meet or exceed State law requirements, and utilize innovative strategies for economic and efficient collection, transfer, recycling, storage, and disposal of refuse.

[1] CIWMB Jurisdiction Profile for Sacramento, conservative rate based on data as of 2004.

- **Policy U 5.1.1:** Zero Waste. The City shall achieve zero waste to landfills by 2040 through reusing, reducing, and recycling solid waste; and using conversion technology if appropriate. In the interim, the City shall achieve a waste reduction goal of 75 percent diversion from the waste stream over 2005 levels by 2020 and 90 percent diversion over 2005 levels by 2030, and shall support the Solid Waste Authority in increasing commercial solid waste diversion rates to 30 percent.

- **Policy U 5.1.2:** Landfill Capacity. The City shall continue to coordinate with Sacramento County in providing long-term landfill disposal capacity within the Sacramento Region to reduce greenhouse gas emissions.

- **Policy U 5.1.3:** Transfer Stations. The City shall provide for adequate transfer station facilities to meet the city's demand.

- **Policy U 5.1.4:** Equitably Distributed and Compatible Facilities. The City shall ensure that solid waste and recycling facilities are distributed equitably throughout the city, avoiding over-concentration in areas that are well-served, and shall ensure that facility location and design are compatible with surrounding land uses (e.g., by incorporating adequate buffers, siting facilities appropriately to maintain the integrity of surrounding development).

- **Policy U 5.1.5:** Residential and Commercial Waste Disposal. The City shall continue to provide curbside trash and recycling collection service to single-family residential dwellings and offer collection service to commercial and multi-family residential development.

- **Policy U 5.1.6:** Yard Waste and Street Sweeping. The City shall continue to provide garden refuse yard waste collection service to single-family residential dwellings and provide street sweeping service to commercial and residential development.

- **Policy U 5.1.7:** Neighborhood Clean-Up Program. The City shall continue sponsoring the Neighborhood Clean-Up Program.

- **Policy U 5.1.8:** Diversion of Waste. The City shall encourage recycling, composting, and waste separation to reduce the volume and toxicity of solid wastes sent to landfill facilities.

- **Policy U 5.1.9:** Electronic Waste Recycling. The City shall continue to coordinate with businesses that recycle electronic waste (e.g., batteries, fluorescent lamps, compact-fluorescent (CFL) bulbs) and the California Product Stewardship Council to provide convenient collection/drop off locations for city residents.

- **Policy U 5.1.10:** Composting and Grasscycling Programs. The City shall sponsor educational programs on backyard waste composting and grasscycling (i.e., mulching grass clippings back into the lawn).

- **Policy U 5.1.11:** City Recycling. The City shall serve as a role model to businesses and institutions regarding purchasing decisions that minimize the generation of solid waste in addition to encouraging all City staff to recycle at City facilities.

- **Policy U 5.1.12:** Food Waste Recycling. The City shall develop a food waste recycling program.

- **Policy U 5.1.13:** Recycled Materials for Goods Packaging. The City shall support State legislation calling for the use of recycled materials and smaller packaging of retail goods and require that retail establishments use recycled materials for goods packaging in lieu of plastic bags.

- **Policy U 5.1.14:** Recycled Materials in New Construction. The City shall encourage the use of recycled materials in new construction.

- **Policy U 5.1.15**: Recycling and Reuse of Construction Wastes. The City shall require recycling and reuse of construction wastes, including recycling materials generated by the demolition and remodeling of buildings, with the objective of diverting 85 percent to a certified recycling processor.

- **Policy U 5.1.16:** Waste for Energy Generation. The City shall continue to use waste (e.g., methane emissions from landfills) for energy generation, and shall support efforts to remove organic waste from landfills and produce renewable energy from organic waste using technology such as gasification or anaerobic digestion. [Source: 2012 CAP]

- **Policy U 5.1.17:** Local Recycled Materials Market. The City shall continue to provide incentives to encourage the development of a local market for recycled materials.

- **Policy U 5.1.18:** Disposable, Toxic, or Non-Renewable Products. The City shall reduce the use of disposable, toxic, or nonrenewable products in City operations.

- **Policy U 5.1.19:** Sacramento Regional Recycling Market Development Zone. The City shall support the Sacramento Regional Recycling Market Development Zone.

- **Policy U 5.1.20:** Multi-family Recycling Ordinance. The City shall support the Solid Waste Authority to inform and advise multifamily rental property owners and managers of the recycling requirements contained in the Multi-family Recycling Ordinance (SWA Ordinance 21).

- **Policy U 5.1.21:** Waste Composting and Recycling for Landscapes. The City shall sponsor educational programs regarding the use of waste composing and yard waste recycling for landscapes in lieu of fertilizer.

- **Policy U 5.1.22:** Composting and Vermiculture. The City shall promote home composting and vermiculture to reduce GHG emissions by reducing the amount of organic waste (e.g., cellulose-based waste, paper, food waste) that is sent to landfills.

- **Policy U 5.1.23:** Containerized Yard Waste Program. The City shall provide, in conjunction with the mandatory Green Waste Container Program, education and outreach to residents on the topic of composting leaves, grass trimmings, tree and shrub prunings, Christmas trees, and sod (with dirt removed).

- **Policy U 5.1.24:** Greencycle. The City shall support the Solid Waste Authority's Sacramento Greencycle effort (i.e., regional garden refuse processing plant).

- **Policy U 5.1.25:** Educational Programs. The City shall sponsor public educational programs regarding the benefits of solid waste diversion and recycling and encourage residents and businesses to redistribute reusable materials (e.g., at garage sales or materials exchanges).

Thresholds of Significance

For the purposes of this EIR, impacts on solid waste resources are considered significant if the proposed General Plan would:

- require or result in either the construction of new solid waste facilities or the expansion of existing facilities, the construction of which could cause significant environmental effects.

Impacts and Mitigation Measures

Impact 4.11-5	Potential to result in the construction of new solid waste facilities or expansion of existing facilities.
Applicable Regulations	None
Proposed SGP Policies that Reduce Impacts	Policies U 5.1.1 through U 5.1.25
Significance after Implementing SGP Policies	**Less than Significant**
Mitigation Measures	None required

Development associated with the proposed 2035 General Plan would contribute to an increase in solid waste generation. Using the estimated number of dwelling units at buildout in conjunction with the given rate of 1.1 tons of solid waste/unit/year, it can be assumed that by 2035 residences in the city would be producing an additional 69,300 tons of solid waste per year (3,300 tons/year x 21 years). Furthermore, using employment rates at buildout (86,483 new employees x 10.8 lbs/day/ employee x 240 working days per year) it can be estimated that businesses would be producing an additional 112,080 tons of solid waste per year. Thus by 2035 the city would be producing an additional 181,380 tons of solid waste per year. This does not take into account mandatory reduction and diversion programs, which include diversion of at least 50 percent of waste, thus reducing the total to a conservative estimate of 90,690 tons per year.

Proposed General Plan Policies U.5.1.15 to U.5.1.21 provide long-term objectives for minimizing the city's contribution to solid waste by providing additional encouragement and education regarding recycling and development of new techniques for solid waste disposal. The programs provided through Policies U 5.1.5 to U 5.1.13 are designed to ensure the City continues to provide recycling and clean-up services for its residents and businesses. Many of these programs are already in place, and continue to promote waste diversion, which will help reduce waste flow to landfills.

As stated in the BR, the Sacramento County Kiefer Landfill is the primary location for the disposal of waste by the City of Sacramento. The landfill accepts municipal waste and industrial waste and is permitted to accept up to 10,815 tons per day, averaging 6,300 tons per day (CalRecycle, Solid Waste Facility Permit 34-AA-0001). This is further limited, however, by Section 17, Condition 26 and Table 2 of Kiefer's Solid Waste Permit, which limits the 2013 peak to 5,928 TPD and average to 3,487 TPD. The landfill received over 658,000 tons in 2012 (Sacramento County). It is the only landfill facility in Sacramento County permitted to accept household waste from the public. Current peak and average daily disposal is much, much lower than the current permitted amounts. As of 2012, 305 acres of the 660 acres contain waste (County of Sacramento 2012d). As a result, the Kiefer Landfill should be able to serve the area until the year 2065. The landfill facility sits on 1,084 acres. As growth continues in the region, in accordance with the County General Plan and city general plans, population would increase and the solid waste stream would continue to grow. Implementation of the Solid Waste Authority and Sacramento recycling requirements; however, would continue to significantly reduce potential cumulative impacts on landfill capacity resulting in a less-than-significant effect.

Because there is significant capacity at the landfills that serve the city and region and because implementation of proposed General Plan policies would aid in the long-term reduction of solid-waste generation in the city, this impact is considered **less than significant.**

Mitigation Measures

None required.

4.11.5 Electricity and Natural Gas

INTRODUCTION

The Sacramento Municipal Utility District (SMUD) is responsible for the generation, transmission, and distribution of electrical power to its 900 square mile service area, which includes most of Sacramento County and a small portion of Placer County. SMUD is a publicly-owned utility governed by a board of seven directors that make policy decisions and appoint the general manager, the individual responsible for the District's operations. SMUD also has arrangements with the California Independent System Operator (ISO), Western Systems Power Pool and Northern California Power Pool to purchase and sell short-term power. SMUD buys and sells energy and capacity on a short-term basis to meet load requirements and reduce costs. Pacific Gas & Electric Company (PG&E) provides natural gas service to residents and businesses within the Policy Area. This section describes the sources and transmission methods used to provide Sacramento with electricity and natural gas.

ENVIRONMENTAL SETTING

The Environmental Setting is provided in the BR included as Appendix C of this Draft MEIR (see Section 4.3, "Electricity," and Section 4.6, "Natural Gas," in Section 4, "Utilities"). As indicated in the BR, SMUD is responsible for the acquisition, generation, transmission and distribution of electrical service to customers for the City of Sacramento. SMUD's 900 square mile service territory also includes most of Sacramento County and a portion of Placer County. For the year ending December 2011, SMUD served a population of approximately 1.4 million with a total annual retail load of approximately 10.385 million megawatt-hours. SMUD generates 1,745 megawatts (MW) of power and buys 1,192 MW of power to meet the region's power demands. SMUD supplies power through a distribution grid that is a looped system, which provides for more reliable power. The BR also indicates that PG&E supplies natural gas to the Sacramento area. In 2009 PG&E replaced Line 108, an 11 mile long natural gas transmission line, with a 24 inch diameter line, and installed a pressure limiting station at Elk Grove (Walker 2009). PG&E is currently working on additional improvements to this line in the Sacramento area. PG&E also recently installed approximately 25,000 feet of 12 inch transmission main through the former Mather Air Force base to a new Distribution Regulator Station located in Rancho Cordova that will supply power to East Sacramento. PG&E is currently working on installing 12 miles of 30 inch pipe from the Placer Vineyard Development to Baseline Road in Roseville and installing 14.3 miles of 30 inch pipe in Yolo County. PG&E will also replace 6,000 feet of 24 inch pipe from Meadowview to Morrison Creek. These improvements will reduce the overall cost of meeting customer load growth over the next 15 years, avoid stranded assets, and ensure reliable service to customers in Sacramento, El Dorado, South Sutter, and Placer counties. The utility has not identified any major service problems within the city. Additional improvements are generally made as the need arises to meet customer demand.

IMPACTS AND MITIGATION MEASURES

Methods of Analysis

Evaluation of potential impacts on electrical and natural gas services resulting from the proposed City of Sacramento 2035 General Plan is based on consultation with service providers, review of California Energy Commission (CEC policies), and compliance with state standards.

Proposed 2035 General Plan Policies

The following goals and policies from the proposed 2035 General Plan are relevant to electricity and natural gas service within the Policy Area.

Utilities Element

Goal U 6.1: Adequate Level of Service. Provide for the energy needs of the city and decrease dependence on non-renewable energy sources through energy conservation, efficiency, and renewable resource strategies.

- **Policy U 6.1.1:** Electricity and Natural Gas Services. The City shall continue to work closely with local utility providers to ensure that adequate electricity and natural gas services are available for existing and newly developing areas.
- **Policy U 6.1.2:** Peak Electric Load of City Facilities. The City shall reduce the peak electric load for City facilities by 10 percent by 2015 compared to the baseline year of 2004, through energy efficiency, shifting the timing of energy demands, and conservation measures.
- **Policy U 6.1.3:** City Fleet Fuel Consumption. The City shall reduce its fleet's fuel GHG emissions by 75 percent by 2020 compared to the baseline year of 2005, and City operations shall be substantially fossil free (e.g., electricity, motor fuels).
- **Policy U 6.1.4:** Energy Efficiency of City Facilities. The City shall improve energy efficiency of City facilities to consume 25 percent less energy by 2030 compared to the baseline year of 2005.
- **Policy U 6.1.5:** Energy Consumption per Capita. The City shall encourage residents and businesses to consume 25 percent less energy by 2030 compared to the baseline year of 2005.
- **Policy U 6.1.6:** Renewable Energy. The City shall encourage the installation and construction of renewable energy systems and facilities such as wind, solar, hydropower, geothermal, and biomass facilities.
- **Policy U 6.1.7:** Solar Access. The City shall ensure, to the extent feasible, that sites, subdivisions, landscaping, and buildings are configured and designed to maximize passive solar access.
- **Policy U 6.1.8:** Other Energy Generation Systems. The City shall promote the use of locally shared solar, wind, and other energy generation systems as part of new planned developments.
- **Policy U 6.1.9:** Green Businesses. The City shall assist regional organizations in efforts to recruit businesses to Sacramento that research, develop, manufacture, utilize, and promote energy efficiency, conservation, and advanced renewable technologies such as waste-to-energy facilities.
- **Policy U 6.1.10:** Utility Programs. The City shall support SMUD and PG&E programs that promote energy efficiency, energy conservation, renewable energy, and greenhouse gas emissions reductions.
- **Policy U 6.1.11:** Energy Efficiency Improvements. The City shall develop and implement energy efficiency standards for existing buildings, and provide incentives for property owners to make improvements necessary to meet minimum energy efficiency standards.
- **Policy U 6.1.13:** Energy Efficient Incentives. The City shall develop incentives to encourage the use of energy efficient vehicles, equipment, and lighting.
- **Policy U 6.1.14:** Co-generation Programs. The City shall work with energy providers (e.g., SMUD, PG&E) to encourage the industrial sector to participate in co-generation programs.
- **Policy U 6.1.15:** Energy Efficiency Partnerships. The City shall continue to build partnerships (e.g., Sacramento County Business Environmental Resource Center (BERC) and SMUD) to promote energy efficiency and conservation for the business community and residents.

- **Policy U 6.1.16:** Energy Efficiency Appliances. The City shall encourage builders to supply Energy STAR appliances and HVAC systems in all new residential developments, and shall encourage builders to install high-efficiency boilers where applicable, in all new non-residential developments.

- **Policy U 6.1.17:** Sustainable Development and Resource Conservation Education. The City shall work with appropriate agencies to develop educational materials and activities for residents and developers regarding the objectives and techniques of sustainable development and resource conservation.

Thresholds of Significance

For the purposes of this EIR, impacts on electricity and natural gas are considered significant if the proposed General Plan would:

- require or result in the construction of new energy production and/or transmission facilities or expansion of existing facilities, the construction of which could cause significant environmental effects

Impacts and Mitigation Measures

Impact 4.11-6	**Potential to require or result in the construction of new energy production or transmission facilities.**
Applicable Regulations	CCR title 20, 24
Proposed SGP Policies that Reduce Impacts	Policies U 6.1.1 through U 6.1.17
Significance after Implementing SGP Policies	**Less than Significant**
Mitigation Measures	None required

SMUD produces power through hydroelectric, thermal (natural gas), wind and solar resources. SMUD prepares an Integrated Resource Plan (IRP) that includes targets for system demand, system energy sales, renewable energy, and greenhouse gasses. The IRP evaluates various methods and options to meet SMUD's long-term needs and evaluates the impacts of various resource portfolios on SMUD's strategic policies. In addition to SMUD's efforts, proposed General Plan Policy U 6.1.5 would encourage new and existing residential and commercial developers to use renewable and recyclable energy and consume 25 percent less energy compared to the baseline year of 2005.

As described in the BR, SMUD obtains its electricity from a variety of sources, including hydro-generation, co-generation plants, advanced and renewable technologies (such as wind, solar, biomass/landfill gas power), and power purchased on the wholesale market.

With regard to natural gas, the proposed 2035 General Plan would also result in permanent and continued use of this resource. PG&E provides natural gas service to the Planning Area. The existing facilities in the Area consist of 4.5-inch to 16-inch pipelines delivering service to all customers that are not served by private propane tanks. Because PG&E's demand projections are continuously updated, and PG&E's system has ample capacity to ensure continued levels of service to all customers within the region, PG&E has stated that it can supply natural gas upon buildout of the General Plan without jeopardizing other existing or projected service commitments. Potential environmental effects for the construction of gas lines include, but are not limited to, air quality (during construction), biological resources (depending on location), cultural resources (depending on location), hazardous materials, land use, noise and vibration (during construction), traffic, visual resources, and health hazards.

Future development in the Policy Area as well as areas in the region serviced by SMUD and PG&E would increase residential, commercial, and office needs for electricity and natural gas. Development in previously undeveloped areas would require the extension of existing lines and new transmission facilities and substations would be needed. The environmental impacts associated with the installation of new facilities would be analyzed by each development under separate environmental review as the utilities are extended.

Implementation of Titles 20 and 24 of the CCR would reduce impacts associated with an increased demand for electricity by implementing energy efficient standards for residential and non-residential buildings. Various programs, including the Sacramento Climate Action Plan, Sustainability Master Plan, and Complete Energy Solutions (described in Section 4.5, "Electricity," in the BR, Appendix C of this MEIR), assist with demand-side management of electricity. In addition, implementation of the Warren-Alquist Energy Resources Conservation and Development Act would also coordinate research and development into energy supply and demand problems to reduce the rate of growth of energy consumption.

SMUD and PG&E continue to play active roles in supporting the use of renewable energy resources by promoting clean energy programs throughout the state. SMUD's "Greenergy" program in which customers are given the choice to purchase a percentage of their electricity from renewable resources such as solar, wind, geothermal, and hydroelectric sources is an example of these programs. SMUD and PG&E also actively research new forms of renewable energy such as the biomass resources provided by dairy farms. Continuing these endeavors on the part of SMUD and PG&E would help to minimize the cumulative energy impacts within the Policy Area as well as the entire area serviced by SMUD and PG&E. The increase in demand for natural gas and electrical services could result in a potentially significant cumulative impact. Although it is unknown at this time what specific resources SMUD and PG&E would tap into in order to accommodate the energy demand of the proposed 2035 General Plan, both utility providers would install new distribution facilities, as needed to serve buildout of the general plan as well as other development within their respective service areas, according to California Public Utilities Commission rules. As part of the development review process, PG&E and SMUD receive sufficient opportunity to provide input on proposed projects to ensure their capability of providing an adequate level of service to the project site.

Through the policies set forth in the General Plan, energy conservation would have a major presence in the development of new structures and communities within the Policy Area. Standards and incentives related to energy-efficiency proposed by Policies U 6.1.10 through U 6.1.13 would have a lasting positive effect on the cumulative impacts in the Policy Area. Policies U 6.1.6 through U 6.1.8 focus on promoting the use of renewable resources, which would help reduce the cumulative impacts associated with non-renewable energy sources. The City specifically considers long-term impacts through General Plan Policy U 6.1.5, which would allow the City to work closely with utility providers and industries during future development to promote and advance new energy conservation technologies. While the demand for energy within the Policy Area would add considerably to the cumulative impacts on energy resources, implementation of these policies in conjunction with the continued efforts on behalf of SMUD and PG&E to promote energy efficiency and renewable energy would make this a **less-than-significant** impact.

Mitigation Measures

None required.

4.11.6 Telecommunication

INTRODUCTION

Telecommunication service to the city is provided by AT&T, Sprint, Comcast, Surewest, Electric Lightwave, Inc. The proposed 2035 General Plan would implement policies to encourage telecommunication technology and availability to all residents and businesses within the Policy Area.

ENVIRONMENTAL SETTING

The Environmental Setting is provided in the BR included as Appendix C of this Draft MEIR. See Section 4.7, "Telecommunications," in Section 4, "Utilities." As indicated in the BR, telecommunication service to the city is provided by AT&T, Sprint, Comcast, Surewest, MetroPCS Wireless, Verizon Communications, Inc., Integra

Telecom Holdings, Inc. (ITH), Digital Path, Inc., Frontier Communications Corporation, Level 3 Communications, LLC, and Earthlink Business.

IMPACTS AND MITIGATION MEASURES

Methods of Analysis

Evaluation of potential impacts on telecommunication services resulting from the proposed 2035 General Plan is based on communication with the service providers.

Proposed General Plan Policies

The following goals and policies from the proposed 2035 General Plan are relevant to telecommunication service within the Policy Area.

Utilities Element

Goal U 7.1: Telecommunication Technology. Provide state-of-the-art telecommunication services for households, businesses, institutions, and public agencies throughout the city that connect Sacramento to the nation and world.

- **Policy U 7.1.1:** Access and Availability. The City shall work with service providers to ensure access to and availability of a wide range of state-of-the-art telecommunication systems and services for households, businesses, institutions, and public agencies throughout the city.

- **Policy U 7.1.2:** Adequate Facilities and Service. The City shall work with utility companies to retrofit areas that are not served by current telecommunication technologies and shall provide strategic long-range planning of telecommunication facilities for newly developing areas, as feasible.

- **Policy U 7.1.3:** State-of-the-Art Technology. The City shall encourage local industries, higher educational institutions, and other entities to support innovation in the design and implementation of state-of-the-art telecommunication technologies and facilities.

- **Policy U 7.1.4:** Co-Location. The City shall encourage compatible co-location of telecommunication facilities and shall work with utility companies to provide opportunities for siting telecommunications facilities on City-owned property and public right-of-ways.

- **Policy U 7.1.5:** Incorporation into Public Buildings and Uses. The City shall establish requirements for the incorporation and accessibility of state-of-the-art telecommunication systems and services (e.g., internet) for public use in public buildings (e.g., libraries) and support the development of informational kiosks in public places and streetscapes (e.g., parks, plazas, shopping malls).

- **Policy U 7.1.6:** Large Scale Developments. The City shall establish requirements for the installation of state-of-the-art internal telecommunications technologies in new large-scale planned communities and office and commercial developments (e.g., wiring of all new housing and businesses).

- **Policy U 7.1.7:** Household Telecommunication Systems. The City shall encourage the installation of telecommunications systems (e.g., internet) in every city household to facilitate resident access to information about public services, transit, emergencies, and other information.

- **Policy U 7.1.8:** City Operations/Public Services. The City shall continue to use telecommunications to enhance the performance of internal City operations and the delivery of public services.

Thresholds of Significance

For the purposes of this EIR, impacts on telecommunications are considered significant if the proposed General Plan would:

- require or result in either the construction of new telecommunication facilities or the expansion of existing telecommunication facilities, the construction of which could cause significant environmental effects.

Impacts and Mitigation Measures

Impact 4.11-7	**Potential to require the construction of new or expansion of existing telecommunication facilities.**
Applicable Regulations	None
Proposed SGP Policies that Reduce Impacts	Policies U 7.1.1 through U 7.1.8
Significance after Implementing SGP Policies	**Less than Significant**
Mitigation Measures	None required

The City of Sacramento is served by multiple providers of telephone and cable services. Implementation of the proposed General Plan would result in growth in the Policy Area resulting in the need for expansion of these services and the construction of new telecommunication facilities. However, most of the underground and aerial telephone and cable transmission lines are generally co-located with other utilities on poles or underground trenches and are constructed so as to reduce potential public safety hazards. Implementation of General Plan Policy U 7.1.2 would ensure utility companies retrofit areas that do not have facilities that meet current telecommunication technologies and provide strategies for long-range planning of telecommunication facilities for new development areas. Additionally, Policy U 7.1.6 specifically requires the City to implement state-of-the-art internal telecommunication facilities and software in large scale planned communities and office and commercial developments. Policies U 7.1.3 and U 7.1.4 address future advances in telecommunication, and ensure that utility providers within the city would be encouraged to maintain state-of-the-art facilities and practices, including those that help minimize demand for telecommunication services and, subsequently, construction of new facilities.

Development under the proposed City of Sacramento 2035 General Plan, in combination with all other development within the service areas of telephone and cable providers, would result in the permanent and continued need for telecommunications services. The provision of telecommunication services would not result in cumulative environmental impacts, as facilities are generally co-located and placed within public rights-of-way to reduce such impacts. The construction of new utility infrastructure is subject to CEQA review and compliance and the physical effects of extending services and infrastructure would be analyzed on a project by project basis as new development proposals are received. Fee-based facilities such as cable and telephone providers may also make improvements based on capitol income from service fees or connection fees, and may adjust those fees to ensure the income to provide adequate service for cumulative growth conditions. Policies U 7.1.1, U 7.1.2, U 7.1.4, and U 7.1.6 would allow the City to work closely with telecommunications providers to maintain necessary service levels while regulating development of new facilities.

With the proposed policies regulating development of telecommunications within the city, this impact can be considered **less than significant**.

Mitigation Measures

None required.

4.12 TRANSPORTATION AND CIRCULATION

4.12.1 Introduction

This section describes potential impacts to the transportation system associated with the adoption of the City of Sacramento 2035 General Plan. The impact analysis examines the vehicular, transit, bicycle, pedestrian, and aviation components of the city's overall transportation system.

The City of Sacramento recognizes the importance of developing a first-class, efficient, multi-modal transportation network that minimizes impacts to the environment and city neighborhoods. The 2035 General Plan contains policies that will create a well-connected transportation network, support increased densities and mixed land uses in multi-modal districts, increase the desirability of pedestrian and bicycle trips, improve public transit, conserve energy resources, reduce greenhouse gas emissions and other air pollution, and preserve auto mobility. The 2035 General Plan also includes policies related to parking, goods movement, airports, and transportation funding. The primary goal of the transportation network is to support Sacramento's existing residential, commercial, and employment-generating areas, along with new development consistent with the Vision and Guiding Principles: Making Great Places, Growing Smarter, Maintaining a Vibrant Economy, Creating a Healthy City, Reducing our Carbon Footprint, and Developing a Sustainable Future.

Letters received in response to the NOP (see Appendix B) raised issues and questions associated with transportation, including specific comments regarding the identification of impacts to the State Highway System and access by bicycle. These issues are addressed in this section.

4.12.2 Environmental Setting

The detailed Environmental Setting is provided in Chapter 3, "Mobility," of the Background Report (BR) included as Appendix C of this Draft MEIR. A summary of the findings contained in this document is provided below.

The city's roadway network consists of a combination of Federal interstates, a United States highway, California State highways, and city streets (arterial, collector, and local streets). This roadway network is used extensively for personal vehicle travel. Approximately 86 percent of all city residents travel from home to work by automobile, of which 14 percent travel in a carpool of two or more persons. Public transit serves approximately four percent of residents commuting to work. Approximately 3 percent of residents walk to work, 4 percent work from home, and 3 percent use a different form of transportation than those specified above (including bicycle).

A wide range of transit services are provided in the city. Transit services include public bus service, light rail transit, commercial bus service, and interregional and interstate passenger train service. Park-and-ride facilities are also provided throughout the city to facilitate ridesharing and automobile access to the regional transit system, and carpooling. According to the US Census Bureau's 2007-2011 American Community Survey, 3.7 percent of commuters take transit to work in the City of Sacramento, which is lower than the state average of 5.1 percent.

The City adopted the 2010 Sacramento City/County Bikeway Master Plan in 1995, with several amendments after 1995 to include North and South Natomas as well as Delta Shores. The plan identifies existing and planned bicycle trails and routes within the city. The primary purpose of the bikeway master plan is to identify the recreational and commute needs of bicyclists and to promote bicycling as an alternative form of transportation. The plan also presents the appropriate design features of bikeways, such

as signs and markings, and promotes bicycle safety and education programs. The primary goal of the bikeway improvements proposed in the City's Bikeway Master Plan is to increase bicycle ridership for work and non-work trips.

The City adopted a Pedestrian Master Plan in 2006. This document complements prior City documents and programs such as the Pedestrian Safety Guidelines and the Neighborhood Traffic Management Program. In California, 2.8 percent of commuters walk to work (U.S. Census Bureau, 2007-2011 American Community Survey). In Sacramento, 3.1 percent of commuters walk to work, which is greater than the state average, and an increase from 2.7 percent reported by the 2000 U.S. Census. Pedestrian travel is of prime importance to the City, and pedestrian facilities, such as enhanced crosswalks and pedestrian count-down signals, new sidewalks, traffic calming measures, and streetscape enhancements are continuously being implemented in the city.

Aviation and waterborne transport also serve the city. Six airports that host both military and civilian operations are located in or close to the city of Sacramento. Executive Airport in south Sacramento is the only facility located within the city limits. Waterways within the city serve as recreational facilities and as a means to transport goods. The Sacramento River and American River are used by city residents and tourists for recreation and are vital parts of the community. The Port of Sacramento, located just west of the city limits, imports and exports goods into the city and region.

Parking is a crucial component of the city's transportation system. Parking affects the operation of the overall transportation network and impacts individual choices regarding where people live and how they travel. Parking is also an economic issue which is intimately connected to the vibrancy of commercial districts and small business, and is a key factor in the success of new office, commercial, and housing developments.

Sacramento Regional Transit (RT) is the primary transit service provider in the city with fixed route bus and light rail transit service and demand responsive paratransit services. In FY2011, RT bus lines served over 14 million passenger trips, while RT Light Rail trains carried a total of 13,124 passenger trips. In FY2012, average weekday boardings increased by 7 percent and 13 percent from FY2011 on the Gold and Blue Light Rail Lines, respectively.

RT transit service improvement plans include: (1) restoring service to pre-2010 levels by 2017: (2) implementation of the South Sacramento Corridor Phase 2 Project, which would extend the Blue Line from its existing terminus at Meadowview station, 4.3 miles, to the intersection of Calvine Road and Auberry Drive (with new stations at Morrison Creek, Franklin Boulevard, Center Parkway, and Cosumnes River College): and (3) extending the planned Green Line approximately 13 miles from Downtown Sacramento through Natomas to the Sacramento International Airport, with a total of 13 stations.

The City has implemented several programs and adopted policies to improve the pedestrian environment, including the following: Pedestrian Master Plan, Neighborhood Traffic Management Program, Traffic Calming Guidelines, Pedestrian Safety Guidelines, and Pedestrian Friendly Street Standards.

In 2012, the City approved significant changes to the planning and development code parking section designed to maximize the use of existing off-street parking, ease demand on constrained on-street parking, address concerns regarding spillover parking in residential neighborhoods adjacent to commercial areas, and make parking a less onerous component of the (re)development process.

Sacramento's Transportation Systems Management (TSM) program requires developers and employers within the city to achieve a 35 percent trip reduction. Larger projects must produce a Transportation Management Plan (TMP), which is monitored by the City. The City is in the process of moving the TSM program online, making it more user-friendly.

4.12.3 Impacts and Mitigation Measures

This section describes the transportation analysis and identifies potential impacts and mitigation measures associated with adoption of the proposed 2035 General Plan. Transportation modeling and quantitative impact analysis was conducted for 2035 conditions, which account for development under the proposed 2035 General Plan, as well as changes to cumulative conditions. For information regarding the buildout assumptions, see "Vehicular Roadway System" discussion under "Methods of Analysis" below.

METHODS OF ANALYSIS

The transportation impact analysis is focused on circulation effects that would occur from increased travel demand associated with development under the circulation diagrams, policies, and implementation measures provided in the proposed 2035 General Plan. The proposed circulation diagram for the 2035 General Plan is shown in Exhibit 4.12-1.

Analysis Scenarios

The transportation modeling and analysis was conducted for the following scenarios.

Existing Conditions – existing setting based on traffic counts collected primarily in October and November of 2012. This scenario serves as the baseline or point of comparison for environmental impact significance determinations related to the 2035 General Plan scenario.

2035 No Project – conditions with 2035 land use forecasts and transportation infrastructure assumptions for the City of Sacramento based on the 2030 General Plan policies. Results of the 2035 No Project analysis are provided in Appendix D.

2035 General Plan – conditions with 2035 land use forecasts and transportation infrastructure assumptions for the City of Sacramento based on the proposed 2035 General Plan policies including the preferred land use plan.

Vehicular Roadway System

The transportation analysis for the roadway system followed the methodology described below. Daily conditions were evaluated for 260 roadway segments located throughout the city and in adjacent jurisdictions.

Detailed land use forecasts established allocations of future land uses for both the 2035 No Project and 2035 General Plan scenarios by transportation analysis zone (TAZ) for year 2035 conditions. The 2035 General Plan land use forecasts within the City maintain consistency with the citywide growth projections developed by SACOG and incorporated into the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) for the region. The TAZs represent geographic areas used to organize land use input data for the regional travel demand model (TDM). The TAZs are defined by natural borders, such as roads, waterways, and topography, and typically represent areas of relatively homogenous travel behavior. The 2035 General Plan land use forecasts refined the allocation of growth to the TAZ system within the City based upon projected development patterns between existing conditions and year 2035.

Future-year travel forecasts were produced using a modified version of the SACMET TDM that incorporates the updated land use allocations within the City, and matches the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) allocations produced by SACOG for all areas outside of the city. The model also includes MTP/SCS transportation infrastructure projects within the entire region. Exhibit 4.12-1 identifies the functional classification and number of travel lanes on major roadways for the 2035 General Plan horizon year, as included in the SACMET model.

Existing and projected daily traffic volumes for the roadway segments were analyzed using the level of service (LOS) capacity thresholds displayed in Table 4.12-1.

Table 4.12-1 Level of Service Thresholds for Roadway Segments

Operational Class	Number of Lanes	ADT Level-of-Service Capacity Threshold				
		A	B	C	D	E
Arterial – Low Access Control	2	9,000	10,500	12,000	13,500	15,000
	4	18,000	21,000	24,000	27,000	30,000
	6	27,000	31,500	36,000	40,500	45,000
Arterial – Moderate Access Control	2	10,800	12,600	14,400	16,200	18,000
	4	21,600	25,200	28,800	32,400	36,000
	6	32,400	37,800	43,200	48,600	54,000
Arterial – High Access Control	2	12,000	14,000	16,000	18,000	20,000
	4	24,000	28,000	32,000	36,000	40,000
	6	36,000	43,000	48,000	54,000	60,000
Collector Street – Minor	2	5,250	6,125	7,000	7,875	8,750
Collector Street – Major	2	8,400	9,800	11,200	12,600	14,000
	4	16,800	19,600	22,400	25,200	28,000
Local Street	2	3,000	3,500	4,000	4,500	5,000

Facility Type	Stops/Mile	Driveways	Speed
Arterial – Low Access Control	4+	Frequent	25-35 MPH
Arterial – Moderate Access Control	2-4	Limited	35-45 MPH
Arterial – High Access Control	1-2	None	45-55 MPH

Source: City of Sacramento 2009.
ADT: Average Daily Traffic

Freeways

Existing and projected daily volumes for freeway segments were evaluated using the LOS capacity thresholds in Table 4.12-2.

Table 4.12-2 Level of Service Thresholds for Freeway Segments

Number of Lanes	ADT Level-of-Service Capacity Threshold				
	A	B	C	D	E
2	14,000	21,600	30,800	37,200	40,000
4	28,000	43,200	61,600	74,400	80,000
6	42,000	64,800	92,400	111,600	120,000
8	56,000	86,400	123,200	148,800	160,000
10	70,000	108,000	154,000	186,000	200,000

Source: City of Sacramento 2009.

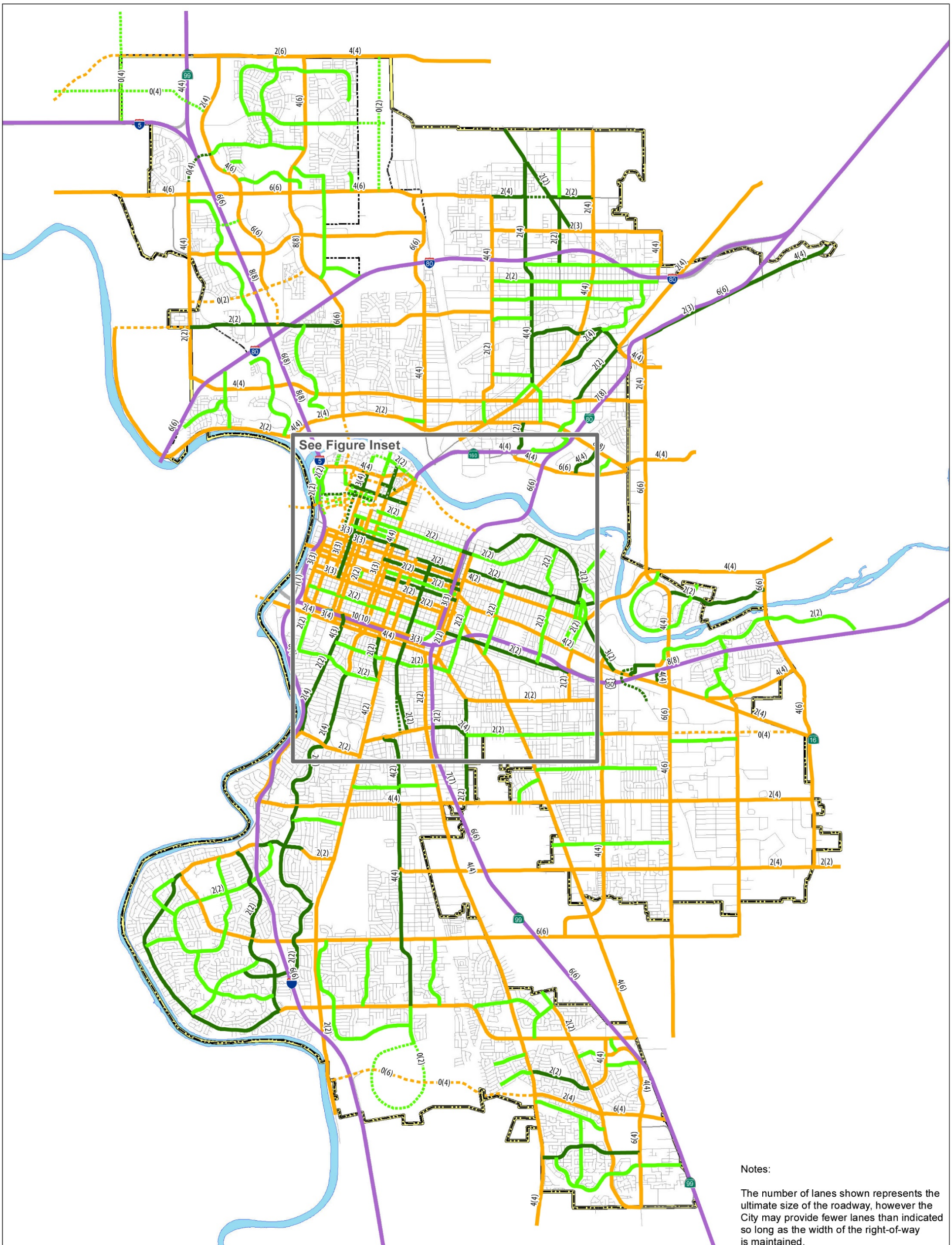


Exhibit 4.12-1

2035 General Plan Roadway Classification and Lanes

This page intentionally left blank.

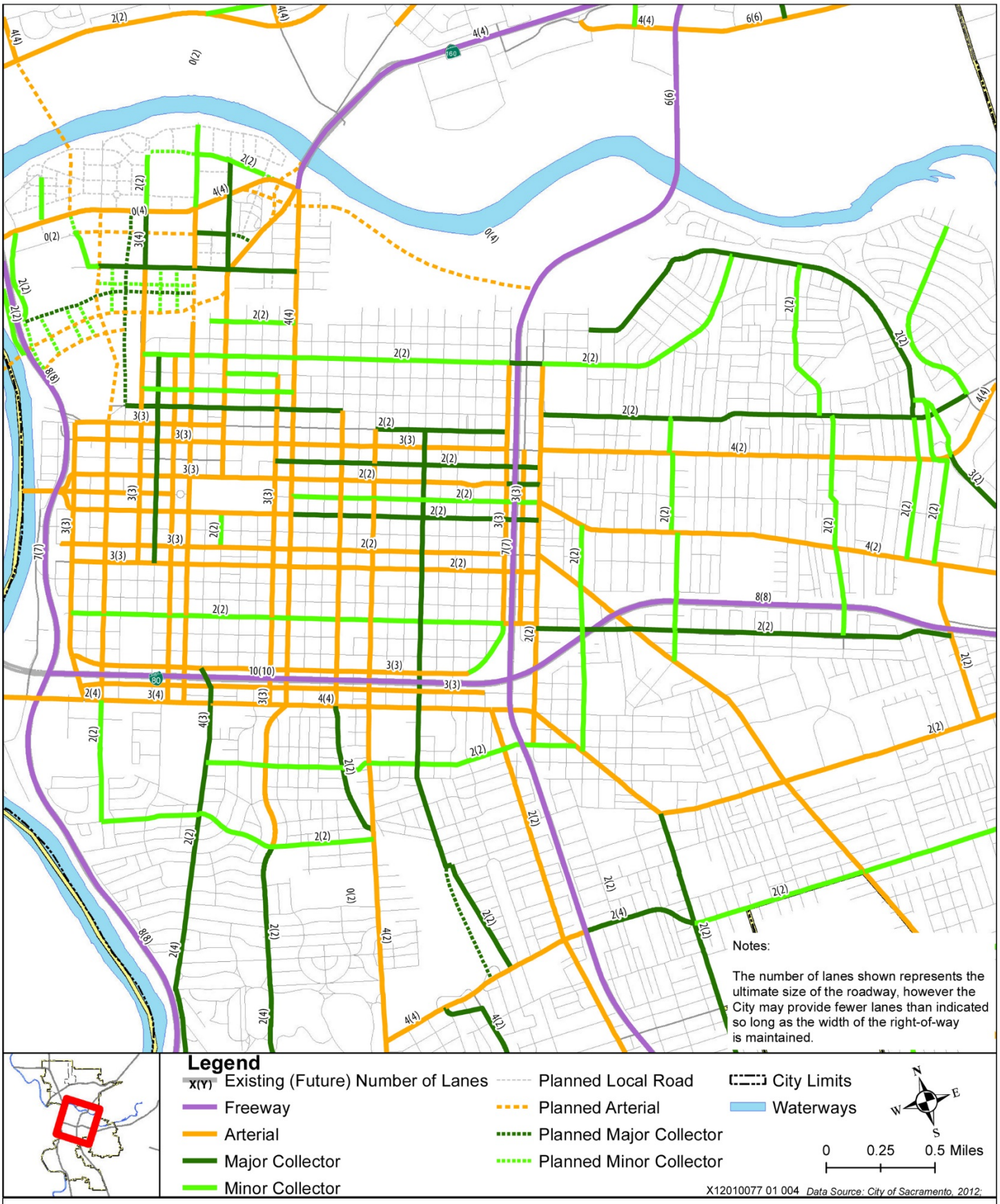


Exhibit 4.12-1 Inset **2035 General Plan Roadway Classification and Lanes**

Transit, Pedestrian, Bicycle, and Aviation Facilities

For the transit, pedestrian, bicycle, and aviation systems, the analysis consists of a review of the General Plan policies and implementation measures associated with each alternative. If a potential inconsistency occurs that would involve environmental consequences, a significant impact is identified. The analysis also included an evaluation of whether adoption of the 2035 General Plan would disrupt existing facilities or interfere with planned facilities.

PROPOSED GENERAL PLAN POLICIES

The following goals and policies from the proposed 2035 General Plan are applicable to transportation and circulation within the entire Policy Area. The proposed General Plan does not include any policies regarding transportation and circulation that are unique to any of the City's Priority Investment Areas.

Mobility

Goal M 1.1: Comprehensive Transportation System. Provide a multimodal transportation system that supports the social, economic and environmental vision, goals, and objectives of the City, and is effectively planned, funded managed, operated, and maintained.

- **Policy M 1.1.1:** Right-of-Ways. The City shall preserve and manage rights-of-way consistent with: the circulation diagram, the City Street Design Standards, the goal to provide Complete Streets as described in Goal M 4.2, and the modal priorities for each street segment and intersection established in Policy M4.4.1: Roadway Network Development, Street Typology System.

- **Policy M 1.1.2:** Transportation Network. The City shall manage the travel system to ensure safe operating conditions.

- **Policy M 1.1.3:** Emergency Services. The City shall prioritize emergency service needs when developing transportation plans and making transportation network changes.

- **Policy M 1.1.4:** Facilities and Infrastructure. The City shall effectively operate and maintain transportation facilities and infrastructure to preserve the quality of the system.

Goal M 1.2: Multimodal System. Increase multimodal accessibility (i.e., the ability to complete desired personal or economic transactions via a range of transportation modes and routes) throughout the city and region with an emphasis on walking, bicycling, and riding transit.

- **Policy M 1.2.1:** Multimodal Choices. The City shall develop an integrated, multimodal transportation system that improves the attractiveness of walking, bicycling, and riding transit over time to increase travel choices and aid in achieving a more balanced transportation system and reducing air pollution and greenhouse gas emissions.

- **Policy M 1.2.2:** Level of Service (LOS) Standard. The City shall implement a flexible context-sensitive Level of Service (LOS) standard, and will measure traffic operations against the vehicle LOS thresholds established in this policy. The City will measure Vehicle LOS based on the methodology contained in the latest version of the Highway Capacity Manual (HCM) published by the Transportation Research Board. The City's specific vehicle LOS thresholds have been defined based on community values with respect to modal priorities, land use context, economic development, and environmental resources and constraints. As such, the City has established variable LOS thresholds appropriate for the unique characteristics of the City's diverse neighborhoods and communities. The City will strive to operate the roadway network at LOS D or better for vehicles during typical weekday AM and PM peak-hour conditions with the following exceptions described below and mapped on Figure M-1. Exhibit 4.12-2 shows the boundary of each vehicle LOS exception area.

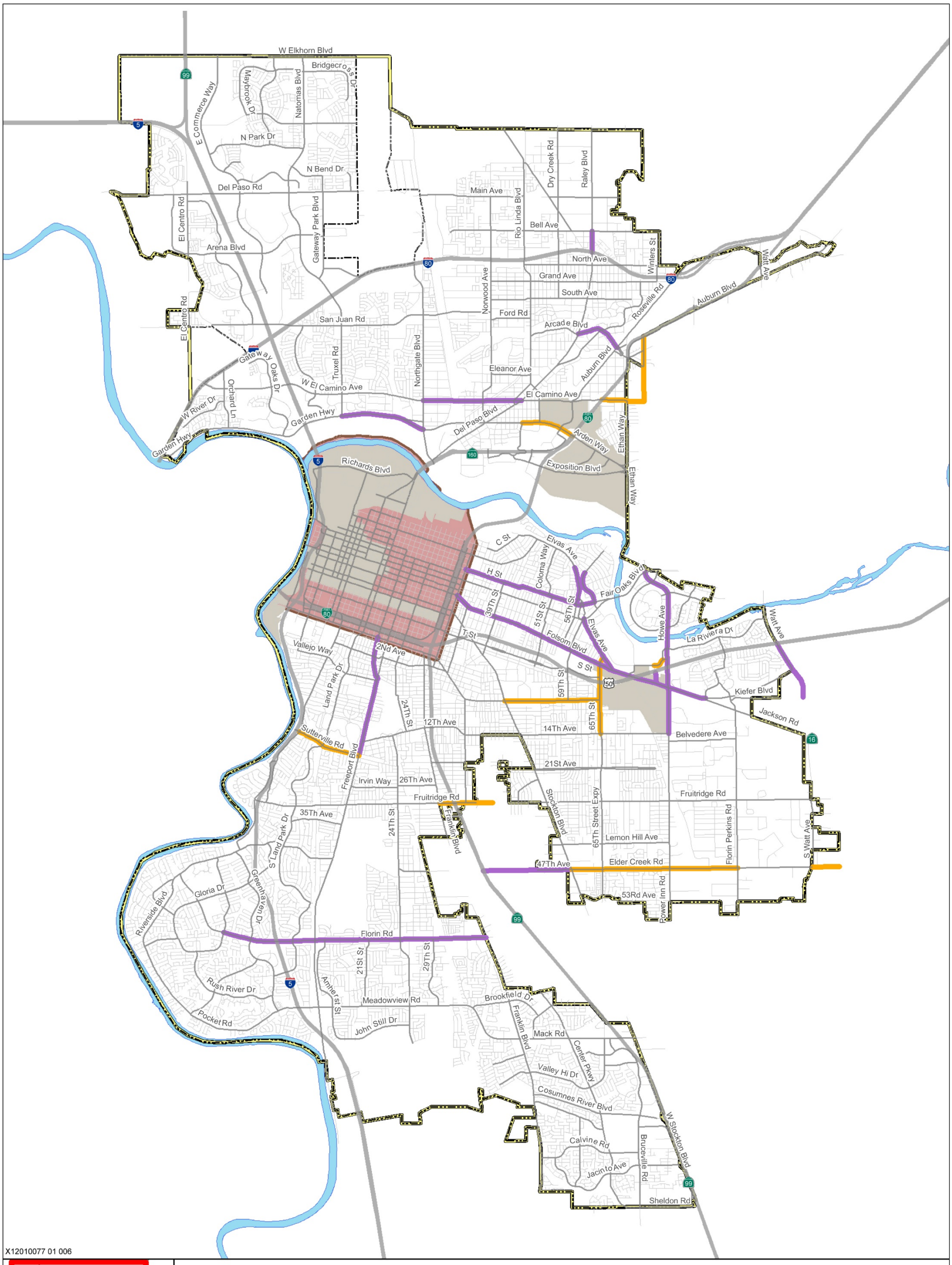


Exhibit 4.12-2

Level of Service Policy Exception Areas

This page intentionally left blank.

A. **Core Area (Central City Community Plan Area)** – LOS F allowed

B. **Priority Investment Areas** – LOS F allowed

C. **LOS E Roadways** – LOS E is allowed for the following roadways because expansion of the roadways would cause undesirable impacts or conflict with other community values.

- 65th Street: Elvas Avenue to 14th Avenue
- Arden Way: Royal Oaks Drive to I-80 Business
- Broadway: Stockton Boulevard to 65th Street
- College Town Drive: Hornet Drive to La Rivera Drive
- El Camino Avenue: I-80 Business to Howe Avenue
- Elder Creek Road: Stockton Boulevard to Florin Perkins Road
- Elder Creek Road: South Watt Avenue to Hedge Avenue
- Fruitridge Road: Franklin Boulevard to SR 99
- Fruitridge Road: SR 99 to 44th Street
- Howe Avenue: El Camino Avenue to Auburn Boulevard
- Sutterville Road: Riverside Boulevard to Freeport Boulevard

LOS E is also allowed on all roadway segments and associated intersections located within ½ mile walking distance of light rail stations.

D. **Other LOS F Roadways** – LOS F is allowed for the following roadways (up to the identified volume/capacity ratio shown below) because expansion of the roadways would cause undesirable impacts or conflict with other community values.

- 47th Avenue: State Route 99 to Stockton Boulevard (V/C: 1.01)
- Arcade Boulevard: Marysville Boulevard to Roseville Road (V/C: 1.27)
- Carlson Drive: Moddison Avenue to H Street (V/C: 1.50)
- El Camino Avenue: Grove Avenue to Del Paso Boulevard (V/C: 1.01)
- Elvas Avenue: J Street to Folsom Boulevard (V/C: 1.35)
- Elvas Avenue/56th Street: 52nd Street to H Street (V/C: 1.04)
- Florin Road: Havenside Drive to Interstate 5 (V/C: 1.03)
- Florin Road: Freeport Boulevard to Franklin Boulevard (V/C: 1.06)
- Florin Road: Interstate 5 to Freeport Boulevard (V/C: 1.01)
- Folsom Boulevard: 47th Street to 65th Street (V/C: 1.26)
- Folsom Boulevard: Howe Avenue to Jackson Highway (V/C: 1.20)
- Folsom Boulevard: US 50 to Howe Avenue (V/C: 1.64)
- Freeport Boulevard: Sutterville Road (North) to Sutterville Road (South) (V/C: 1.05)
- Freeport Boulevard: 21st Street to Sutterville Road (North) (V/C: 1.23)
- Freeport Boulevard: Broadway to 21st Street (V/C: 1.08)
- Garden Highway: Truxel Road to Northgate Boulevard (V/C: 2.22)
- H Street: Alhambra Boulevard to 45th Street (V/C: 1.08)
- H Street 45th: Street to Carlson Drive (V/C: 1.53)
- Hornet Drive: US 50 Westbound On-ramp to Folsom Boulevard (V/C: 1.06)
- Howe Avenue: US 50 to Fair Oaks Boulevard (V/C: 1.47)
- Howe Avenue: US 50 to 14th Avenue (V/C: 1.05)
- Raley Boulevard: Bell Avenue to Interstate 80 (V/C: 1.06)
- South Watt Avenue: US 50 to Kiefer Boulevard (V/C: 1.19)
- West El Camino Avenue: Northgate Boulevard to Grove Avenue (V/C: 1.14)

- **Policy M 1.2.3:** Transportation Evaluation. The City shall evaluate discretionary projects for potential impacts to traffic operations, traffic safety, transit service, bicycle facilities, and pedestrian facilities, consistent with the City's Traffic Study Guidelines.

- **Policy M 1.2.4:** Multimodal Access. The City shall facilitate the provision of multimodal access to activity centers such as commercial centers and corridors, employment centers, transit stops/stations, airports, schools, parks, recreation areas, medical centers, and tourist attractions.

- **Policy M 1.2.5:** Ultimate Roadway Network. If development projects would cause or exacerbate unacceptable LOS E or F conditions, the City shall not expand the physical capacity of the planned roadway network to accommodate the project beyond that identified in Figure M4 and M4a (2035 General Plan Roadway Classification and Lanes). To maintain acceptable LOS E or F conditions, the City may require applicable vehicle trip reduction measures and physical improvements that increase transit use, bicycling, or walking and traffic operational improvements.

- **Policy M 1.2.6:** Maximum Volume/Capacity Ratios. The City shall limit the application of the maximum daily volume/capacity ratios identified in Policy 1.2.2 to development projects requiring a General Plan Amendment.

Goal M 1.3: Barrier Removal. Improve accessibility and system connectivity by removing physical and operational barriers to safe travel.

- **Policy M 1.3.1:** Grid Network. To promote efficient travel for all modes, the City shall require all new residential, commercial, or mixed-use development that proposes or is required to construct or extend streets to develop a transportation network that is well-connected, both internally and to off-site networks preferably with a grid or modified grid-form.

  The City shall require private developments (to provide internal complete streets (see Goal M.4.2) that connect to the existing roadway system.

- **Policy M 1.3.2:** Eliminate Gaps. The City shall eliminate "gaps" in roadways, bikeways, and pedestrian networks. To this end:

  a. The City shall construct new multi-modal crossings of the Sacramento and American Rivers.

  b. The City shall plan and pursue funding to construct grade-separated crossings of freeways, rail lines, canals, creeks, and other barriers to improve connectivity.

  c. The City shall construct new bikeways and pedestrian paths in existing neighborhoods to improve connectivity.

- **Policy M 1.3.3:** Improve Transit Access. The City shall support the Sacramento Regional Transit District (RT) in addressing identified gaps in public transit networks by working with RT to appropriately locate passenger facilities and stations, pedestrian walkways and bicycle access to transit stations and stops, and public rights of way as necessary for transit-only lanes, transit stops, and transit vehicle stations and layover.

- **Policy M 1.3.4:** Barrier Removal for Accessibility. The City shall remove barriers, where feasible, to allow people of all abilities to move freely and efficiently throughout the city.

- **Policy M 1.3.5:** Connections to Transit Stations. The City shall provide and improve connections to transit stations by identifying, roadways, bikeways and pedestrian improvements within a walking distance (½ mile) of existing and planned transit stations. Such improvements shall emphasize the development of complete streets.

- **Policy M 1.3.6:** Multi-Jurisdictional Transportation Corridors. The City shall work with adjacent jurisdictions and the Sacramento Area Council of Governments (SACOG) to identify existing and future transportation corridors that should be linked across jurisdictional boundaries to provide desired upstream and downstream traffic operations and to preserve sufficient right-of-way.

- **Policy M 1.3.7:** Regional Transportation Planning. The City shall continue to actively participate in Sacramento Area Council of Government's (SACOG's) regional transportation planning efforts to coordinate priorities with neighboring jurisdictions and continue to work with all local transit providers and the California Department of Transportation (Caltrans) on transportation planning, operations, and funding.

Goal M 1.4: Transportation Demand Management. Reduce reliance on the private automobile.

- **Policy M 1.4.1:** Increase Vehicle Occupancy. The City shall work with a broad range of agencies (e.g., SACOG, SMAQMD, Sacramento RT, Caltrans) to encourage and support programs that increase regional average vehicle occupancy, including the provision of traveler information, shuttles, preferential parking for carpools/vanpools, transit pass subsidies, road and parking pricing, and other methods.

- **Policy M 1.4.2:** Automobile Commute Trip Reduction. The City shall encourage developers to reduce the number of single-occupant vehicle commute trips to their sites by enforcing the existing trip reduction ordinance in the City Code.

- **Policy M 1.4.3:** Transportation Management Associations. The City shall encourage commercial, retail, and residential developments to participate in or create Transportation Management Associations to reduce single-occupant vehicle trips.

- **Policy M 1.4.4:** Off-Peak Deliveries. The City shall encourage business owners to schedule deliveries at off-peak traffic periods.

Goal M 1.5: Emerging Technologies and Services. Use emerging transportation technologies and services to increase transportation system efficiency.

- **Policy M 1.5.1**: Facilities for Emerging Technologies. The City shall assist in the provision of support facilities such as advanced fueling stations (e.g., electric and hydrogen) for emerging technologies.

- **Policy M 1.5.2:** Use of Public Rights-of-Way. The City shall provide for the use of public rights-of-way, at transit stations and major activity centers, where appropriate for emerging technology support facilities such as advanced fueling stations.

- **Policy M 1.5.3:** Public-Private Transportation Partnerships. The City shall cooperate with public-private transportation partnerships (such as car sharing companies) to establish programs within the City that support the goals and policies of the General Plan.

- **Policy M 1.5.4:** Regional Emissions Reductions. The City shall support its partner agencies in their efforts to remove gross polluters from the regional vehicle fleet.

- **Policy M 1.5.5:** Support Zero- and Low-Emission Vehicle Adoption. The City shall continue to collaborate with its State and regional partners to support rapid adoption of zero-emissions and low-emission vehicles, including standardizing infrastructure and regulations for public electric vehicle charging stations, streamlining the permit-process for private electric vehicle charging stations (including home charging stations), developing guidelines and standards for dedicated and preferential parking for zero- and low-emissions vehicles (including charging stations for plug-in-electric vehicles, where necessary).

- **Policy M 1.5.6:** Support State Highway Expansion. The City shall support State highway expansion and management plans consistent with the SACOG MTP/SCS.

- **Policy M 1.5.7:** Freeway Improvement Coordination. The City shall work with Caltrans and adjacent jurisdictions to identify funding for improvements that address cumulative effects of planned development on the freeway system.

Goal M 2.1: Integrated Pedestrian System. Design, construct, and maintain a universally accessible, safe, convenient, integrated and well-connected pedestrian system that promotes walking.

Goal M 3.1: Safe, Comprehensive, and Integrated Transit System. Create and maintain a safe, comprehensive, and integrated transit system as an essential component of a multimodal transportation system.

Goal M 4.1: Street and Roadway System. Create a context-sensitive street and roadway system that provides access to all users and recognizes the importance that roads and streets play as public space. As such, the City shall strive to balance the needs for personal travel, goods movement, parking, social activities, business activities, and revenue generation, when planning, operating, maintaining, and expanding the roadway network.

- **Policy M 4.1.1:** Emergency Access. The City shall develop a roadway system that is redundant (i.e., includes multiple alternative routes) to the extent feasible to ensure mobility in the event of emergencies.

- **Policy M 4.1.2:** Balancing Community, Social, Environmental, and Economic Goals. The City shall evaluate and strive to address community, environmental, and citywide economic development goals when adding or modifying streets, roads, bridges, and other public rights-of-way.

- **Policy M 4.1.3:** Community Outreach. The City shall conduct public outreach to community organizations and members of the general public in corridor planning early in the project development process to identify feasible opportunities to provide community benefits and to lessen any potential impacts of modifications to local streets and roadways.

- **Policy M 4.1.4:** Partnerships with Other Agencies. The City shall work with Caltrans, SACOG, Sacramento County, and other agencies to inspect and maintain bridge facilities.

- **Policy M 4.1.5:** Bridge Crossings. The City shall continue to work with adjacent jurisdictions and other agencies (i.e Regional Transit) in the context of multimodal corridor planning to determine the appropriate responsibilities to fund, evaluate, plan, design, construct, and maintain new river crossings.

- **Policy M4.1.6:** Roundabouts. Where feasible, the City shall consider roundabouts as an intersection traffic control option with demonstrated air quality, safety, and mobility benefits.

- **Policy M 4.1.7**: Sutter's Landing Interchange. The City shall continue to evaluate the need for the Sutter's Landing Parkway and Interchange depicted on the Circulation Diagram, and shall assess it within the citywide transportation network as part of the next five-year General Plan Update.

Goal M 4.2: Complete Streets. The City shall plan, design, operate and maintain all streets and roadways to accommodate and promote safe and convenient travel for all users – pedestrians, bicyclists, transit riders, and persons of all abilities, as well as freight and motor vehicle drivers.

- **Policy M 4.2.1:** Accommodate All Users. The City shall ensure that all new roadway projects and any reconstruction projects designate sufficient travel space for all users including bicyclists, pedestrians, transit riders, and motorists except where pedestrians and bicyclists are prohibited by law from using a given facility.

- **Policy M 4.2.2:** Pedestrian and Bicycle-Friendly Streets. In areas with high levels of pedestrian activity (e.g., employment centers, residential areas, mixed-use areas, schools), the City shall ensure that all street projects support pedestrian and bicycle travel. Improvements may include narrow lanes, target speeds less than 35 miles per hour, sidewalk widths consistent with the Pedestrian Master Plan, street trees, high-visibility pedestrian crossings, and bikeways (e.g. Class II and III bike lanes, bicycle boulevards, separated bicycle lanes and/or parallel multi-use pathways).

- **Policy M 4.2.3:** Adequate Street Tree Canopy. The City shall ensure that all new roadway projects and major reconstruction projects provide for the development of an adequate street tree canopy.

- **Policy M 4.2.4:** Pedestrian and Bicycle Facilities on Bridges. The City shall identify existing and new bridges that can be built, widened, or restriped to add pedestrian and/or bicycle facilities.

- **Policy M 4.2.5:** Multi-Modal Corridors. Consistent with the Roadway Network and Street Typologies established in this General Plan, the City shall designate multi-modal corridors in the Central City, within and between urban centers, along major transit lines, and/or along commercial corridors appropriate for comprehensive multimodal corridor planning and targeted investment in transit, bikeway, and pedestrian path improvements if discretionary funds become available.

- **Policy M 4.2.6:** Identify and Fill Gaps in Complete Streets. The City shall identify streets that can be made more "complete" either through a reduction in the number or width of travel lanes or through two-way conversions, with consideration for emergency vehicle operations. The City shall consider including new bikeways, sidewalks, on-street parking, and exclusive transit lanes on these streets by re-arranging and/or re-allocating how the available space within the public right of way issued. All new street configurations shall provide for adequate emergency vehicle operation.

Goal M 4.3: Neighborhood Traffic. Enhance the quality of life within existing neighborhoods through the use of neighborhood traffic management and traffic calming techniques, while recognizing the City's desire to provide a grid system that creates a high level of connectivity.

Goal M 4.4: Roadway Functional Classification and Street Typology. Maintain an interconnected system of streets that allows travel on multiple routes by multiple modes, balancing access, mobility and place-making functions with sensitivity to the existing and planned land use context of each corridor and major street segment.

Goal M 5.1: Integrated Bicycle System. Create and maintain a safe, comprehensive, and integrated bicycle system and set of support facilities throughout the city that encourage bicycling that is accessible to all. Provide bicycle facilities, programs and services and implement other transportation and land use policies as necessary to achieve the City's bicycle mode share goal as documented in the Bicycle Master Plan.

Goal M 6.1: Managed Parking. Provide and manage parking such that it balances the citywide goals of economic development, livable neighborhoods, sustainability, and public safety with the compact multi-modal urban environment prescribed by the General Plan.

Goal M 7.1: Safe Movement of Goods. Provide for the safe and efficient movement of goods to support commerce while maintaining livability in the city and region.

Goal M 8.1: Aviation Facilities. Promote general and commercial aviation facilities within the parameters of compatible surrounding uses.

Goal M 9.1: Transportation Funding. Provide sufficient funding to construct, maintain, and operate transportation facilities and services needed to achieve the City's mobility goals.

Land Use and Urban Design

Goal LU 1.1: Growth and Change. Support sustainable growth and change through orderly and well-planned development that provides for the needs of existing and future residents and businesses, ensures the effective and equitable provision of public services, and makes efficient use of land and infrastructure.

- **Policy LU 1.1.1:** Regional Leadership. The City shall be the regional leader in sustainable development and encourage compact, higher-density development that conserves land resources, protects habitat, supports transit, reduces vehicle trips, improves air quality, conserves energy and water, and diversifies Sacramento's housing stock. (RDR)

- **Policy LU 1.1.5:** Infill Development. The City shall promote and provide incentives (e.g., focused infill planning, zoning/rezoning, revised regulations, provision of infrastructure) for infill development, reuse, and growth in existing urbanized areas to enhance community character, optimize City investments in infrastructure and community facilities, support increased transit use, promote pedestrian- and bicycle-friendly neighborhoods, increase housing diversity, ensure integrity of historic districts, and enhance retail viability.

Goal LU 2.1: City of Neighborhoods. Maintain a city of diverse, distinct, and well-structured neighborhoods that meet the community's needs for complete, sustainable, and high-quality living environments, from the historic downtown core to well-integrated new growth areas.

- **Policy LU 2.1.3:** Complete and Well-structured Neighborhoods. The City shall promote the design of complete and well-structured neighborhoods whose physical layout and land use mix promote walking to services, biking, and transit use; foster community pride; enhance neighborhood identity; ensure public safety; are family-friendly and address the needs of all ages and abilities.

Goal LU 2.5: City Connected and Accessible. Promote the development of an urban pattern of well-connected, integrated, and accessible neighborhoods corridors, and centers.

- **Policy LU 2.5.1:** Connected Neighborhoods, Corridors, and Centers. The City shall require that new development, both infill and greenfield, maximizes connections and minimizes barriers between neighborhoods corridors, and centers within the city.

- **Policy LU 2.5.2:** Overcoming Barriers to Accessibility. The City shall strive to remove and minimize the effect of natural and manmade barriers to accessibility between and within existing neighborhoods corridors, and centers.

Goal LU 2.6: City Sustained and Renewed. Promote sustainable development and land use practices in both new development, reuse, and reinvestment that provide for the transformation of Sacramento into a sustainable urban city while preserving choices (e.g., where to live, work, and recreate) for future generations.

- **Policy LU 2.6.1:** Sustainable Development Patterns. The City shall promote compact development patterns, mixed use, and higher-development intensities that use land efficiently; reduce pollution and automobile dependence and the expenditure of energy and other resources; and facilitate walking, bicycling, and transit use.

Goal LU 2.7: City Form and Structure. Require excellence in the design of the city's form and structure through development standards and clear design direction.

- **Policy LU 2.7.6:** Walkable Blocks. The City shall require new development and reuse and reinvestment projects to create walkable, pedestrian-scaled blocks, publicly accessible mid-block and alley pedestrian routes where appropriate, and sidewalks appropriately scaled for the anticipated pedestrian use.

Goal LU 4.1: Neighborhoods. Promote the development and preservation of neighborhoods that provide a variety of housing types, densities, and designs and a mix of uses and services that address the diverse needs of Sacramento residents of all ages, socio-economic groups, and abilities.

- **Policy LU 4.1.3:** Walkable Neighborhoods. The City shall require the design and development of neighborhoods that are pedestrian friendly and include features such as short blocks, broad and well-appointed sidewalks (e.g., lighting, landscaping, adequate width), tree-shaded streets, buildings that define and are oriented to adjacent streets and public spaces, limited driveway curb cuts, paseos and pedestrian lanes, alleys, traffic-calming features, convenient pedestrian street crossings, and access to transit.

- **Policy LU 4.1.6:** Connecting Key Destinations. The City shall promote better connections by all travel modes between residential neighborhoods and key commercial, cultural, recreational, and other community-supportive destinations for all travel modes.

Goal LU 4.2: Suburban Neighborhoods. Encourage the creation of more complete and well-designed suburban neighborhoods that provide a variety of housing choices and mix of uses that encourage walking and biking.

- **Policy LU 4.2.1:** Enhanced Walking and Biking. The City shall pursue opportunities to promote walking and biking in existing suburban neighborhoods through improvements such as:
  - introducing new pedestrian and bicycle connections;
  - adding bike lanes and designating and signing bike routes;
  - narrowing streets where they are overly wide;
  - introducing planting strips and street trees between the curb and sidewalk; or
  - introducing traffic circles, speed humps, traffic tables, and other appropriate traffic-calming improvements.

Goal LU 7.1: Employment Centers. Encourage employee-intensive uses throughout the city in order to strengthen Sacramento's role as a regional and West Coast employment center and to encourage transit ridership and distribute peak hour commute directions.

- **Policy LU 7.1.2:** Housing in Employment Centers. The City shall require compatible integration of housing in existing and proposed employment centers to help meet housing needs and reduce vehicle trips and commute times, where such development will not compromise the City's ability to attract and maintain employment-generating uses.

Public Health and Safety

Goal 3.1: Reduce Exposure to Hazardous Materials and Waste. Protect and maintain the safety of residents, businesses, and visitors by reducing, and where possible, eliminating exposure to hazardous materials and waste.

- **Policy PHS 3.1.4:** Transportation Routes. The City shall restrict transport of hazardous materials within Sacramento to designated routes.

THRESHOLDS OF SIGNIFICANCE

One of the primary policy changes in the proposed 2035 General Plan Update is the modification of Policy M 1.2.2 relating to level of service (LOS). This policy calls for the City to implement a flexible context-sensitive LOS standard. The City's specific vehicle LOS thresholds have been defined based on community values with respect to modal priorities, land use context, economic development, and environmental resources and constraints. As such, the City has established variable LOS thresholds appropriate for the unique characteristics of the City's diverse neighborhoods and communities. The City will strive to operate the roadway network at LOS D or better for vehicles during typical weekday AM and PM peak-hour conditions with exceptions where LOS E or LOS F is allowed.

The 2030 General Plan included policies that established LOS E as the standard in multi-modal districts and LOS D as the standard for all areas outside of multi-modal districts. Proposed Policy M 1.2.2, listed above, applies the LOS D standard citywide, and makes the standard more lenient, i.e., allowing LOS E or F within the Core Area (Central City Community Plan Area), Priority Investment Areas, light rail station areas, and

other specifically identified roadways for which facility expansion to reduce congestion would cause unacceptable impacts (e.g., considerable right-of-way acquisition, land use displacement). Policy M 1.2.2 is essential for the proposed Mobility Element, and the Draft MEIR uses the proposed change in LOS standards (defined in detail below) as the threshold of significance for roadways within the Policy Area that are under City jurisdiction. By moving away from automobile-oriented congestion and travel-time standards for mobility, this policy change also aligns with the goals of recent state legislation, i.e., Senate Bills (SB) 375, 226, and 743, which promote infill development, reduction of vehicle miles traveled, and/or multi-modal mobility for purposes of greenhouse gas (GHG) reduction and other environmental benefits of more compact, urban, and transit-served development. (See Section 4.1616 "Climate Change" for a detailed discussion of the 2035 General Plan consistency with SB 375, 226, and 743.)

For the purposes of this MEIR, impacts on transportation and circulation are considered significant, if the proposed General Plan would:

- cause a roadway facility in the City of Sacramento to degrade from LOS D or better to LOS E during typical weekday a.m. and p.m. peak-hour conditions with the following exceptions where LOS E or F is allowed as indicated below. (Exhibit 4.12-2 shows the boundary of each vehicle LOS exception area.)

  A. Core Area (Central City Community Plan Area) – LOS F allowed

  B. Priority Investment Areas – LOS F allowed

  C LOS E Roadways - LOS E is allowed for the following roadways because expansion of the roadways would cause undesirable impacts or conflict with other community values.

  - 65th Street: Elvas Avenue to 14th Avenue
  - Arden Way: Royal Oaks Drive to I-80 Business
  - Broadway: Stockton Boulevard to 65th Street
  - College Town Drive: Hornet Drive to La Rivera Drive
  - El Camino Avenue: I-80 Business to Howe Avenue
  - Elder Creek Road: Stockton Boulevard to Florin Perkins Road
  - Elder Creek Road: South Watt Avenue to Hedge Avenue
  - Fruitridge Road: Franklin Boulevard to SR 99
  - Fruitridge Road: SR 99 to 44th Street
  - Howe Avenue: El Camino Avenue to Auburn Boulevard
  - Sutterville Road: Riverside Boulevard to Freeport Boulevard

  LOS E is also allowed on all roadway segments and associated intersections located within ½ mile walking distance of light rail stations.

  D. Other LOS F Roadways - LOS F is allowed for the following roadways (up to the identified volume/capacity ratio shown below) because expansion of the roadways would cause undesirable impacts or conflict with other community values.

  - 47th Avenue: State Route 99 to Stockton Boulevard (V/C: 1.01)
  - Arcade Boulevard: Marysville Boulevard to Roseville Road (V/C: 1.27)
  - Carlson Drive: Moddison Avenue to H Street (V/C: 1.50)
  - El Camino Avenue: Grove Avenue to Del Paso Boulevard (V/C: 1.01)
  - Elvas Avenue: J Street to Folsom Boulevard (V/C: 1.35)
  - Elvas Avenue/56th Street: 52nd Street to H Street (V/C: 1.04)
  - Florin Road: Havenside Drive to Interstate 5 (V/C: 1.03)
  - Florin Road: Freeport Boulevard to Franklin Boulevard (V/C: 1.06)
  - Florin Road: Interstate 5 to Freeport Boulevard (V/C: 1.01)
  - Folsom Boulevard: 47th Street to 65th Street (V/C: 1.26)
  - Folsom Boulevard: Howe Avenue to Jackson Highway (V/C: 1.20)

- Folsom Boulevard: US 50 to Howe Avenue (V/C: 1.64)
- Freeport Boulevard: Sutterville Road (North) to Sutterville Road (South) (V/C: 1.05)
- Freeport Boulevard: 21st Street to Sutterville Road (North) (V/C: 1.23)
- Freeport Boulevard: Broadway to 21st Street (V/C: 1.08)
- Garden Highway: Truxel Road to Northgate Boulevard (V/C: 2.22)
- H Street: Alhambra Boulevard to 45th Street (V/C: 1.08)
- H Street 45th: Street to Carlson Drive (V/C: 1.53)
- Hornet Drive: US 50 Westbound On-ramp to Folsom Boulevard (V/C: 1.06)
- Howe Avenue: US 50 to Fair Oaks Boulevard (V/C: 1.47)
- Howe Avenue: US 50 to 14th Avenue (V/C: 1.05)
- Raley Boulevard: Bell Avenue to Interstate 80 (V/C: 1.06)
- South Watt Avenue: US 50 to Kiefer Boulevard (V/C: 1.19)
- West El Camino Avenue: Northgate Boulevard to Grove Avenue (V/C: 1.14)

- Cause the roadway facility in unincorporated Sacramento County to degrade from LOS E or better to LOS F or worse. For facilities that are already worse than LOS E without the project, a significant impact occurs if the project increases the V/C ratio by 0.05 or more on a roadway.

- Cause the roadway facility in the City of Elk Grove to degrade from LOS D or better to LOS E or worse. For facilities that are already worse than LOS D without the project, a significant impact occurs if the project increases the V/C ratio by 0.05 or more on a roadway.

- Cause a freeway segment to change from LOS A, B, C, D, or E under the 2035 No Project scenario to LOS F, or

- Add 100 trips[1] to a freeway segment already operating at LOS F under the 2035 No Project scenario.

- 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 by pedestrians.

IMPACTS AND MITIGATION MEASURES

The results of the transportation analysis for the proposed 2035 General Plan scenario are described in this section. The analysis focuses on 2035 conditions with the proposed circulation system improvements in place, and incorporates cumulative land use development and transportation infrastructure projects throughout the six-county Sacramento region in 2035. Compared to existing conditions, increases in vehicle traffic would occur on the City's roadway network between now and 2035 due to future population and employment growth. The 2035 General Plan provides direction and policies regarding the location and intensity of this growth within the City. The 2035 General Plan transportation conditions are compared to the applicable LOS thresholds to determine the significance of future increases in traffic, accounting for growth between existing and 2035 conditions. Exhibit 4.12-2 displays the functional classifications of city roadways, planned changes in the number of lanes on major roadways, and the alignments of planned major roadways.

The analysis examined a total of 260 roadway segments including 28 freeway segments. Exhibit 4.12-3 displays forecasted traffic volumes and roadway segment LOS under 2035 General Plan conditions produced using the previously discussed SACMET travel demand model. Appendix D provides a detailed

[1] For General Plan analysis purposes, all travel forecasts are rounded to the nearest 100. Therefore, this represents the smallest increment of trips that may be added to a freeway segment. For project-level impact evaluation, a lower peak hour threshold may be applied.

summary of the operations of all study roadway segments, including roadway classifications, number of travel lanes, existing traffic volumes and LOS, and 2035 traffic volumes and LOS.

Impact 4.12-1	**Potential to adversely affect pedestrian, bicycle, transit, and other non-auto mobility in conjunction with planned future development in the region.**
Applicable Regulations	None
Proposed SGP Policies that Reduce Impacts	Policies M 1.1.1, M 1.2.1, M 1.2.2, M 1.2.3, M 1.3.1, M 1.3.2, M 1.3.3, M 1.3.4, M 1.3.5, M 1.4.3, M 4.2.1, M 4.2.2, M 4.2.3, M 4.2.4, M 4.2.5, M 4.2.6, LU 1.1.5, LU 2.6.1, LU 2.7.6, LU 4.1.3, LU 4.1.3, LU 4.1.6, and LU 4.2.1.
Significance after Implementing SGP Policies	**Less than Significant**
Mitigation Measures	None required

The proposed policy framework of the 2035 General Plan is focused on promoting, improving, and facilitating non-auto transportation, which is consistent with the goals of SB 375, 226, and 743 (described in detail in Chapter 4.3, "Climate Change"). The proposed Mobility Element contains policies supporting the expansion and maintenance of facilities and services related to transit, bicycle/pedestrian, or aviation modes. In addition, the Land Use and Mobility Elements of the General Plan have been designed to complement one another to create compact and mixed-use development areas that support walking, bicycling, and service by transit. A review of the proposed Mobility Element of the 2035 General Plan did not reveal potential inconsistencies with other policies, plans, or programs supporting the provision of transit, bicycle/pedestrian, or aviation facilities or services.

For these reasons, implementation of the 2035 General Plan would not disrupt existing transit, pedestrian, bicycle, or aviation facilities, nor would it interfere with planned facilities. As documented in Policy M 4.2.1 of the General Plan, "The City shall ensure that all new roadway projects and any reconstruction projects designate sufficient travel space for all users including bicyclists, pedestrians, transit riders, and motorists except where pedestrians and bicyclists are prohibited by law from using a given facility." This impact is **less than significant**.

Mitigation Measure

None required.

Impact 4.12-2	**Adverse effects to roadway LOS within the Policy Area associated with planned future development in the region.**
Applicable Regulations	None
Proposed SGP Policies that Reduce Impacts	Policies M 1.2.2, M 1.3.1, M 1.3.2, M 1.3.3, M 1.3.5, M 1.3.6, M 1.4.1, and M 1.4.2.
Significance after Implementing SGP Policies	**Less than Significant**
Mitigation Measures	None required

Roadway Segments – City of Sacramento

The proposed Mobility Element was designed to comply with Policy M 1.2.2 of the General Plan. This policy is the basis for establishing CEQA impact significance thresholds for this EIR. As shown in Exhibit 4.12-3, implementation of the 2035 General Plan would result in daily traffic volume increases, which in some cases would reach or exceed capacity (i.e., LOS E or F conditions) on segments of several city roadways, including

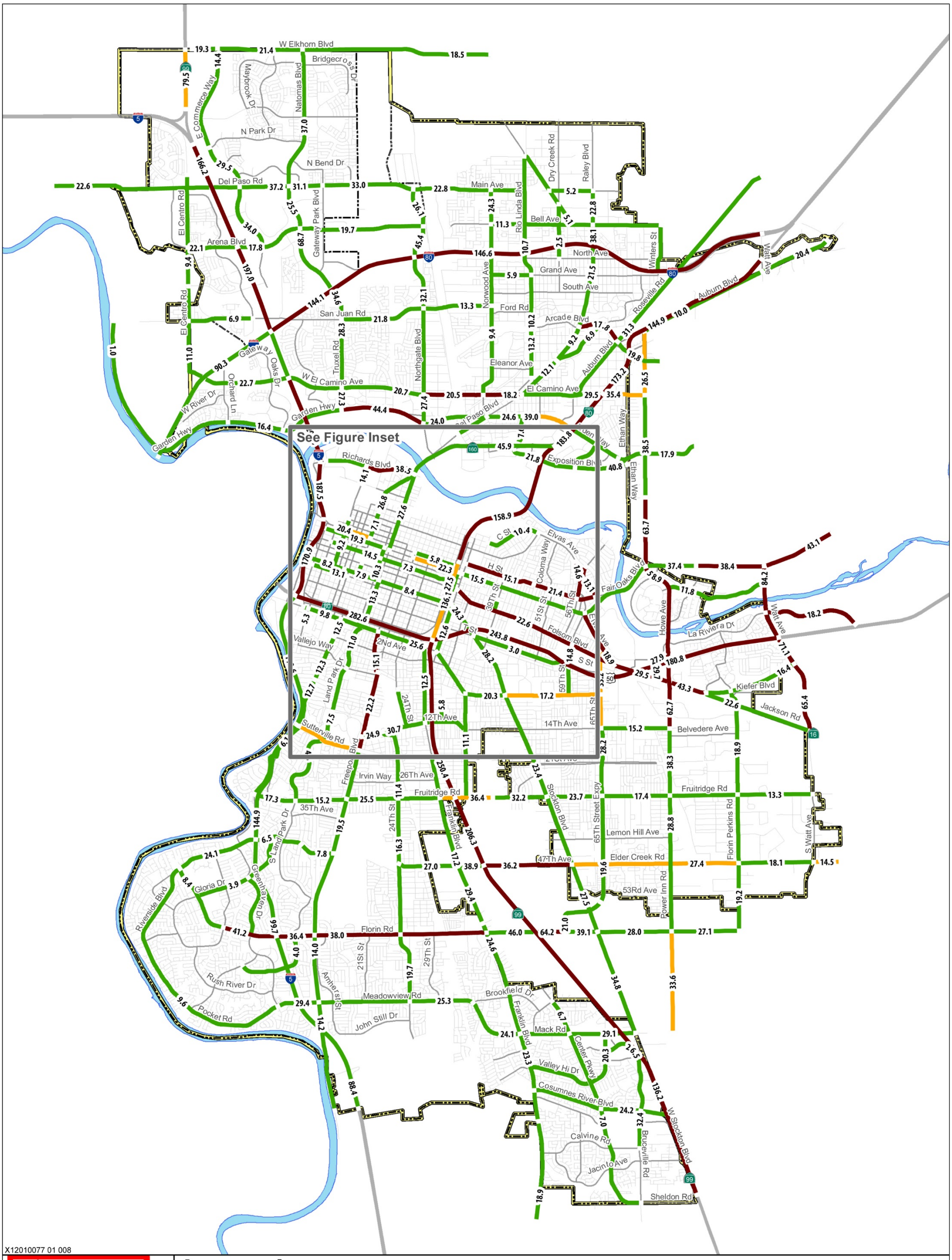


Exhibit 4.12-3 **2035 General Plan Level of Service and Traffic Volumes**

This page intentionally left blank.

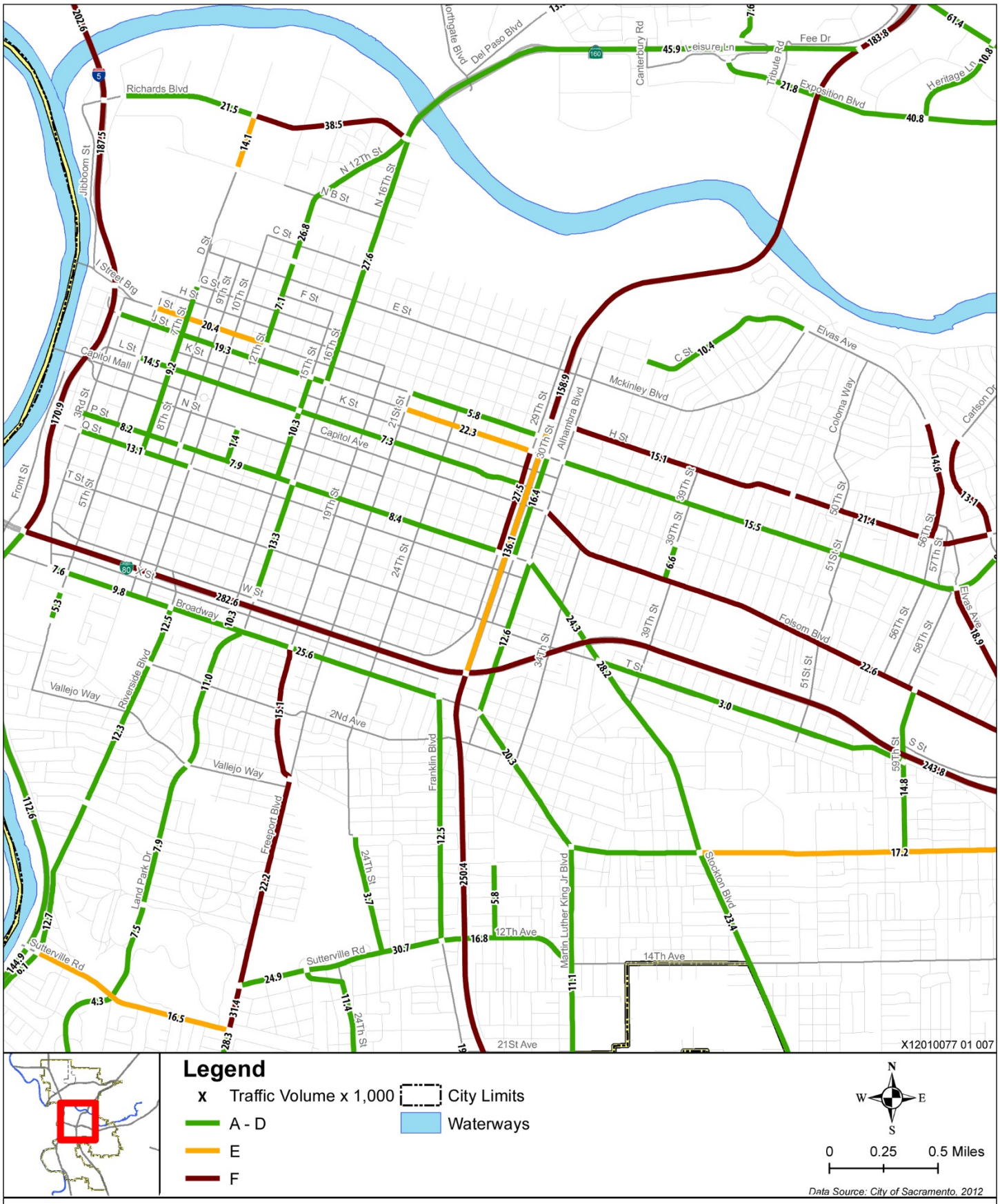


Exhibit 4.12-3 Inset **2035 General Plan Level of Service and Traffic Volumes**

29th Street, Arcade Boulevard, El Camino Avenue, Elder Creek Road, Florin Road, Fruitridge Road, Folsom Boulevard, Garden Highway, I Street, J Street, H Street, Richards Boulevard, and Sutterville Road. In most cases traffic would increase under 2035 conditions with implementation of the proposed 2035 General Plan compared to existing conditions (See Appendix D). Daily traffic volumes in 2035 would result in a high utilization of roadways as indicated by LOS F conditions on multiple roadways within the City, including those previously listed in Policy M 1.2.2 section C. Roadways experiencing LOS E or F under daily conditions would also likely experience similar conditions during peak hours. In all of these cases, the LOS E and F results have been accepted in Policy M 1.2.2.

Although traffic volumes are projected to increase, the application of the new LOS standards identified in proposed Policy M 1.2.2 would mean that implementation of the 2035 General Plan would not result in significant LOS impacts based on the 2035 horizon year analysis. This conclusion is consistent with the increased priority on multi-modal mobility within the city, rather than just automobile delay and travel times. Because determining the precise timing of roadway capacity expansion projects is difficult to predict based on available funding from year to year, it is possible that LOS conditions for select roadways could temporarily exceed the established thresholds; however, City approval of development projects would take this into account. This impact is considered **less than significant**.

Mitigation Measure

None required.

Impact 4.12-3	**Potential adverse effects to roadway segments located in adjacent jurisdictions resulting from planned development under the 2035 General Plan, such that the jurisdictions minimum acceptable level-of-service thresholds are not met.**
Applicable Regulations	None
Proposed SGP Policies that Reduce Impacts	Policies M 1.2.2, M 1.3.1, M 1.3.2, M 1.3.3, M 1.3.5, M 1.3.6, M 1.4.1, and M 1.4.2.
Significance after Implementing SGP Policies	**Significant**
Mitigation Measures	Mitigation Measure 4.12-1 Widen 47th Avenue from 4 to 6 Lanes
Significance after Mitigation	**Significant and Unavoidable**

The following discussion identifies potential impacts on adjacent jurisdiction's roadway network resulting from buildout of the Policy Area under the proposed 2035 General Plan.

West Sacramento

The City of Sacramento and the City of West Sacramento are currently cooperating on multiple projects to improve transportation connectivity between the two cities. These projects include new crossings of the Sacramento River and a proposed streetcar line that would travel across the Tower Bridge. Any impacts to travel in West Sacramento associated with modifications to the transportation system or land use development within the City of Sacramento as part of the General Plan will be documented in the environmental documents for these projects.

Elk Grove

One roadway segment was evaluated in the City of Elk Grove, a portion of Franklin Boulevard immediately south of the City's policy area boundary. Based on the analysis, the traffic generated by build-out of the 2035 General Plan would not result in a significant traffic impact to this segment based on the City of Elk Grove significance standards.

Unincorporated Sacramento County

To determine the potential impacts of the 2035 General Plan on roadways in unincorporated Sacramento County, an analysis of 42 roadway segments located either partially or entirely with unincorporated

Sacramento County was conducted. Table 4.12-3 below lists the study roadway segment impacts under 2035 General Plan conditions.

Table 4.12-3 Roadway Segment Impacts in Unincorporated Sacramento County

Roadway Segment	Existing Conditions			2035 General Plan		
	Lanes	Volume	LOS	Lanes	Volume	LOS
47th Ave.: SR 99 to Stockton Blvd.	4	33,900	E	4	36,200	F

Source: Fehr & Peers, 2014.

As shown in Table 4.12-3, using County of Sacramento LOS standards, one of the 42 roadway segments located in unincorporated Sacramento County would be impacted by implementation of the 2035 General Plan conditions (see Appendix D for detailed analysis results). The LOS for the segment of 47th Avenue between SR 99 and Stockton Boulevard would deteriorate to LOS F. This is considered a **significant** impact.

Mitigation Measure 4.12-1: Widen 47th Avenue from 4 to 6 lanes.

Widening the segment of 47th Avenue between SR 99 and Stockton Boulevard from 4 lanes to 6 lanes would mitigate this impact by improving operations on this segment to LOS B. This would reduce the impact to a less-than-significant level. Because this segment of 47th Avenue is a county road and does not fall within the City's jurisdiction, the City cannot ensure implementation of this mitigation measure. This mitigation measure is also not consistent with the County of Sacramento's General Plan and may be infeasible due to physically constrained right-of-way.

Significance after Mitigation

Significant and Unavoidable. Widening this segment of 47th Avenue is not consistent with the Sacramento County General Plan. Implementation of this mitigation measure could also result in additional environmental impacts. This section of 47th Avenue is highly urbanized; however, vacant land does exist along this alignment, as well as drainage features. Potential impacts could include construction-related pollutant emissions, impacts to special-status wildlife species and wetlands, impacts related to water quality, impacts to historic and archaeological resources, impacts related to construction noise and traffic noise, land use impacts, and potential displacement of existing land uses. It is possible that mitigation measures are available to reduce most of these impacts to a less-than-significant level; however, this project would require additional CEQA analysis at the time it is proposed by Sacramento County, and the CEQA analysis could identify significant impacts that may not be able to be avoided or reduced to a less-than-significant level. Therefore, the impact is considered significant and unavoidable.

Impact 4.12-4 Potential impacts to freeway segments.

Applicable Regulations	None
Proposed SGP Policies that Reduce Impacts	Policies M 1.2.2, M 1.3.1, M 1.3.2, M 1.3.3, M 1.3.5, M 1.3.6, M 1.4.1, M 1.4.2, M 1.5.6, M 1.5.7, and M 4.1.5.
Significance after Implementing SGP Policies	**Significant**
Mitigation Measures	None available
Residual Significance	**Significant and Unavoidable**

To determine the potential impacts of the 2035 General Plan on freeway segments, an analysis of 28 freeway segments was conducted. Caltrans has identified a concept service level of F for all study freeway

segments. For the purposes of the following analysis, impacts to freeway segments are identified based on standards of significance as defined by Caltrans. The analysis accounts for growth between existing conditions and 2035 General Plan conditions. As shown in Table 4.12-4, implementation of the 2035 General Plan would result in impacts to 15 freeway segments (See Appendix D for detailed analysis results for all analyzed freeway segments. Appendix D compares the LOS results for Existing, No Project, and 2035 General Plan conditions).

Table 4.12-4 Freeway Segment Impacts Under 2035 General Plan Conditions

Freeway Segment	Existing Conditions			2035 General Plan		
	Lanes	Volume	LOS	Lanes	Volume	LOS
I-5: I-5/SR 99 Interchange to Arena Blvd.	6	132,000	F	6	166,200	F
I-5: Arena Blvd. to I-5/I-80 Interchange	8	148,500	D	8	197,000	F
I-80: I-5/I-80 Interchange to Northgate Blvd.	6	139,000	F	6	144,100	F
I-80: Northgate Blvd. to Watt Ave.	6	142,000	F	6	146,600	F
I-80 Business: J St. to SR 160	6	166,800	F	6	158,900	F
I-80 Business: SR 160 to El Camino Ave.	7	159,500	F	8	183,800	F
I-80 Business: El Camino Ave. to Marconi Ave.	7	149,300	F	8	173,200	F
I-80 Business: Marconi Ave. to Fulton Ave.	6	133,200	F	6	142,800	F
I-80 Business: Fulton Ave. to City Limits	6	139,100	F	6	144,900	F
SR 99: I-80 Business/US 50 to Fruitridge Rd.	7	209,500	F	7	250,400	F
SR 99: Fruitridge Rd. to 47th Ave.	6	151,000	F	6	206,300	F
SR 99: 47th Ave. to Mack Rd.	6	171,000	F	6	227,500	F
SR 99: Mack Rd. to Sheldon Rd.	6	96,800	D	6	136,200	F
US 50: SR 99 to 65th St.	8	229,200	F	8	243,800	F
US 50: 65th St. to S Watt Ave.	8	174,200	F	8	180,800	F

Source: Fehr & Peers, 2014.

Implementation of the 2035 General Plan would result in potentially significant traffic impacts—based on the Caltrans LOS threshold and related significance standards—for the following fifteen freeway segments:

- I-5: I-5/SR 99 Interchange to Arena Boulevard
- I-5: Arena Boulevard to I-5/I-80 Interchange
- I-80: I-5/I-80 Interchange to Northgate Blvd.
- I-80: Northgate Boulevard to Watt Avenue
- I-80 Business: J Street to SR 160
- I-80 Business: SR 160 to El Camino Avenue
- I-80 Business: El Camino Avenue to Marconi Avenue
- I-80 Business: Marconi Avenue to Fulton Avenue
- I-80 Business: Fulton Avenue to City Limits
- SR 99: I-80 Business/US 50 to Fruitridge Road
- SR 99: Fruitridge Road to 47th Avenue
- SR 99: 47th Avenue to Mack Road
- SR 99: Mack Road to Sheldon Road
- US 50: SR 99 to 65th Street
- US 50: 65th Street to S Watt Avenue

Implementation of policy M 1.5.6 would require that the City support State highway expansion and management plans consistent with the SACOG MTP/SCS. All freeway improvement projects contained in the

MTP/SCS were incorporated into the 2035 General Plan transportation analysis. In addition, implementation of Program 17 would require creation of a City development impact fee program that would fund multi-modal projects that would further alleviate congestion on the freeway segments identified above. However, the extent to which these impacts would be alleviated by City impact fee policies cannot be determined at this point, because this would be a new fee program. Therefore, although it is the City's intent for the fee program to adequately contribute to freeway mitigation actions, for purposes of CEQA determinations at this time, the increased traffic on the freeway segments listed above is a **potentially significant** impact.

Mitigation Measure

Implementation of Policy M 1.5.6 and Program 17 would improve future conditions but may not reduce the impact to a less-than-significant level. Since Caltrans has the decision-making authority on implementing improvements to the above freeway segments, the City of Sacramento cannot guarantee implementation and/or the timing of State highway improvements. It is also not certain that improvements to State highways have been identified that would substantially reduce impacts to all of these freeway segments; therefore, the impact would remain **significant and unavoidable**.

Impact 4.12-5	**Potential construction-related impacts to the local roadway network.**
Applicable Regulations	City Municipal Code Sections 12.20.020 and 12.20.030
Proposed SGP Policies that Reduce Impacts	Policies M 1.2.2, M 4.1.1, LU 2.5.1
Significance after Implementing SGP Policies	**Less than Significant**
Mitigation Measures	None required

During construction of individual projects under the proposed 2035 General Plan, it may be necessary to restrict travel on certain roadways within the Policy Area to facilitate construction activities such as demolition, material hauling, construction, staging, and modifications to existing infrastructure. Such restrictions could include lane closures, lane narrowing, and detours, which would be temporary but could continue for extended periods of time. Lane restrictions, closures, and/or detours could cause an increase in traffic volumes on adjacent roadways. To reduce major congestion problems, which could result in interference with emergency response, the City requires all projects requiring construction activities to prepare Traffic Management Plans for construction activities, as required by Sections 12.20.020 and 12.20.030 of the Sacramento Municipal Code. Compliance would require review and approval by the City's Public Works Department. This would minimize the potential for construction impacts to interfere with emergency response. Any impacts to LOS would be temporary, and implementation of Traffic Management Plans would reduce the impact to **less than significant**.

Mitigation Measure

None required.

This page intentionally left blank.

4.13 VISUAL RESOURCES

4.13.1 Introduction

This section evaluates the effects of implementation of the proposed 2035 General Plan on visual resources and outlines applicable plans and policies related urban design and aesthetics. In the 2035 General Plan, issues associated with urban design and visual resources are addressed primarily in the Land Use and Urban Design Element and the Historic and Cultural Resources Element. The policies of these elements seek to enhance the quality of life in Sacramento by creating and preserving attractive buildings, streets, and public spaces that facilitate and enrich the life of the community, and by seeking a balanced and sustainable mix of residential, employment, commercial, and service uses. This MEIR section evaluates the potential environmental impacts associated with light and glare, as well as impacts to existing visual resources as defined in the Thresholds of Significance discussion below.

In the context of this MEIR, visual resources include important, existing scenic resources as seen from a visually sensitive, public location. This section does not focus on urban design issues, except as they relate to projects that could affect visual resources as defined in the Thresholds of Significance. Urban design is considered a land use issue, not an environmental issue, and is guided by existing adopted neighborhood design guidelines and design review code; applicable projects are reviewed by the Planning and Design Commission.

No comments received in response to the Notice of Preparation (see Appendices A and B) addressed visual resources.

4.13.2 Environmental Setting

The detailed Environmental Setting is provided in the Background Report (BR) included as Appendix C of this Draft MEIR (see Section 6.8, “Scenic Resources,” within BR Chapter 6, “Environmental Resources”). As indicated in the BR, Sacramento is located at the confluence of the Sacramento and American rivers. These river corridors create two of the primary natural scenic resources of the Policy Area. The Sacramento River is situated in a north/south direction, and serves as the western boundary for much of the city. The American River flows eastward through the Policy Area and meets the Sacramento River near the city’s western boundary. The American River Parkway, an open space greenbelt/riparian corridor, extends 29 miles from the confluence of the Sacramento River east to Folsom Dam. The two rivers provide recreational opportunities, create a permanent visual break in the pattern of urban development, and provide scenic contrast and interest in the Policy Area.

The American River is designated as a recreational river under the Wild and Scenic Rivers Act from the confluence with the Sacramento River to Nimbus Dam, located just east of the city. This prohibits Federal construction, assistance, or licensing of water projects “adversely affecting the characteristics qualifying the river for the national system.” This designation recognizes the importance of recreational opportunities and preservation of the river’s natural qualities.

Open space provides visual relief from urbanized areas, including views for residents, motorists, and pedestrians. Since a majority of Sacramento is currently developed or planned for development, open space within the Policy Area is provided in the form of conserved lands, parks, agricultural land, and vacant lands. See BR Section 5.3, “Parks and Recreation,” (Appendix C) for a detailed discussion of parkland and open space located within the city.

4.13.3 Impacts and Mitigation Measures

METHODS OF ANALYSIS

The BR was the main document used as the basis for the environmental setting and the analysis in this section. Aerial maps and knowledge of the area were also used in the process of preparing this section.

Impacts related to visual resources were evaluated using the thresholds of significance listed below. The proposed project was analyzed to determine if it would obstruct existing scenic resources or if it would create glare that would cause a public hazard or annoyance or cast light from oncoming traffic or residences. These types of impacts would be the greatest where large infill opportunities exist or in currently undeveloped areas; therefore, these are the areas that are focused on in the analysis. Impacts are evaluated assuming full buildout of the Policy Area.

PROPOSED GENERAL PLAN POLICIES

The following goals and policies from the proposed General Plan are relevant to visual resources within the entire Policy Area. The proposed General Plan does not include any policies regarding police protection that are unique to any of the City's Focused Opportunity Areas or Community Plans, with the exception of the South Area Community Plan listed below.

Land Use and Urban Design Element

Goal LU 2.2: City of Rivers. Preserve and enhance Sacramento's riverfronts as signature features and destinations within the city and maximize riverfront access from adjoining neighborhoods to facilitate public enjoyment of this unique open space resource.

- **Policy LU 2.2.1:** World-Class Rivers. The City shall encourage development throughout the city to feature (e.g., access, building orientation, design) the Sacramento and American Rivers and shall develop a world-class system of riverfront parks and open spaces that provide a destination for visitors and respite from the urban setting for residents.

- **Policy LU 2.2.2:** Waterway Conservation. The City shall encourage the conservation and restoration of rivers and creeks within the urbanized area as multi-functional open space corridors that complement adjoining development and connect the city's parks and recreation system to the Sacramento and American Rivers.

- **Policy LU 2.2.3:** Improving River Development and Access. The City shall require new development along the Sacramento and American Rivers to use the natural river environment as a key feature to guide the scale, design, and intensity of development, and to maximize visual and physical access to the rivers.

Goal LU 2.3: City of Trees and Open Spaces: Maintain a multi-functional "green infrastructure" consisting of natural areas, open space, urban forest, and parkland, which serves as a defining physical feature of Sacramento, provides visitors and residents with access to open space and recreation, and is designed for environmental sustainability.

- **Policy LU 2.3.1:** Open Space System. The City shall strive to create a comprehensive and integrated system of parks, open space, and urban forests that frames and complements the city's urbanized areas.

- **Policy LU 2.3.2:** Adjacent Development. The City shall require that development adjacent to parks and open spaces complements and benefits from this proximity by:

  - preserving physical and visual access;

- requiring development to front, rather than back, onto these areas;
- using single-loaded streets along the edge to define and accommodate public access;
- providing pedestrian and multi-use trails;
- augmenting non-accessible habitat areas with adjoining functional parkland; and
- extending streets perpendicular to parks and open space and not closing off visual and/or physical access with development.

Goal LU 5.6: Central Business District. Promote the Central Business District (CBD) as the regional center of the greater Sacramento area for living, commerce, culture, and government.

- **Policy LU 5.6.5:** Capital View Protection. The City shall ensure development conforms to the Capital View Protection Act.

Goal LU 6.1: Corridors. Support the development of major circulation corridors that balance their vehicular function with a vibrant mix of uses that contribute to meeting local and citywide needs for retail, services, and housing and provide pedestrian-friendly environments that serve as gathering places for adjacent neighborhoods.

- **Policy LU 6.1.12:** Compatibility with Adjoining Uses. The City shall ensure that the introduction of higher-density mixed-use development along major arterial corridors is compatible with adjacent land uses, particularly residential uses, by requiring such features as:
  - buildings setback from rear or side yard property lines adjoining single-family residential uses;
  - building heights stepped back from sensitive adjoining uses to maintain appropriate transitions in scale and to protect privacy and solar access;
  - landscaped off-street parking areas, loading areas, and service areas screened from adjacent residential areas, to the degree feasible; and
  - lighting shielded and directed downward to minimize impacts on adjacent residential uses.

Goal LU 9.1: Open Space, Parks, and Recreation. Protect open space for its recreational, agricultural, safety, and environmental value and provide adequate parks and open space areas throughout the city.

- **Policy LU 9.1.4:** Open Space Buffers. The City shall use traditional, developed parks and employ innovative uses of open space to "soften" the edges between urban areas and the natural environment.

Environmental Resources Element

Goal ER 7.1: Visual Resource Preservation. Maintain and protect significant visual resources and aesthetics that define Sacramento.

- **Policy ER 7.1.1:** Protect Scenic Views. The City shall avoid or reduce substantial adverse effects of new development on views from public places to the Sacramento and American Rivers and adjacent greenways, landmarks, and the State Capitol along Capitol Mall.
- **Policy ER 7.1.2:** Visually Complimentary Development. The City shall require new development be located and designed to visually complement the natural environment/setting when near the Sacramento and American Rivers, and along streams.

- **Policy ER 7.1.3:** Lighting. The City shall minimize obtrusive light by limiting outdoor lighting that is misdirected, excessive, or unnecessary, and requiring light for development to be directed downward to minimize spill-over onto adjacent properties and reduce vertical glare.

- **Policy ER 7.1.4:** Reflective Glass. The City shall prohibit new development from (1) using reflective glass that exceeds 50 percent of any building surface and on the bottom three floors, (2) using mirrored glass, (3) using black glass that exceeds 25 percent of any surface of a building, (4) using metal building materials that exceed 50 percent of any street-facing surface of a primarily residential building, and (5) using exposed concrete that exceeds 50 percent of any building.

- **Policy ER 7.1.5**: Scenic Resources at River Crossings. In areas where new bridges will be prominently visible from publically accessible open space areas, the City shall require bridge style, scale, massing, color, and lighting complement the natural and/or community setting. Design considerations for river crossings will include the degree to which bridges minimize obstruction of scenic views of the river and riparian areas from publically accessible open space areas, including from the river, and enhance the scenic setting by incorporating design features that complement the surrounding area and/or provide high quality and visually interesting design.

THRESHOLDS OF SIGNIFICANCE

For the purposes of this EIR, impacts on visual resources are considered significant if the proposed General Plan would:

- create a new source of light or glare that is substantially greater than typical urban sources and would cause sustained annoyance and/or hazard for nearby, visually sensitive receptors, such as neighborhood residents; or

- substantially interfere with an important, existing scenic resource or substantially degrade the view of an important, existing scenic resource, as seen from a visually sensitive, public location.

Examples of projects that may generate these light and glare levels include a large solar farm, which could create a new reflected glare source, or a major sports facility with exterior stadium lights, which could create a new light source. Generally, a building typical of its urban setting with reflective surfaces and standard lighting would not cause a significant light or glare impact.

Important, existing, scenic resources include the American River and Sacramento River, including associated parkways, the State Capitol (as defined by the Capitol View Protection Ordinance), and important historic structures listed on the Sacramento Register of Historic and Cultural Resources, California and/or National Registers. Visually sensitive, public locations would include a public plaza, trail, park, parkway, or a designated, publicly available and important scenic corridor (e.g., view corridor along Capitol Mall).

IMPACTS AND MITIGATION MEASURES

Impact 4.13-1	**Creation of a new source of light or glare that is substantially greater than typical urban sources and may cause sustained annoyance and/or hazard for nearby, visually sensitive receptors, such as neighborhood residents.**
Applicable Regulations	None
Proposed SGP Policies that Reduce Impacts	LU 6.1.12, ER 7.1.3, ER 7.1.4
Significance after Implementing SGP Policies	**Less than Significant**
Mitigation Measures	None required

The City of Sacramento is mostly built out, and a large amount of widespread, ambient light from urban uses already exists. New development permitted under the proposed 2035 General Plan could add sources of light that are similar to the existing urban light sources from any of the following: exterior building lighting, new street lighting, parking lot lights, and headlights of vehicular traffic. Because these potential, new sources of light would be similar to the current urban setting in amount and intensity of light, the day or nighttime views of adjacent sensitive land uses would not be significantly affected. Sensitive land uses would generally be residential uses, especially single-family and rural residential uses.

Residential land uses are planned in some cases to be located adjacent to commercial uses and other uses that include night-lighting. Commercial facilities typically involve substantial amounts of lighting for building exteriors and parking lots. Policy ER 7.1.3 requires that misdirected, excessive, or unnecessary outdoor lighting be minimized. The proposed 2035 General Plan contains policies to address potential nighttime lighting impacts. Specifically, Policy LU 6.1.12, Compatibility with Adjoining Uses, includes a requirement for lighting to be shielded and directed downward to minimize impacts on adjacent residential uses.

Nighttime lighting is necessary to provide safe environments (i.e., roadways, sidewalks, parking lots) and promote nighttime activities (i.e., signs for movie theaters, restaurants, nightclubs). Light dissipates with increased distance from the source. Light sources that are directed to illuminate specific areas are less likely to spillover onto other areas. The design of commercial lighting next to residential areas would need to comply with relevant General Plan policies and attendant City building code requirements, which would maintain night lighting effects at less-than-significant levels.

Daytime glare could be produced by the increased amount of surface area of proposed commercial and residential structures, which could reflect or concentrate sunlight. Policy ER 7.1.4 prohibits new development from (1) using reflective glass that exceeds 50 percent of any building surface and on the bottom three floors, (2) using mirrored glass, (3) using black glass that exceeds 25 percent of any surface of a building, (4) using metal building materials that exceed 50 percent of any street-facing surface of a primarily residential building, and (5) using exposed concrete that exceeds 50 percent of any building. These design features would minimize potential impacts related to daytime glare.

Because the City of Sacramento is mostly built-out with a level of ambient light that is typical of and consistent with the urban character of a large city and new development allowed under the 2035 General Plan would be subject to the General Plan policies, building codes, and (for larger projects) design review, the introduction of substantially greater intensity or dispersal of light would not occur. With an emphasis on infill development in the General Plan, additional light sources would be primarily concentrated within existing, well lit areas of the city and would be similar to the existing character of urban lighting. Therefore, the additional lighting that could be created as a result of the 2035 General Plan would continue to be typical of the existing ambient light already present in the city and would have a **less-than-significant** environmental effect.

Mitigation Measure

None required.

Impact 4.13-2	**Interference with an important, existing scenic resource or degrade the view of an important, existing scenic resource, as seen from a visually sensitive, public location.**
Applicable Regulations	None
Proposed SGP Policies that Reduce Impacts	LU 2.2.1 through 2.2.3; LU 2.3.1; LU 2.3.2; LU 5.6.4; LU 5.6.5; LU 6.1.12; LU 9.1.4; ER 7.1.1; ER 7.1.2, ER 7.1.5
Significance after Implementing SGP Policies	**Less than Significant**
Mitigation Measures	None required

The City of Sacramento is primarily built-out, however, new development associated with the 2035 General Plan could result in changes to important scenic resources as seen from visually sensitive locations. As described above under "Thresholds of Significance" important existing scenic resources include major natural open space features such as the American River and Sacramento River, including associated parkways. Another important scenic resources is the State Capitol (as defined by the Capitol View Protection Ordinance). Other potential important scenic resources include important historic structures listed on the Sacramento Register of Historic and Cultural Resources, California and/or National Registers.

Visually sensitive public locations include viewpoints where a change to the visibility of an important scenic resource, or a visual change to the resource itself, would affect the general public. These locations include public plazas, trails, parks, parkways, or designated, publicly available and important scenic corridors (e.g., Capitol View Protection Corridor).

Policy ER 7.1.1 would guide the City to avoid or reduce substantial adverse effects of new development on views from public places to the Sacramento and American Rivers and adjacent greenways, landmarks, and the State Capitol along Capitol Mall. This is further complemented by Policy ER 7.1.2, which states that the City shall require new development be located and designed to visually complement the natural environment/setting when near the Sacramento and American Rivers, and along streams.

With adherence to these policies, buildout of the 2035 General Plan would not substantially alter views of important scenic resources from visually sensitive areas. This impact is considered to be **less than significant**.

Mitigation Measure

None required.

4.14 CLIMATE CHANGE

4.14.1 Introduction

This section of the MEIR examines the effects of implementation of the Sacramento 2035 General Plan (2035 General Plan or General Plan) on climate change in the Policy Area through greenhouse gas (GHG) emissions, the potential for conflicts with GHG reduction planning efforts, and the potential for exposure to climate change risks.

Climate change and sustainability are fundamental objectives that underlie policies throughout the proposed 2035 General Plan. The proposed General Plan addresses climate change and GHG emissions primarily through land use and mobility policies intended to reduce automobile trips on a per capita basis, utilities policies that include energy and water conservation, and solid waste reduction objectives, and environmental resources policies aimed at minimizing emissions sources.

Comments received in response to the Notice of Preparation (Appendix B) related to climate change include acknowledgement of the City's proposed bike share program, and incorporation of elements that promote adequate bicycle access in the General Plan.

4.14.2 Environmental Setting

The Environmental Setting is provided in the Background Report (BR) included as Appendix C of this Draft MEIR. Section 6.7, "Greenhouse Gas and Climate Change," describes the existing environment with respect to climate change and GHG emissions in the Policy Area, as well as the laws, plans and policies that have been adopted to reduce GHG emissions at the Federal, State and local levels. Key issues and conclusions from Section 6.7 of the BR are summarized briefly below (see Appendix C for detailed discussions).

- GHG emissions have the potential to adversely affect the environment because they contribute to global climate change. In turn, global climate change has the potential to result in numerous adverse effects throughout the nation, including California and, specifically, in the Sacramento region. The City's population, natural resources, and economy are vulnerable to these effects, examples of which include:
  - Sea level rise, which could combine with natural tidal influence and storm surges to place increasing stress on Delta levees and increase flood risk levels in tidally-influenced reaches of the Sacramento River, along with potential saltwater intrusion in inland estuaries, wetlands, and groundwater aquifers.
  - Changes to precipitation patterns that could substantially reduce winter snowpack or increase rainfall in winter months in the Sierra Nevada, which could affect water supply as well as increase the frequency and severity of catastrophic flood events;
  - Increases in the frequency, severity and duration of extreme events such as heat waves and drought; leading to increased frequency in poor air quality days and higher energy demands during heat waves, and significant long-term shortages of water during drought years due to reduced snow pack in the Sierra Nevada.
  - Threats to habitat and viability of various plant and animal species, leading to adverse effects on biological resources, agriculture, and other resources.
- The City adopted a Climate Action Plan (CAP) in 2012 that includes both GHG emission reduction strategies and actions, and climate adaptation strategies to address and mitigate the long-term effects of global climate change.

- The major source of GHG emissions in the City is transportation, followed by energy consumption in buildings. These sources constitute the majority of GHG emissions from community-wide activities. Without the City's CAP (i.e., under a "business-as-usual" scenario), community-wide GHG emissions are anticipated to increase by about 18 percent by 2020, and by about 31 percent by 2030 associated with growth anticipated under the existing general plan. The CAP included a GHG reduction target of 15 percent below 2005 baseline emission levels by year 2020. The City's CAP identifies GHG reduction strategies that would achieve this target through emission reductions in the following sectors: Energy, Transportation, Water Consumption, Wastewater Treatment, and Solid Waste.

- State regulations related to Advanced Clean Cars, Renewable Portfolio Standards, and California Green Building Code Standards; along with the regional Metropolitan Transportation Plan/Sustainable Communities Strategy; will also result in GHG emission reductions in both existing and future development.

GREENHOUSE GAS EMISSIONS INVENTORY

The City's GHG emissions inventory and projections were updated to reflect the 2035 General Plan growth projections and updates to the transportation modeling. The results are summarized below in Table 4.14-1, and include the major emissions sources (i.e., sectors) associated with the General Plan. The dominant GHG emissions sectors within the City include: energy consumption, transportation, solid waste disposal, wastewater treatment, and water consumption. These are also the emissions sectors over which the City can have some influence with General Plan policies.

The City's 2012 Climate Action Plan (CAP) established the year 2005 as the baseline against which future GHG emissions would be compared. The City also established a GHG reduction target of 15 percent below 2005 emissions by 2020, which was derived based on the statewide GHG reduction mandates in Assembly Bill (AB) 32, the Global Warming Solutions Act of 2006. The CAP also presented aspirational, longer-term GHG reduction goals for a 38 percent reduction from 2005 emissions by 2030 and 83 percent below 2005 levels by 2050 (City of Sacramento 2012).

The GHG emissions projections in Table 4.14-1 account for the land use pattern and demographic assumptions contained in the 2035 General Plan, which were incorporated into the SACMET travel demand model. GHG emissions from mobile sources and energy consumption (e.g., electricity and natural gas) from residential and non-residential land uses are the largest sources of GHG emissions in the City. Mobile-source GHG emissions are expected to decline over the General Plan horizon despite an increase in vehicle miles traveled (VMT) due to state and federal requirements for improved vehicle fuel economy standards.

Table 4.14-1 City of Sacramento Community-wide Greenhouse Gas Emissions Inventory and Projections (MT CO_2e/year)

Sector	2005	2011	2020	2035	2050
Residential Energy Consumption	748,792	656,472	762,596	923,394	1,084,193
Commercial/Industrial Energy Consumption	979,777	814,087	926,104	1,114,982	1,303,860
Industrial-Specific	28,656	20,561	22,228	24,030	25,977
Transportation (on-road)	2,013,962	2,009,724	1,746,322	1,838,937	2,051,369
Solid Waste	241,862	318,497	356,735	431,955	507,175
Wastewater Treatment	57,380	18,719	20,966	25,387	29,808
Water Consumption	12,810	9,804	12,001	14,531	17,061
Total	**4,083,239**	**3,847,864**	**3,846,950**	**4,373,215**	**5,019,443**

Notes: MT CO_2e = Metric tons carbon dioxide equivalent

See Appendix F for GHG emissions inventory details and assumptions.

Data compiled by Ascent Environmental, Inc. in 2014.

IMPACTS AND MITIGATION MEASURES

Methods of Analysis

The analysis in this section is consistent with the recommendations of the Sacramento Metropolitan Air Quality Management District (SMAQMD's) Guide to Air Quality Assessment in Sacramento County, Chapter 9, "Program-Level Analysis of General Plans and Area Plans" (SMAQMD 2013a). The analysis primarily focuses on the extent to which the proposed General Plan would conflict with a plan for reduction of GHG emissions as defined by CEQA Guidelines Section 15183.5. The City adopted its CAP in 2012, which includes an adopted GHG emissions reduction target of 15 percent below 2005 emissions levels by 2020. The CAP was based on growth projections contained in the 2030 General Plan, which have been updated in the 2035 General Plan. In addition, the regional travel demand model (SACMET) that was used to estimate projected VMT that served as the basis for the CAP's mobile-source GHG emissions inventory has also been updated to reflect current demographic projections in the Sacramento Area Council of Governments (SACOG) region, including the Policy Area. The City's GHG emissions inventory and projections have been updated to reflect reductions in VMT activity data and current population, housing, and employment demographic information.

Projected VMT under Cumulative 2035 General Plan conditions was obtained from the SACMET travel demand model based on the VMT attribution methodology known as the "Origin-Destination" method (Fehr & Peers 2014), as recommended by the California Air Resources Board (ARB)-appointed Regional Targets Advisory Committee (RTAC) for purposes of evaluating transportation plan consistency with SB 375 requirements (RTAC 2009). Mobile-source GHG emissions associated with VMT attributable to the Policy Area were modeled using ARB's Mobile Source Emission Factor Model (EMFAC 2011).

Additional information regarding methodology used in the GHG emissions inventory, projections, and GHG emissions reductions in the policy area are included in Appendix F of this MEIR.

Proposed General Plan Policies

The following goals and policies from the proposed 2035 General Plan are specifically relevant to climate change and GHG emissions within the Policy Area. Numerous policies within the 2035 General Plan address sustainable development, which influence operational mobile- and area-source emissions within the Policy Area. Policies and Implementation Programs throughout the Land Use and Mobility elements promote reductions in VMT through mix and density of land uses, walkable neighborhood design, bicycle facilities and infrastructure, public transportation facilities and infrastructure. Please refer to Appendix F to the MEIR for a full list of sustainability-related policies and implementation programs applicable to the Policy Area. Policies summarized in Appendix F also address climate change adaptation and resiliency where noted. The proposed General Plan does not include any policies regarding climate change that are unique to any of the City's community plans or priority investment areas (PIAs).

Land Use

Goal LU 2.6. City Sustained and Renewed. Promote sustainable development and land use practices in both new development, reuse, and reinvestment that provide for the transformation of Sacramento into a sustainable urban city while preserving choices (e.g., where to live, work, and recreate) for future generations

- **Policy LU 2.6.1:** Sustainable Development Patterns. The City shall promote compact development patterns, mixed use, and higher-development intensities that use land efficiently; reduce pollution and automobile dependence and the expenditure of energy and other resources; and facilitate walking, bicycling, and transit use.

- **Policy LU 2.6.4:** Sustainable Building Practices. The City shall promote and, where appropriate, require sustainable building practices that incorporate a "whole system" approach to designing and constructing buildings that consume less energy, water and other resources, facilitate natural ventilation, use daylight effectively, and are healthy, safe, comfortable, and durable.

- **Policy LU 2.6.6:** Efficiency Through Density. The City shall support an overall increase in average residential densities throughout the city consistent with the adopted General Plan Land Use & Urban Form Diagram, as new housing types shift from lower-density, large lot developments to higher-density, small lot and multifamily developments as a means to increase energy efficiency, conserve water, and reduce waste.

- **Policy LU 2.6.10:** Promote Resiliency. The City shall continue to collaborate with nonprofit organizations, neighborhoods groups, and other community organizations to promote the issues of air quality, food availability, renewable energy systems, sustainable land use and the reduction of GHGs.

Goal LU 4.2. Suburban Neighborhoods. Encourage the creation of more complete and well-designed suburban neighborhoods that provide a variety of housing choices and mix of uses that encourage walking and biking.

- **Policy LU 4.2.1:** Enhanced Walking and Biking. The City shall pursue opportunities to promote walking and biking in existing suburban neighborhoods through improvements such as:

  - introducing new pedestrian and bicycle connections;
  - adding bike lanes and designating and signing bike routes;
  - narrowing streets where they are overly wide;
  - introducing planting strips and street trees between the curb and sidewalk; or
  - introducing traffic circles, speed humps, traffic tables, and other appropriate traffic-calming improvements.

Goal LU 6.1. Corridors. Support the development of major circulation corridors that balance their vehicular function with a vibrant mix of uses that contribute to meeting local and citywide needs for retail, services, and housing and provide pedestrian-friendly environments that serve as gathering places for adjacent neighborhoods.

- **Policy LU 6.1.9:** Enhanced Pedestrian Environment. The City shall require that sidewalks along mixed-use corridors are wide enough to accommodate significant pedestrian traffic and promote the transformation of existing automobile-dominated corridors into boulevards that are attractive, comfortable, and safe for pedestrians by incorporating the following:

  - on-street parking between sidewalk and travel lanes,
  - few curb cuts and driveways,
  - enhanced pedestrian street crossings,
  - building entrances oriented to the street,
  - transparent ground floor frontages,
  - street trees,
  - streetscape furnishings, and
  - pedestrian-scaled lighting and signage.

Mobility

Goal M 1.3. Barrier Removal. Improve accessibility and system connectivity by removing physical and operational barriers to safe travel.

- **Policy M 1.3.3:** Improve Transit Access. The City shall support the Sacramento Regional Transit District (RT) in addressing identified gaps in public transit networks by working with RT to appropriately locate passenger facilities and stations, providing and maintaining pedestrian walkways and bicycle access to

transit stations and stops, and dedicating public rights of way as necessary for transit-only lanes, transit stops, and transit vehicle stations and layover

Goal M 1.5. Emerging Technologies and Services. Use emerging transportation technologies and services to increase transportation system efficiency.

- **Policy M 1.5.1:** Facilities for Emerging Technologies. The City shall assist in the provision of support facilities such as advanced fueling stations (e.g., electric and hydrogen) for emerging technologies.

- **Policy M 1.5.5:** Support Zero- and Low-Emission Vehicle Adoption. The City shall continue to collaborate with its State and regional partners to support)rapid adoption of zero-emissions and low-emission vehicles, including standardizing infrastructure and regulations for public electric vehicle charging stations, streamlining the permit-process for private electric vehicle charging stations (including home charging stations), developing guidelines and standards for dedicated and preferential parking for zero- and low-emissions vehicles (including charging stations for plug-in-electric vehicles, where necessary).

Goal M 2.1. Integrated Pedestrian System. Design, construct, and maintain a universally accessible, safe, convenient, integrated and well-connected pedestrian system that promotes walking.

- **Policy M 2.1.1:** Pedestrian Master Plan. The City shall maintain and implement a Pedestrian Master Plan that carries out the goals and policies of the General Plan. All new development shall be consistent with the applicable provisions of the Pedestrian Master Plan.

Goal M 3.1. Safe, Comprehensive, and Integrated Transit System. Create and maintain a safe, comprehensive, and integrated transit system as an essential component of a multimodal transportation system.

- **Policy M 3.1.2:** Increase Transit Service. The City shall work with transit operators and community partners to increase public transit service (i.e., frequency, number of lines and stops, dedicated transit lanes) above and beyond what is already planned in the MTP/SCS, as funding is available.

- **Policy M 3.1.5:** Variety of Transit Types. The City shall consider a variety of transit types including high speed rail, inter-city rail, regional rail, light rail transit, bus rapid transit, trolleys (streetcars), enhanced buses, express buses, local buses, car sharing, bike sharing, neighborhood shuttles, pedi-cabs, and jitneys to meet the needs of residents, workers, and visitors.

Goal M 4.3. Neighborhood Traffic. Enhance the quality of life within existing neighborhoods through the use of neighborhood traffic management and traffic calming techniques, while recognizing the City's desire to provide a grid system that creates a high level of connectivity.

- **Policy M 4.3.2:** Traffic Calming Measures. Consistent with the Roadway Network and Street Typology policies in this General Plan and Goal M 4.3, the City shall use traffic calming measures to reduce vehicle speeds and volumes while also encouraging walking and bicycling. Specific measures may include, but are not limited to, marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, roundabouts, traffic circles, on-street parking, planter strips with street trees, chicanes/chokers, and geometric design features.

Goal M 4.4. Roadway Functional Classification and Street Typology. Maintain an interconnected system of streets that allows travel on multiple routes by multiple modes, balancing access, mobility and place-making functions with sensitivity to the existing and planned land use context of each corridor and major street segment.

- **Policy M 4.4.3:** Traffic Signal Management. To improve traffic flow and associated fuel economy of vehicles traveling on city streets, the City shall synchronize the remaining estimated 50 percent of the

city's eligible traffic signals by 2035, while ensuring that signal timing considers safe and efficient travel for all modes.

Goal M 5.1. Integrated Bicycle System. Create and maintain a safe, comprehensive, and integrated bicycle system and set of support facilities throughout the city that encourage bicycling that is accessible to all. Provide bicycle facilities, programs and services and implement other transportation and land use policies as necessary to achieve the City's bicycle mode share goal as documented in the Bicycle Master Plan.

- **Policy M 5.1.1:** Bicycle Master Plan. The City shall maintain and implement a Bicycle Master Plan that carries out the goals and policies of the General Plan All new development shall be consistent with the applicable provisions of the Bicycle Master Plan.

Utilities

Goal U 2.1. High-Quality and Reliable Water Supply. Provide water supply facilities to meet future growth within the city's Place of Use and assure a high-quality and reliable supply of water to existing and future residents.

- **Policy U 2.1.10:** Water Conservation Standards. The City shall achieve a 20 percent reduction in per-capita water use by 2020 consistent with the State's 20x2020 Water Conservation Plan.

Goal U 5.1. Solid Waste Facilities. Provide adequate solid waste facilities, meet or exceed State law requirements, and utilize innovative strategies for economic and efficient collection, transfer, recycling, storage, and disposal of refuse.

- **Policy U 5.1.1:** Zero Waste. The City shall achieve zero waste to landfills by 2040 through reusing, reducing, and recycling solid waste; and using conversion technology if appropriate. In the interim, the City shall achieve a waste reduction goal of 75 percent diversion from the waste stream over 2005 levels by 2020 and 90 percent diversion over 2005 levels by 2030, and shall support the Solid Waste Authority in increasing commercial solid waste diversion rates to 30 percent.

- **Policy U 5.1.2:** Landfill Capacity. The City shall continue to coordinate with Sacramento County in providing long-term landfill disposal capacity within the Sacramento Region to reduce greenhouse gas emissions.

Goal U 6.1. Adequate Level of Service. Provide for the energy needs of the city and decrease dependence on nonrenewable energy sources through energy conservation, efficiency, and renewable resource strategies.

- **Policy U 6.1.6:** Renewable Energy. The City shall encourage the installation and construction of renewable energy systems and facilities such as wind, solar, hydropower, geothermal, and biomass facilities.

- **Policy U 6.1.15:** Energy Efficiency Partnerships. The City shall continue to build partnerships (e.g., Sacramento County Business Environmental Resource Center (BERC) and SMUD) to promote energy efficiency and conservation for the business community and residents.

Environmental Resources

Goal ER 6.1. Improved Air Quality. Improve the health and sustainability of the community through improved regional air quality and reduced greenhouse gas emissions that contribute to climate change.

- **Policy ER 6.1.2:** New Development. The City shall review proposed development projects to ensure projects incorporate feasible measures that reduce construction and operational emissions for reactive organic gases, nitrogen oxides, and particulate matter (PM_{10} and $PM_{2.5}$) through project design.

- **Policy ER 6.1.6:** Community Greenhouse Gas Reductions. The City shall reduce community GHG emissions by 15 percent below 2005 baseline levels by 2020, and strive to reduce community emissions by 49 percent and 83 percent by 2035 and 2050, respectively.

- **Policy ER 6.1.7:** Municipal Greenhouse Gas Reductions. The City shall maintain and implement its Phase 1 Climate Action Plan to reduce municipal GHG emissions by 22 percent below 2005 baseline level by 2020, and strive to reduce municipal emissions by 49 percent and 83 percent by 2035 and 2050, respectively.

- **Policy ER 6.1.8:** Greenhouse Gas Reduction in New Development. The City shall reduce greenhouse gas emissions from new development by discouraging auto-dependent sprawl and dependence on the private automobile; promoting water conservation and recycling; promoting development that is compact, mixed use, pedestrian friendly, and transit oriented; promoting energy-efficient building design and site planning; improving the jobs/housing ratio in each community; and other methods of reducing emissions.

- **Policy ER 6.1.9:** Additional GHG Emission Programs. The City shall continue to evaluate the feasibility and effectiveness of new policies, programs, and regulations that contribute to achieving the City's long-term GHG emissions reduction goals.

- **Policy ER 6.1.10:** Climate Change Assessment and Monitoring. The City shall continue to assess and monitor performance of GHG emissions reduction efforts beyond 2020, progress toward meeting long-term GHG emissions reduction goals, the effects of climate change, and the levels of risk in order to plan a community that can adapt to changing climate conditions and be resilient to negative changes and impacts.

- **Policy ER 6.1.11:** Coordination with SMAQMD. The City shall coordinate with SMAQMD to ensure projects incorporate feasible mitigation measures to reduce GHG emissions and air pollution if not already provided for through project design.

- **Policy ER 6.1.12:** Reduced Emissions for City Operations. The City shall promote reduced idling, trip reduction, routing for efficiency, and the use of public transportation, carpooling, and alternate modes of transportation for City operations.

- **Policy ER 6.1.15:** Preference for Reduced-Emission Equipment. The City shall give preference to contractors using reduced-emission equipment for City construction projects and contracts for services (e.g., garbage collection), as well as businesses that practice sustainable operations.

Climate Action Plan Integration

The City adopted the 2012 CAP with the primary objectives to reduce GHG emissions throughout the community and prepare for climate change. The 2012 CAP also fulfilled a requirement of the 2030 General Plan that was adopted in 2009. The 2012 CAP was designed to reduce community-wide emissions 15 percent below 2005 levels by the year 2020, and to set the City on a course to achieve a long-term emissions reduction goal of 83 percent below 2005 levels by the year 2050.

The proposed General Plan integrates and updates the comprehensive, community-wide GHG emissions reduction strategy contained in the City's 2012 CAP. The General Plan is updated every five years, and City staff conducts annual progress reporting on General Plan implementation. The General Plan includes Policy ER 6.5.1 to achieve a GHG emissions reduction target of 15 below 2005 levels by the year 2020. The proposed General Plan also recommends longer-term goals for GHG reductions of 49 percent below 2005 levels by the year 2035 and 83 percent below 2005 levels by the year 2050. These longer-term goals are based on the statewide directives in Executive Order S-3-05 to reduce GHG emissions to 80 percent below 1990 emissions levels by 2050.

Total GHG emissions reductions from both state and federal regulatory actions, as well as locally-based GHG emissions reductions required to achieve the target for 2020 and performance toward the 2035 and 2050 goals are summarized below in Table 4.14-3. Additional net GHG emissions reductions would be required to meet the proposed targets for 2035 and 2050; however, the scale of reductions required to achieve the much more aggressive longer-term emissions reduction goals will require significant improvements in the availability and/or cost of technology, as well as potential increased reductions from ongoing state and federal legislative actions. Policy ER 6.1.9 commits the City to evaluate the feasibility and effectiveness of new GHG emissions reduction measures in view of the City's longer-term GHG emission reduction goals.

A comprehensive list of specific General Plan policies and programs that constitute the proposed GHG emissions reduction strategy contained within the proposed General Plan is included in Table 4.14-3 below. These policies and programs contain GHG emissions reduction measures that apply to both existing and new development. Implementation of these measures would reduce GHG emissions by approximately 624,446 MT CO_2e below 2020 projected emissions. When combined with state and federal legislative reductions, total community-wide GHG emissions would be reduced by more than 15 percent below 2005 levels by the year 2020. Detailed assumptions and emissions reduction estimates associated with these proposed policies and programs are shown in the Appendix F to the MEIR. Appendix F summarizes sustainability-related policies and programs from the General Plan. Due to the planning-level nature of General Plan policy, not every sustainability-related policy can be accompanied by sufficient detail to quantify its GHG reduction potential. Wherever assumptions could be supported regarding expected participation and emissions reduction potential of a General Plan policy or implementation program, those assumptions were documented in Appendix F.

Climate Change Adaptation and Resilience

Climate change is inherently a cumulative issue. No single project would result in climate change; rather, the collection of past, present, and future GHG emission sources from around the globe is resulting in changes to the earth's climate. The extent of the risks and vulnerabilities to the Policy Area are not yet known and cannot be pinpointed. However, research is beginning to suggest that the Policy Area is vulnerable to climate change risks that are expected to exacerbate impacts to resource areas identified elsewhere in this MEIR. More research is needed to better-understand the extent of the risk and vulnerability in the Policy Area. However, the General Plan contains numerous policies that will help the Policy Area prepare for and adapt to changing conditions. Appendix F summarizes policies and implementation programs from the 2035 General Plan that address sustainability, including climate change adaptation and resiliency. Specifically, Policy ER 6.1.10 "Climate Change Assessment and Monitoring," commits the City to monitor the effects of climate change and associated risks to the community.

An increase in the risk of flooding is among the most serious potential climate-change-related impacts faced by the City of Sacramento. As indicated in Section 4.7, "Hydrology, Water Quality, and Flooding," although it cannot be determined with certainty, flood risk in the Sacramento River Basin will likely increase due to changes in precipitation rates and snow pack. To address these risks, the General Plan includes Policy EC 2.1.28 which requires the City to partner with relevant organizations and agencies when updating critical flood plans (including FEMA and DWR flood hazard maps; the City's Comprehensive Flood Management Plan; and the County-wide Local Hazard Mitigation Plan) to consider of the impacts of urbanization and climate change on long-term flood safety and long-term flood event probabilities. In addition, the Environmental Constraints Element includes Goal EC 2.1, Policies EC 2.1.1 through EC 2.1.27, and Implementation Programs 2 through 9. These goals, policies, and implementation measures reduce potential flood-related impacts to existing and new city residents and essential public facilities. Most notably, Policy EC 2.1.13 requires the City to work with SAFCA to achieve by 2020 local certification of levees for 200-year flood protection. Policy EC 2.1.11 requires evaluation of potential flood hazards prior to City approval of development projects to determine whether the proposed development is reasonably safe from flooding and consistent with DWR Urban Level of Flood Protection Criteria (*the level of protection that is necessary to withstand a 200-year flood).* The policy goes on to state that the City shall not approve new development or a subdivision or enter into a development agreement for any property within a flood hazard zone unless the adequacy of flood protection specific to the area has been demonstrated. The City is

currently coordinating with the CVFPB to confirm that the General Plan is consistent with the 2012 CVFPP and Government Code Section 65302. The proposed goals and policies of the 2035 General Plan are designed to enhance the flood control and emergency response system and will better equip the City for the potential increase in flooding that may occur as a result of global climate change.

Another potential climate-change-related impact of concern in the Sacramento Valley is the unpredictability of future water supply. Climate change may significantly reduce California's water resources over the course of the next century, further exacerbating already stretched water supplies. Although the specific effects of climate change on the city's water supply are uncertain, it is anticipated that decreasing snowpack and spring stream flows and increasing demand for water from a growing population and hotter climate could lead to increasing risks of water shortages. The Sacramento region is expected to experience hotter and drier conditions and reduced snowpack that could cause reduced reservoir supplies and Sacramento and American River flows. It is also possible that the region will experience more intense rainfall events that could increase demand for reservoir capacity to provide for water capture and storage. Despite the uncertainty regarding the specific effects to water supply, it is widely accepted that changes in water supply will occur and water yields from reservoirs are expected to be less reliable (City of Sacramento 2012).

The City's provision of adequate water supply is discussed in detail in Section 4.11 "Public Utilities." As discussed in Section 4.11, the City will consider implementation of water treatment options that would ensure adequate water supply through 2035, including during drought years. Section 4.11 also outlines water conservation policies (Policies U 2.1.7, U 2.1.8, U 2.1.10, U 2.1.11, U 2.1.12, and U 2.1.14 through U 2.1.17) and emergency conservation strategies that would further help protect the City supplies should the drought conditions described become more frequent or severe, due to these anticipated effects of Climate Change.

Another potential climate-change-related issue of concern is increased frequency, intensity and duration of extreme heat events. Urbanized areas are prone to the urban heat island effect in which paved and low-albedo impermeable surfaces lead to increases in average ambient temperatures compared to undeveloped areas. The effects of climate change are expected to increase surface temperatures and further exacerbate the urban heat island effect. The proposed General Plan includes policies to maintain and expand the urban forest that would help to mitigate the urban heat island effect (see Policies under Goal ER 3.1). Policy LU 2.6.8 also addresses reduction of the heat island effect in the built environment by promoting and requiring building and site design strategies such as reflective roofing, green roofs, light-colored pavement, shade trees, and increasing parking lot shading.

Potential adverse effects from extreme heat events on human health include increased heat-related illness and mortality during severe heat waves, as well as harmful effects on sensitive persons, particularly those with asthma or other respiratory conditions, since air quality worsens during extreme heat events and ground-level ozone formation can reach unhealthy levels. Increasing temperatures and severity of extreme heat events could also result in increases in energy demand due to increased cooling needs in homes and businesses, putting energy systems and grid reliability at risk. The proposed General Plan includes policies to address emergency response and disaster preparedness for these and other natural disasters and events under the Public Health and Safety Element, including Policy PHS 4.1.1 which addresses the maintenance and implementation of the countywide multi-hazard emergency mitigation plan; and Policy 4.1.7, which addresses the needs of populations most vulnerable to the potential effects of climate change. Policies PHS 5.1.7 and 5.1.8 address climate change impacts and climate change education needs in terms of building community awareness about climate impacts and adaptation opportunities. Policies PHS 5.1.13 and 5.1.14 specifically address the need to work with the community to provide centers and other programs to prevent heat-related illness during heat waves. Similarly, Policy PHS 5.1.15 addresses collaboration with the Sacramento Metropolitan Air Quality Management District to issue Air Quality Alerts, in order to inform the public and help protect human health when poor air quality days are forecast.

Biological resources, including sensitive species and habitat, could also be affected by climate change. The proposed General Plan also includes protective measures to address the potential effects of climate change on biological resources, including potential climate-change-related habitat shifts and associated need for

habitat restoration and enhancement (Policies ER 2.1.14 and 2.1.15). Biological resources are further addressed in this MEIR in Section 4.3, "Biological Resources."

THRESHOLDS OF SIGNIFICANCE

For the purposes of this EIR, climate change impacts are considered significant if the proposed General Plan would:

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

IMPACTS AND MITIGATION MEASURES

Impact 4.14-1	**Potential to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.**
Applicable Regulations	City of Sacramento Climate Action Plan
Proposed SGP Policies that Reduce Impacts	Policies: See Appendix F
Significance after Implementing SGP Policies	**Less than Significant**
Mitigation Measures	None required

Greenhouse Gas Emissions and Climate Change

Development that would occur under the proposed General Plan would result in construction- and operation-related GHG emissions that would contribute to climate change on a cumulative basis. Detailed construction information for individual projects is unknown at this time, but would typically involve use of heavy-duty equipment, construction worker commute trips, material deliveries, and vendor trips. These activities would result in GHG emissions limited in duration for any given project, but when taken together over buildout of the General Plan, could be considerable. Long-term operational sources of GHG emissions associated with the proposed General Plan would include mobile sources (e.g., vehicle exhaust), energy consumption (e.g., electricity and natural gas), solid waste (e.g., emissions that would occur at a landfill associated with solid waste decomposition), wastewater treatment, and water consumption (e.g., electricity used to deliver and treat water consumed by customers in the Policy Area). Operational GHG emissions associated with buildout of the proposed General Plan are summarized in Table 4.14-1 above.

Policies in the General Plan that would reduce construction-related GHG emissions from development include:

- **Policy ER 6.1.2:** New Development. The City shall review proposed development projects to ensure projects incorporate feasible measures that reduce construction and operational emissions for reactive organic gases, nitrogen oxides, and particulate matter (PM_{10} and $PM_{2.5}$) through project design.

- **Policy ER 6.1.11:** Coordination with SMAQMD. The City shall coordinate with SMAQMD to ensure projects incorporate feasible mitigation measures to reduce GHG emissions and air pollution if not already provided for through project design.

- **Policy ER 6.1.15:** Preference for Reduced-Emission Equipment. The City shall give preference to contractors using reduced-emission equipment for City construction projects and contracts for services (e.g., garbage collection), as well as businesses that practice sustainable operations.

These policies would result in projects incorporating feasible best practices for reducing GHG emissions from construction activities. These policies also accommodate advances in low-emission equipment, alternative

fuels, and other technologies that are not widely-available or cost-effective today such that they may be implemented in the future.

The proposed General Plan contains a comprehensive strategy that achieves a community-wide GHG emissions reduction target of 15 percent below 2005 levels by the year 2020, and sets the City on course towards reducing ongoing GHG emissions reductions in the future through 2035 and 2050. Growth assumptions relied upon for the City's GHG emissions projections presented in Table 4.14-1 are summarized below in Table 4.14-2. Because GHG emissions from vehicles are one of the largest sources of GHG emissions in the Policy Area, VMT is an important metric to help measure progress toward reducing GHG emissions. VMT/capita is expected to decline by about seven percent in the Policy Area through the General Plan 2035 buildout horizon, which means that vehicle trips are expected to get shorter and shift to non-vehicle travel modes (e.g., transit, walking, and bicycling).

Table 4.14-2 General Plan Growth Assumptions and Activity Data

	2005	2008	2011	2020	2035	2050
Population[1,2,3]	457,837	457,702	472,178	528,866	640,381	751,896
Employment[3]		299,732		324,027	390,112	456,197
Housing[2,3]	178,699	192,352	190,911	219,110	260,699	302,288
VMT[1,4]	11,439,120	11,245,084	11,600,739	12,588,131	14,233,785	15,879,439
VMT/capita	25.0	24.6	24.6	23.8	22.2	21.1

Notes: VMT = vehicle miles traveled estimated using SACMET travel demand model calculated according to "Origin-Destination" method.

Data for 2020 and 2050 were interpolated and extrapolated, respectively, based on the remaining dataset.

Sources:

[1] City of Sacramento 2012.

[2] US Census Bureau 2013.

[3] Mintier Harnish 2013.

[4] Fehr & Peers 2014.

The estimated GHG emissions reduction potential of CAP actions that were integrated into the 2035 General Plan are summarized in Table 4.14-3. The GHG emissions reductions presented in Table 4.14-3 are estimates and not precise values. The estimates are based on conservative assumptions and performance standards that are contained in the General Plan.

The proposed 2035 General Plan incorporates the GHG reduction strategy of the 2012 CAP, which demonstrates the project's compliance mechanism for achieving the City's adopted GHG reduction target of 15 percent below 2005 emissions by 2020. The City's projected emissions without, and with the GHG reduction actions, are presented relative to the 2020 GHG reduction target and 2035 and 2050 goals in Exhibit 4.14-1. The General Plan would meet (and exceed) the 2020 target with a 248,249 MT CO_2e/year surplus.

The proposed General Plan would be consistent with the directives of AB 32, the Global Warming Solutions Act of 2006, which requires the state to reduce GHG emissions to 1990 levels by 2020, or approximately 15 percent below 2005 GHG emissions levels by 2020. In its Proposed Update to the AB 32 Climate Change Scoping Plan, ARB recommends establishing a mid-term emissions limit that aligns with the State's long-term goal of an emissions limit 80% below 1990 levels by 2050 (ARB 2014a). ARB has not yet specified this mid-term emissions limit or an expectation for local governments to achieve mid- or long-term GHG reductions, but has indicated the intention to plan for GHG emissions reductions beyond 2020. The City has also begun to create a framework for GHG emissions reductions through 2035 and has conservatively estimated the GHG reduction potential of policies and programs in the General Plan.

Table 4.14-3 Summary of GHG Emissions Reduction Actions

CAP Action	Location in 2035 General Plan	Action Description	GHG Reduction (MT CO_2e/year)		
			2020	2035	2050
Action 3.1.1	Policy U 6.1.15, Table 4-7: Program 26	Energy Improvements Through Community Education	4,222	5,096	5,970
Action 3.2.4	Table 4-7: Program 29	Commercial Energy Conservation Ordinance (CECO)	40,366	76,804	80,722
Action 3.3.1	Policy LU 2.6.6	Energy Efficiency of Multi-Family Housing	233	5,419	19,938
Action 3.2.1	Table 4-7: Program 27	Clean Energy Sacramento Program – Commercial	18,225	18,225	18,225
Action 3.2.3	Table 4-7: Program 27	Clean Energy Sacramento Program - Residential	851	1,717	2,594
	Table 4-7: Program 28	Rental Housing Energy and Water Efficiency Program	296	694	1,062
Action 3.4.1	Land Use & Urban Design Implementation Program #5; CAP Consistency Checklist	Solar PV in New Residential Development	13,400	33,703	54,007
Action 3.4.2	Land Use & Urban Design Implementation Program #5; CAP Consistency Checklist	Solar PV or other Renewable Energy Systems in New Non-Residential Development	542	1,261	1,981
Action 3.1.2	Policy U 6.1.15, Table 4-7: Program 26	SMUD Smart Grid	54,993	62,516	73,217
Action 3.1.3	Policy U 6.1.15, Table 4-7: Program 26	SMUD & Tree Foundation Shade Trees	1,507	1,507	1,507
Action 3.2.5	Policy U 6.1.15, Table 4-7: Program 26	SMUD Small Commercial Energy Efficiency Pilot Program	1,219	1,219	1,219
Action 3.2.6	Policy U 6.1.15, Table 4-7: Program 26	SMUD Home Performance Program	1,631	1,631	1,631
Action 3.4.3	Table 4-7: Program 26	SMUD Residential & Commercial Greenergy	97,159	97,159	97,159
Action 3.1.4	Policy U 6.1.15, Table 4-7: Program 26	SMUD Appliance Rebates	4,702	4,702	4,702
Action 3.4.1, 3.4.2, 3.2.6	Land Use & Urban Design Implementation Program #5; CAP Consistency Checklist, Policy U 6.1.15, Table 4-7: Program 26	SMUD Solar Smart Homes, Solar Shares, Solar Commercial	11,248	11,248	11,248
Action 3.1.4	Policy U 6.1.15, Table 4-7: Program 26	SMUD Lighting Rebates	8,923	8,923	8,923
Action 3.1.4	Policy U 6.1.15, Table 4-7: Program 26	SMUD Electronics & Appliance Incentives	2,845	2,845	2,845
Action 3.1.4	Policy U 6.1.15, Table 4-7: Program 26	SMUD Custom and Prescriptive Lighting	3,953	3,953	3,953
Action 3.1.4	Policy U 6.1.15, Table 4-7: Program 26	SMUD Multi-family Retrofits	2,410	2,410	2,410
Action 2.1.1	Policy M 4.3.2	Traffic Calming Measures	873	919	1,026
Action 2.2.1	Policy M 2.1.1, Table 4-6: Program 7	Pedestrian Facilities	5,239	5,517	6,154

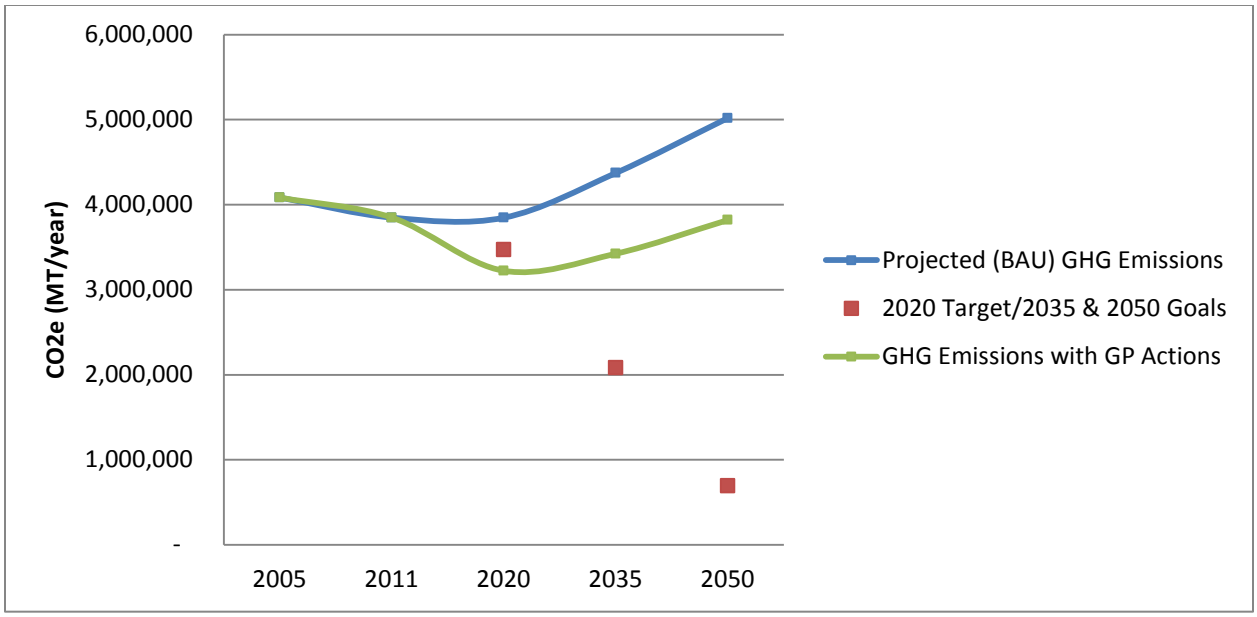
Table 4.14-3 Summary of GHG Emissions Reduction Actions

CAP Action	Location in 2035 General Plan	Action Description	GHG Reduction (MT CO_2e/year)		
			2020	2035	2050
Action 2.3.1	Policy M 5.1.1, Table 4-6: Program 11, Bike Share Program	Bicycle Facilities	26,195	27,584	30,771
Action 2.4.1	Policy M 3.1.2, Table 4-6: Program 14	Public Transportation Improvements	43,658	91,947	102,568
Action 2.5.1	Policy U 5.1.2	Dispose of exported out-of-state solid waste at Keifer Landfill	1,804	1,804	1,804
Action 2.6.1	Policy M 4.4.4	Traffic Signal Coordination	10,431	27,816	27,816
Action 4.2.1	Policy U 5.1.1	Waste Reduction Target	102,313	185,626	267,996
Action 5.1.1	Policy 2.1.13	Recycled Water for non-potable use	-	532	625
Action 5.1.1	Policy U 2.1.10, Table 4-7: Programs 8, 9, 11, 13, Land Use & Urban Design Implementation Program #5	20% Water Conservation Target	6,593	7,984	9,374
		Phase 1 CAP: Municipal Operations	10,075	10,075	10,075
Total GHG Reduction Measures from 2035 General Plan			475,905	700,836	851,521
Legislative Reductions (Title 24 Building Standards and RPS)			148,541	248,430	348,319
Total (General Plan and Legislative) GHG Reductions			624,446	949,266	1,199,841
2020 Target; 2035 and 2050 Goals			376,197	2,290,763	4,325,292
(Surplus) or Gap			(248,249)	1,341,497	3,125,451

Notes: CAP = Climate Action Plan; GHG = greenhouse gas; MT CO_2e = metric tons carbon dioxide equivalent; PACE = property assessed clean energy; RPS = Renewable Portfolio Standard; SMUD = Sacramento Municipal Utilities District.

See Appendix F for additional details.

Source: Data estimated and compiled by Ascent Environmental in 2014.



Notes: BAU = business as usual; does not account for GHG reduction actions from the 2035 General Plan or 2012 CAP; GHG = greenhouse gas; GP = general plan, MT CO2e = carbon dioxide equivalent.

Exhibit 4.14-1 **City of Sacramento 2035 General Plan Projected GHG Emissions, 2020 Reduction Target, and Long-term GHG Reduction Goals**

Policy ER 6.1.8 commits the City to assess and monitor performance of GHG emissions reduction efforts beyond 2020, and progress toward meeting long-term GHG emissions reduction goals. Policy ER 6.1.9 also commits the City to evaluate the feasibility and effectiveness of new GHG emissions reduction measures in view of the City's longer-term GHG emission reduction goals. The City recognizes that its long-term GHG reduction goals are ambitious and the effects of future technological innovation, regulatory requirements, and guidance from the State cannot reliably be quantified at this time. However, it is notable that projected VMT/capita is expected to decline in the Policy Area during General Plan buildout, which will put the City on a trajectory toward reducing GHG emissions in the largest sector, despite an increase in population growth.

In addition, as discussed in the Background Report, Senate Bill (SB) 375 (the Sustainable Communities and Climate Protection Act of 2008) directs California metropolitan planning organizations to coordinate regional transportation and land use planning with the goal of VMT and associated GHG reductions. ARB set regional targets for passenger vehicle emissions that are integrated into the Regional Transportation Plan. The "Sustainable Communities Strategy" is a set of land use, housing, and transportation strategies that, if implemented, would allow the region to meet its GHG emissions reduction targets. SACOG was assigned per-capita GHG reduction targets for cars and light-duty trucks of 7 percent below 2005 by 2020 and 16 percent below 2005 by 2035 (ARB 2014b). SACOG adopted its 2035 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) in 2012, and demonstrated that the transportation strategy in the MTP would achieve the GHG reduction targets (SACOG 2014).

The City's proposed General Plan assumes slightly less growth than the City's 2030 General Plan, which was the plan in place at the time SACOG prepared its MTP/SCS pursuant to SB 375. Thus, the City's proposed 2035 General Plan is consistent with the assumptions in SACOG's adopted MTP/SCS, which also serves as an applicable plan for reduction of GHG emissions. Therefore, the City's growth projections in the proposed General Plan are consistent with SACOG's growth projections assumed in the MTP/SCS.

As a result, the proposed General Plan would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. The impact would be **less than significant**.

Mitigation Measure

None required.

5 ALTERNATIVES TO THE PROPOSED PROJECT

5.1 INTRODUCTION

The purpose of this chapter is to identify and describe alternatives to the proposed project. General plan alternatives are developed to reduce or eliminate the significant or potentially significant adverse environmental effects identified as a result of the proposed action, while still meeting at least most all of the basic project objectives.

5.1.1 California Environmental Quality Act Requirements

An EIR must evaluate the comparative merits of a reasonable range of alternatives to the proposed project, or to the location of the proposed project, that could feasibly attain most of the basic objectives of the project while avoiding or substantially lessening any of the significant effects of the project (CEQA Guidelines, section 15126.6). An EIR need not evaluate the environmental effects of alternatives at the same level of detail as the proposed project, but must include enough information to allow meaningful evaluation, analysis, and comparison with the proposed project. The CEQA Guidelines provide the following language for discussing alternatives to a proposed project:

> The specific alternative of the "no project" shall also be evaluated along with its impacts… If the environmentally superior alternative is the "no project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives (CEQA Guidelines, Section 15126.6 subd.(e)(2)).

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 proposed objectives, or would be more costly (CEQA Guidelines, Section 15126.6 subd.(b)).

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 shall be discussed, but in less detail than the significant effects of the project as proposed (CEQA Guidelines, Section 15126.6 subd.(d)).

The range of alternatives required in an EIR is governed by a "rule of reason" that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice…The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision making…An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative (CEQA Guidelines, Section 15126.6 subd.(f)).

The requirement that an EIR evaluate alternatives to the proposed project or alternatives that address the location of the proposed project is a broad one; the primary intent of the alternatives analysis is to disclose other ways that the objectives of the project could be attained while reducing the magnitude of, or avoiding, the environmental impacts of the proposed project. The EIR need examine in detail only the alternatives that could feasibly attain most of the basic objectives of the project. The Public Resources Code and the CEQA Guidelines direct that the EIR need "set forth only those alternatives necessary to permit a reasoned choice." The CEQA Guidelines provide a definition for "a range of reasonable alternatives" and, thus, limit the number and type of alternatives that need to be evaluated in a given EIR. According to the CEQA Guidelines (section 15126.6 (b)):

The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the project.

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, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (CEQA Guidelines, section 15126.6 (f)(1)).

Finally, an EIR is not required to analyze alternatives when the effects of the alternative "cannot be reasonably ascertained and whose implementation is remote and speculative" (section 15126.6 (f)(2)(3))."

The selection of alternatives takes into account the project objectives provided in Chapter 2, "Project Description." The project objectives are listed below.

Character of Place. Preserve and enhance Sacramento's quality of life and character as a city with diverse residential neighborhoods, an extensive urban forest, and role as the center of California's governance.

Smart Growth. Encourage future growth in the city inward into existing urbanized areas and the central business district to foster infill development, as well as encourage density of development and integration of housing with commercial, office, and entertainment uses that fosters increased walking and reduced automobile use.

Live More Lightly. Strive to meet to the intent of Assembly Bill 32, California Global Warming Solutions Act of 2006, by reducing carbon emissions that contribute to global warming by encouraging "green" building practices, use of solar energy systems, and developing a land use pattern that supports walking, biking, and public transit.

Maintain a Vibrant Economy. Support a diversity of business and employment opportunities by retaining existing and attraction of new businesses; maintain and expand recreational, arts, and cultural facilities; and nurture diverse community events and celebrations.

Healthy Cities. Preserve and enhance land use patterns and densities that foster pedestrian and bicycle use and recreation through expanded parklands, sports, and athletic programming as well as provide incentives for expanding the availability of organic foods, and protecting residents from crime and natural or terrorist acts.

Sustainable Future. Accommodate growth that protects important environmental resources as well as ensures long-term economic sustainability and health, and equity or social well being for the entire community.

Equally important to attaining the project objectives is the reduction of some or all significant impacts, particularly those that could not be mitigated to a level below the threshold of significance. The policy-area–specific and cumulative significant and unavoidable impacts of the proposed project, after mitigation, are identified below.

5.1.2 Significant and Unavoidable Impacts

Chapter 6, "Other CEQA Considerations," of this Draft MEIR identifies each of the significant and unavoidable impacts that could result from the proposed 2035 General Plan, both on a policy-area--specific level and a cumulative level. The significant and unavoidable impacts include those related to air quality, biological resources, cultural resources, noise and vibration, public utilities, and transportation and circulation.

5.2 ALTERNATIVES CONSIDERED AND DISMISSED FROM FURTHER CONSIDERATION

Consistent with the CEQA Guidelines, primary consideration was given to alternatives that would reduce significant impacts while still meeting most of the project objectives. Those alternatives that would have impacts identical to or more severe than the proposed project, or that would not meet most of the project objectives, were rejected from further consideration. The significant impacts identified for the proposed project are related to air-quality-related emissions, loss of biological resources, loss of cultural (including archeological) resources, increase in interior and exterior noise levels at existing residences, decrease in the level of service for freeways, and potential impacts to scenic resources resulting from river crossings. Alternatives that would exceed the significance thresholds for the aforementioned issue areas would not substantially lessen any significant environmental impacts identified in Chapter 4, "Environmental Analysis." of this Draft MEIR and were rejected from further analysis. The following alternatives were considered but rejected from further analysis because they were determined to be infeasible.

5.2.1 Alternatives from the 2009 MEIR for the 2030 General Plan

The proposed 2035 General Plan is a "technical update" of the current 2030 General Plan, which means a refinement and update that generally follows the existing policy directions. Therefore, the differences between the two plans, overall, are minor (i.e., no substantial changes to the 2030 General Plan land use diagram, only minor changes to the densities, incorporation of Climate Action Plan actions, minor policy changes including the change in traffic and parks level of service [LOS]). In addition, most of the significant impacts associated with the proposed 2035 General Plan were also identified in the 2009 MEIR as significant for the 2030 General Plan. Because of these similarities, the City reviewed the list of Alternatives considered in the 2009 MEIR for the 2030 General Plan to determine if any of the alternatives should be considered as part of the environmental evaluation of the proposed 2035 General Plan.

Several Alternatives were considered and dismissed in the City's 2009 MEIR for the 2030 General Plan. These alternatives include:

- Less Dense Development,
- Growth Limited by Water Supply,
- Higher Density, and
- Expanded City Limits.

Because of the similarity between the 2030 General Plan and the proposed 2035 General Plan, and for many of the same reasons stated in the 2009 MEIR, the Alternatives considered and dismissed for the 2030 General Plan are also dismissed from further consideration in this MEIR for the proposed 2035 General Plan.

The 2009 MEIR for the 2030 General Plan considered three alternatives for further evaluation The following discussion briefly describes each alternative considered in the 2009 MEIR and the reason why each alternative will be either considered further in this MEIR for the proposed 2035 General Plan or dismissed from further consideration.

NO PROJECT/1988 GENERAL PLAN

This alternative assumed that development would be guided by the previously adopted 1988 General Plan. This Alternative is dismissed from further consideration in this MEIR because the 2030 MEIR superseded the 1988 MEIR at the time of adoption. The No Project Alternative for this MEIR (discussed further below) will assume development would continue under the existing 2030 General Plan.

SACOG BLUEPRINT PREFERRED SCENARIO

This alternative assumed a general plan with principles and densities consistent with the SACOG Blueprint Preferred Scenario. This alternative is dismissed from further consideration, because it essentially duplicates the proposed 2035 General Plan, which is substantially consistent with the current SACOG MTP/SCS (2012). The MTP/SCS updated and implemented the Blueprint. Therefore, this alternative is too similar to the proposed 2035 General Plan for an informative comparison.

REDUCED FOOTPRINT

This alternative assumed that annexation areas (Panhandle and Camino Norte) would not be included in the plan or developed. Because the proposed 2035 General Plan includes no changes to the current Land Use and Urban Form Diagram, the Panhandle and Comino Norte Areas remain included in the Policy Area and are planned for development under the proposed 2035 General Plan. Therefore, this project Alternative remains viable and could potentially reduce impacts to the environment associated with implementation of the proposed 2035 General Plan. This Alternative is evaluated below.

5.2.2 Other Alternatives Considered but Dismissed

NO ADDITIONAL RIVER CROSSINGS

Several river crossings are identified as subsequent projects in Table 2-2. Each of the river crossings is listed below:

- Lower American River Crossing (between downtown Sacramento and South Natomas);
- Sutter's Landing Bridge (between American River Parkway and Sutter's Landing Park);
- Truxel Road Bridge (between South Natomas and the River District);
- Sacramento River Crossing (between Sacramento and West Sacramento at either Broadway, Marina View Drive, or Sutterville Road); and
- Sacramento River Crossing (between Sacramento and West Sacramento at Richards Boulevard or C Street).

Construction of these projects would likely involve construction on river banks and/or within the river channel and bed. Potentially significant and unavoidable impacts associated with these river crossings have been identified throughout this MEIR, including impacts to biological resources and visual resources. Eliminating these river crossings from the list of subsequent projects would also require removing these river crossings from the planned circulation network. Many of these river crossings include multi-modal facilities and are critical in the transportation plan for efficient and multi-modal movement, and movement of goods, throughout the city and into other cities and adjacent areas. This could result, not only in ramifications related to air quality and GHG emissions from increased vehicle miles traveled (VMT), but also in adverse economic effects related to decreased efficiency in goods movement and adverse effects to auto and alternative transportation within the city. This Alternative is, therefore, eliminated from further consideration, because it would not meet the City's objectives related to economic vitality and sustainability and public health associated with pedestrian and bicycle movement. This alternative would also disrupt a long-term and coordinated planning effort with other agencies, including West Sacramento and SACOG.

NO PROJECT/NO DEVELOPMENT

The No Project/No Development Alternative describes the environmental conditions that exist at the time that the environmental analysis commences (CEQA Guidelines, section 15126.6 (e) (2)). This alternative

would result in ceasing future development within the city. By stopping all future development, this alternative would reduce the demand for public infrastructure and services, reduce impacts on environmental resources, such as air quality, noise, biological, and cultural resources, and dramatically reduce traffic impacts relative to the proposed project as well as the contribution to greenhouse gas (GHG) emissions. However, while a No Development Alternative may be an option for an individual development project, eliminating all future development in the city would not be a realistic or feasible general plan alternative. Therefore, the No Project/No Development Alternative is not considered further.

5.3 ALTERNATIVES CONSIDERED IN THIS DRAFT MEIR

As indicated by the objectives listed above, the proposed 2035 General Plan is designed to promote sustainability and promote public health. The General Plan has been designed to increase access to public transit and other sustainable modes of transportation, including pedestrian and bicycle. The 2035 General Plan incorporates actions from the adopted Climate Action Plan (CAP) and therefore includes new policies to reduce overall GHG emissions citywide.

Because the proposed 2035 General Plan is designed to increase the level of sustainability and environmental protection, above and beyond the current 2030 General Plan (which was already designed to achieve these objectives), the range of feasible alternatives is narrowed that would reduce significant impacts to the environment. A total of three representative alternatives are evaluated in this Draft MEIR. The alternatives are described below.

Alternative 1: No Project/2030 General Plan. Under this alternative, development according to the policies of the proposed Sacramento 2035 General Plan would not occur. Development would be guided by continued implementation of the existing 2030 General Plan.

Alternative 2: Increased Transit Corridor Development. This alternative would include changing land use designations of existing and planned transit centers to increase the development potential of centers and corridors in locations served by transit beyond the level anticipated in the 2035 General Plan.

Alternative 3: Reduced Footprint. Under this alternative, the Policy Area would be limited to that of the existing General Plan boundaries, with the development intensity being equal to that of the proposed Sacramento 2035 General Plan.

Each of the alternatives is described in more detail, below, followed by an assessment of the alternative's impacts relative to the proposed project. The focus of this analysis is the difference between the alternative and the proposed 2035 General Plan, with an emphasis on addressing the significant impacts associated with the proposed General Plan. For each issue area, the analysis indicates the comparative severity of the alternative's impact relative to the proposed project, as well as which impacts would be potentially avoided by the alternative, and any feasible mitigation measures that would be required of the alternative (if applicable). Unless otherwise indicated, the level of significance and required mitigation would be the same for the alternative as for the proposed project and no further statement of the level of significance is made. Table 5-1 provides a summary comparison of the severity of impacts for each alternative by topic.

Table 5-1 Alternative Impact Discussion

Issue Area	Proposed 2035 GP	No Project/2030 GP	Increased Transit Corridor Development	Reduced Footprint
Air Quality	SU	Greater	Reduced	Reduced
Agricultural Resources	LS	Similar	Similar	Reduced
Biological Resources	SU	Similar	Similar	Reduced
Cultural Resources	SU	Similar	Similar	Reduced

Table 5-1 Alternative Impact Discussion

Issue Area	Proposed 2035 GP	No Project/2030 GP	Increased Transit Corridor Development	Reduced Footprint
Geology, Soils, and Mineral Resources	LS	Similar	Similar	Reduced
Hazards and Hazardous Materials	LS	Similar	Similar	Reduced
Hydrology and Water Quality	LS	Similar	Similar	Reduced
Land Use	LS	Greater	Similar	Similar
Noise and Vibration	SU	Similar	Greater	Similar
Parks and Open Space	LS	Similar	Similar	Similar
Public Services	LS	Similar	Similar	Similar
Public Utilities	SU	Similar	Similar	Similar
Transportation and Circulation	SU	Greater*	Reduced	Similar
Visual Resources	LS	Reduced	Similar	Similar
GHG and Climate Change	LS	Greater	Reduced	Reduced

Notes:
SU = Significant and Unavoidable – if any impact was identified as significant and unavoidable in the technical analysis.
LS =Less than Significant – if all impacts were identified as less than significant in the technical analysis.
NI = No impact would occur when compared to the proposed project.
Similar = Level of significance is similar to the proposed project.
Greater = Level of significance is greater than the proposed project.
Reduced = Level of significance is reduced compared to the proposed project, but not necessarily to a less-than-significant level.

*Impacts would be greater because the current LOS standard would not be relaxed. However, levels of traffic congestion would be similar or better (due to increased traffic mitigation requirements).

Source: Ascent Environmental 2014

5.3.1 No Project/2030 General Plan Alternative

Under CEQA, the No Project Alternative must consider the effects of forgoing the project. The purpose of analyzing the No Project Alternative is to allow decision-makers to compare the impacts of the proposed project versus no project. The No Project Alternative can consist of either a "no development" alternative, in which no development occurs in the project area, or an alternative in which development is assumed to occur consistent with the presiding development plan and according to existing land use designations. The No Project/No Development Alternative was dismissed from further consideration as described above under "Alternatives Considered and Dismissed from further Consideration."

The Draft MEIR analyzes a No Project alternative that assumes development would occur consistent with the existing land use designations in the city, or those of the existing 2030 General Plan (as currently amended). Under the No Project/2030 General Plan Alternative, the Policy Area would be developed consistent with currently allowable land uses and development intensities. It is assumed that the existing General Plan policies would remain in place under this alternative. Because the proposed 2035 General Plan includes no proposed changes to the current 2030 General Plan Land Use and Urban Form Diagram, the overall buildout of the city under the current 2030 General Plan would be substantially similar to the buildout of the proposed 2035 General Plan, although minor changes to the allowed densities would result in slightly higher density in the proposed 2035 General Plan than the current 2030 General Plan. The proposed 2035 General Plan includes policies incorporated from the adopted CAP that promote energy efficiency and reduced VMT. Other important proposed policies include applying a LOS "exemption" (allowing LOS F) to all three priority investment areas (PIAs) and LOS E and F to specified roadways, as well as more aggressive flood protection policies. The 2030 General Plan is based on higher population projections than are currently projected for the Policy Area and region; therefore, although population identified in the 2030 General Plan

would be higher than the proposed 2035 General Plan, this is not a consideration in this analysis because it is a difference in the plan assumptions, rather than an actual difference between the two plans.

COMPARATIVE ENVIRONMENTAL EFFECTS

As mentioned above, the Land Use and Urban Form Diagram of the proposed 2035 General Plan is nearly identical to the current 2030 General Plan. Therefore, there is no difference between the two plans with respect to the buildout in the respective horizon years (2030 and 2035). Therefore, impacts associated primarily with ground disturbance, including impacts to biological resources, cultural resources, and those associated with construction emissions and exposure of construction workers to hazardous material, would be similar. Impacts associated with conversion or consumption of on-the-ground resources, such as Important Farmland, special-status-species' habitat, archaeological resources, and historic resources would also be similar, as would impacts associated demand for services such as public services, utilities, and parks.

The primary policy differences between the current No Project/2030 General Plan and the proposed 2035 General Plan are the proposed policies incorporated from the adopted CAP, the change in traffic LOS standards, and more aggressive flood protection policies consistent with the Central Valley Flood Protection Plan (CVFPB 2012). Implementation of the incorporated CAP policies would increase energy efficiency and decrease VMT, which would reduce citywide criteria air pollutant and GHG emissions. Because the No Project/2030 General Plan does not include these policies, the impacts associated with GHG and air quality would be greater than the proposed 2035 General Plan.

The current 2030 General Plan includes LOS E standards in multi-modal areas. The proposed 2035 General Plan provides a LOS "exemption" (allows LOS F) to the PIAs and LOS E and F to other specified roadways. Therefore, the No Project/2030 General Plan would result in greater impacts (i.e., additional exceedances of the City's LOS standard) than the proposed 2035 General Plan. However, it should be noted that this difference in impact is due only to the change in the standard; the actual physical effect (traffic congestion) would be substantially similar between the No Project/2030 General Plan Alternative and the proposed 2035 General Plan.

Regarding consistency with regional plans, the 2030 General Plan would not be as consistent with SACOG's current MTP/SCS as the proposed 2035 General Plan and, therefore, may not be as consistent as the proposed General Plan with the provisions of Senate Bill (SB) 375 and 743, because the VMT-reducing policies from the 2012 CAP would be omitted. These plans and regulations are designed, in part, to reduce potential climate-change impacts associated with GHG emissions. Therefore, the No Project/2030 General Plan Alternative would result in greater impacts than the proposed 2035 General Plan with respect to consistency with a plan or regulation that is designed to reduce impacts to the environment. Furthermore, as mentioned above, the 2030 General Plan's flood protection policies, although effective in 2009 when the plan was adopted, are not currently consistent with SB 5 and the 2012 CVFPP.

Impacts to visual resources associated with the No Project/2030 General Plan Alternative would, overall, be similar to the proposed project. Potential impacts are identified in this MEIR related to river crossings (See Chapter 6 "Other CEQA Considerations") identified in the subsequent projects list (see Table 2-2). These river crossings were not included in the 2030 General Plan. The proposed 2035 General Plan includes a policy to ensure appropriate design of these crossings. Visual impacts would be slightly less under the No Project/2030 General Plan Alternative.

MITIGATION THAT WOULD NO LONGER BE REQUIRED

The No Project/2030 General Plan Alternative would not eliminate any necessary mitigation measures identified for the proposed 2035 General Plan. Because the No Project/2030 General Plan Alternative would not result in a change to the traffic LOS standard, it is possible that additional mitigation measures would be necessary on specific roadways to improve LOS.

SIGNIFICANT AND UNAVOIDABLE IMPACTS THAT WOULD NO LONGER OCCUR

The No Project/2030 General Plan alternative would not avoid any significant and unavoidable impacts associated with the proposed 2035 General Plan.

RELATIONSHIP OF THE NO PROJECT/2030 GENERAL PLAN ALTERNATIVE TO THE PROJECT OBJECTIVES

This 2030 General Plan includes the same objectives as the proposed 2035 General Plan and is therefore consistent with the project objectives; however, the proposed 2035 General Plan takes further steps to improve energy efficiency and reduced GHG emissions, as well as re-prioritizing the various modes of transportation to increase the sustainability of the transportation system and promote connectivity.

5.3.2 Increased Transit Corridor Development

This alternative would involve changes to the current/proposed Land Use and Urban Form Diagram to adjust land use designations associated with existing and planned transit centers to increase the development potential of those centers and corridors. Growth assumptions would remain the same as under the proposed 2035 General Plan; however, this increase in planned intensity would concentrate growth closer to transit than under the proposed 2035 General Plan. Under this alternative, transit-oriented development would be further promoted and citywide VMT would likely decrease due to increased access to transit. The policies under the alternative would be the same as the proposed 2035 General Plan.

COMPARATIVE ENVIRONMENTAL EFFECTS

The Increased Transit Corridor Development Alternative would increase the maximum density for land uses designated around existing and planned transit centers and stations; the alternative would not add any new areas of development where none currently exist. Therefore, impacts associated primarily with ground disturbance, including impacts to biological resources, cultural resources, and impacts related to construction emissions, and exposure of construction workers to hazardous materials, would be similar. Impacts associated with conversion or consumption of on-the-ground resources, such as Important Farmland, special-status-species' habitat, archaeological resources, and historic resources would also be similar, as would impacts associated demand for services such as public services, utilities, and parks.

Under the Increased Transit Corridor Development Alternative, citywide VMT would be reduced below the levels associated with the proposed 2035 General Plan, due to increased access to public transit. Therefore, emissions of auto-related criteria pollutants and GHGs would be reduced under the alternative. This Alternative would therefore go farther toward meeting the objectives of SB 375 and SB 226. While potential VMT, air quality, and GHG advantages of the Transit Corridor Development Alternative are reasonable to discuss in this analysis, it would be important to recognize that regional transit investments beyond those currently envisioned may be needed to support substantially increased transit corridor density. The feasibility of securing a higher level of transit investments is not currently known.

Because the policies of the Increased Transit Corridor Development Alternative would be the same as the proposed 2035 General Plan, the current LOS "exemption" would be applied to the PIAs and specified roadways. The alternative would further reduce traffic congestion by providing increased access to public transit. In general, traffic congestion would be improved under the Transit Corridor Development Alternative than under the proposed 2035 General Plan.

Noise and vibration impacts may be slightly greater under the Increased Transit Corridor Development Alternative than under the proposed 2035 General Plan because the alternative would place more structures and more receptors in close proximity to rail facilities, which increases the potential exposure of

sensitive receptors to noise and vibration impacts and also exposes more (or larger) structures to vibration impacts.

MITIGATION THAT WOULD NO LONGER BE REQUIRED

The Increased Transit Corridor Development Alternative would not likely result in the elimination of any mitigation measures identified for the proposed 2035 General Plan. Although no traffic study has been done for the alternative, the concentration of development around transit centers could result in some reduction in peak-hour traffic on 47th Avenue. Although the traffic reduction is not likely enough to eliminate the need for the widening of the roadway, it could somewhat reduce the impact.

SIGNIFICANT AND UNAVOIDABLE IMPACTS THAT WOULD NO LONGER OCCUR

The Increased Transit Corridor Development Alternative would not avoid any of the significant impacts associated with the proposed 2035 General Plan.

RELATIONSHIP OF THE SACOG BLUEPRINT PREFERRED SCENARIO ALTERNATIVE TO THE PROJECT OBJECTIVES

Because the Increased Transit Corridor Development Alternative differs only from the proposed 2035 General Plan in that it includes a more aggressively transit-oriented development pattern, the Alternative would meet all of the project objectives.

5.3.3 Reduced Footprint Alternative

Significant effects on biological resources, cultural resources, and hazards would be substantially reduced by reducing the footprint of development compared to the proposed 2035 General Plan. The Reduced Footprint Alternative, therefore, assumes that Panhandle and Camino Norte areas would not be included within the Policy Area boundaries and would not be annexed or developed. This alternative assumes the boundaries would remain the same as the existing city boundaries. This alternative also assumes that the population projected for the proposed 2035 General Plan would still be accommodated within these boundaries. Because there are a limited number of undeveloped areas available for development remaining in the existing city limits, those remaining areas would have to be developed more densely than is anticipated in the proposed 2035 General Plan. In addition, because the increase in density in currently undeveloped areas could not accommodate the growth planned in the proposed 2035 General Plan, a substantial amount of redevelopment would have to occur in the city to maximize density on underutilized parcels. It is assumed that the Reduced Footprint Alternative would include the same policies as the proposed 2035 General Plan.

COMPARATIVE ENVIRONMENTAL EFFECTS

As stated above, because the Reduced Footprint Alternative would not include development in the Panhandle or Camino Norte areas, this alternative would result in approximately 2,000 fewer acres disturbed than under the proposed 2035 General Plan. Therefore, impacts related to footprint, including biological resources, cultural resources, and hazards related to location (e.g., existing hazardous materials) would be less severe under this alternative. Because the population would be the same as that assumed for the proposed 2035 General Plan, the impacts of providing services, such as police and fire services, would be the same as the proposed 2035 General Plan. Since the population would be the same the amount of traffic generated would be the same as what was analyzed under the 2035 General Plan, although impacts to specific roadway segments could occur in different places. The significant and unavoidable impacts identified for traffic (freeways) as well as noise would remain the same under this alternative. It should be noted that while demand for utilities would be the same under this alternative, the cost of construction and

maintenance of conveyance facilities would be less, because they would not have to be extended as far as under the proposed 2035 General Plan. The generation of GHG emissions would be slightly less under this alternative because, although the same population is anticipated to be the same, VMT would be slightly reduced because the future development would be kept closer to the city's center, rather than spreading outward. It is anticipated that under this alternative the densities would increase slightly compared to the project; however, this increase in density would not significantly affect the use of mass transit or other transportation modes compared to what was assumed under the project.

Although the Reduced Footprint Alternative would accommodate the same population as the proposed 2035 General Plan, the amount of development would not necessarily be the same. The increased density required in currently undeveloped areas could result in fewer construction emissions per capita. However, for redevelopment, demolition would be required, which would result in additional emissions and contribute demolition debris to landfills. Nonetheless, because this alternative would result in more dense development than the proposed 2035 General Plan, operational emissions would generally be reduced due to the ability to take advantage of non-automobile travel. Therefore, this alternative could, in the long term, result in a less severe impact related to air emissions.

MITIGATION THAT WOULD NO LONGER BE REQUIRED

Because the Reduced Footprint Alternative would involve development of a substantial amount of land, the alternative would not eliminate the need for the mitigation measures identified for the proposed 2035 General Plan

SIGNIFICANT AND UNAVOIDABLE IMPACTS THAT WOULD NO LONGER OCCUR

The Reduced Footprint Alternative would require development of a substantial amount of land. While some impacts of this alternative would be reduced compared to the proposed 2035 General Plan, none would be reduced to a level that would be considered less than significant.

RELATIONSHIP OF THE REDUCED FOOTPRINT ALTERNATIVE TO THE PROJECT OBJECTIVES

The Reduced Footprint Alternative includes dense development that would be considered smart growth, thereby encouraging walking and decreasing automobile use (similar to the proposed 2035 General Plan). This alternative also has the ability to reduce the emissions of greenhouse gases that could affect global warming, thus supporting a healthier city. The Reduced Footprint Alternative would support a diversity of business and housing types to maintain a vibrant economy and allow for economic sustainability. Therefore, this alternative would be generally consistent with the project objectives.

5.3.4 Environmentally Superior Alternative

The environmentally superior alternative would be the Reduced Footprint Alternative, because it would reduce impacts on biological resources, cultural resources, and hazards related to location (e.g., existing hazardous materials) and would also slightly reduce emissions associated with air quality and GHG. Because the Reduced Footprint Alternative would include the same policies as the proposed 2035 General Plan, which are consistent with SB 375 and SB 226, and are designed to decrease the city's emissions of GHG, the Reduced Footprint Alternative would be consistent with the goals of SACOG's MTP/SCS. The Reduced Footprint Alternative would also be generally consistent with the project objectives.

6 OTHER CEQA CONSIDERATIONS

6.1 INTRODUCTION

Section 15126 of the California Environmental Quality Act (CEQA) Guidelines requires that all aspects of a project must be considered when evaluating its impact on the environment, including planning, acquisition, development, and operation. As part of this analysis, the EIR must also 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) growth-inducing impacts of the proposed project. It should be noted that although growth inducement itself is not considered an environmental effect, it could potentially lead to foreseeable physical environmental effects, which are discussed under Growth Inducing Impacts below.

6.2 SIGNIFICANT ENVIRONMENTAL EFFECTS

The Executive Summary and Sections 4.1 through 4.14 of this MEIR provide a comprehensive identification of the proposed project's environmental effects, including the level of significance both before and after mitigation.

6.2.1 Significant and Unavoidable Impacts

Section 15126.2(b) of the CEQA Guidelines requires that an EIR describe any significant impacts that cannot be avoided, even with the implementation of feasible mitigation measures. The environmental effects of the proposed project on various aspects of the environment are discussed in detail in Chapter 4. "Environmental Analysis," of this MEIR. Policy-area-specific and cumulative impacts that cannot be avoided if the project is approved as proposed are discussed below.

6.2.2 Significant and Unavoidable Impacts

AIR QUALITY

4.2-3 Potential to result in long-term operational emissions of ozone precursors and particulate matter that could contribute to a violation of air quality standards.

BIOLOGICAL RESOURCES

4.3-11 Contribution to regional loss of special-status plant or wildlife species or their habitat.

CULTURAL RESORCES

4.4-1 Change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5.

4.4-2 Change in the significance of an archaeological resource as defined in CEQA Guidelines Section 15064.5.

NOISE AND VIBRATION

4.8-1 Increase in exterior noise levels above the upper value of the normally acceptable category for various land uses (per Table EC-1) .

4.8-2 Increase in residential interior noise levels of L_{dn} 45 dB or greater.

4.8-4 Exposure of existing and/or planned residential and commercial areas to vibration-peak-particle velocities greater than 0.5 inches per second due to construction.

PUBLIC UTILITIES

4.11-1 Potential to increase demand for potable water beyond available supply.

4.11-2 Potential to result in an increase in demand for potable water in excess of the City's existing diversion and treatment capacity, which could require the construction of new water supply facilities.

TRANSPORTATION AND CIRCULATION

4.14-3. Potential adverse effects to roadway segments located in adjacent jurisdictions resulting from planned development under the 2035 General Plan, such that the jurisdictions minimum acceptable level-of-service threshold are not met.

4.14-4 Potential impacts to freeway segments.

6.2.3 Significant Irreversible Environmental Effects

Section 15126.2(c) of the CEQA Guidelines requires a discussion of any significant irreversible environmental changes that would be caused by the proposed project. 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 generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

Generally, a project would result in significant irreversible environmental changes if:

- the primary and secondary impacts would generally commit future generations to similar uses;
- the project would involve uses in which irreversible damage could result from any potential environmental accidents associated with the project;
- the project would involve a large commitment of nonrenewable resources; or
- the proposed consumption of resources is not justified (e.g., the project involves the wasteful use of energy).

Development of the Policy Area would result in the continued commitment of the area to urban development, thereby precluding non-urban uses for the lifespan of the proposed 2035 General Plan. Restoration of the Policy Area to a less developed condition would not be feasible given the degree of disturbance, the urbanization of the area, and the level of capital investment.

The CEQA Guidelines also require a discussion of the potential for irreversible environmental damage caused by an accident associated with the project. While implementation of the proposed 2035 General Plan would result in the use, transport, storage, and disposal of hazardous wastes, as described in Section 4.6, "Hazards and Hazardous Materials," all activities would be required to comply with applicable state and federal laws related to hazardous materials transport, use and storage, which significantly reduces the likelihood and severity of accidents that could result in irreversible environmental damage.

Implementation of the proposed 2035 General Plan would result in the long-term commitment of resources to urban development. The most notable significant irreversible impacts are urbanization of vacant or rural areas and the change in visual character of the city, increased generation of pollutants, including greenhouse gas emissions and the short-term commitment of non-renewable and/or slowly renewable natural and energy resources, such as water resources during construction activities. Operations associated with future uses would also consume fossil fuels, water, and natural gas and electrical energy and contribute to climate change. These unavoidable consequences of urban growth are described in the appropriate sections in Chapter 4, "Environmental Analysis," of this MEIR.

Resources that would be permanently and continually consumed by implementation of the proposed 2035 General Plan include water, electricity, natural gas, and fossil fuels; however, the amount and rate of consumption of these resources would not result the inefficient or wasteful use of resources. See the "Energy Conservation" discussion below for a more detailed discussion. With respect to operational activities, compliance with all applicable building codes, as well as general plan policies, standard conservation features, and current City programs would ensure that natural resources are conserved to the maximum extent possible. In 2012 the City adopted a Climate Action Plan (CAP) that provides strategies, measures, and actions to reduce greenhouse gas (GHG) emissions and address climate change impacts. The CAP identified a GHG reduction target of 15 percent below 2005 levels by 2020 for communitywide emission sources, and also set longer-term communitywide GHG emission reduction goals of 38 percent below 2005 levels by 2030 and 83 percent below 2005 levels by 2050. It is possible that new technologies or systems will emerge, or will become more cost-effective or user-friendly, to further reduce the reliance upon nonrenewable natural resources. Nonetheless, future construction activities related to implementation of the proposed 2035 General 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/diesel for automobiles and construction equipment.

6.3 ENERGY CONSERVATION

Public Resources Code Section 21100(b)(3) and CEQA Guidelines Section 15126.4 require EIRs to describe, where relevant, the wasteful, inefficient, and unnecessary consumption of energy caused by a project. In 1975, largely in response to the oil crisis of the 1970s, the State Legislature adopted Assembly Bill (AB) 1575, which created the California Energy Commission (CEC). The statutory mission of the CEC is to forecast future energy needs, license thermal power plants of 50 megawatts or larger, develop energy technologies and renewable energy resources, plan for and direct state responses to energy emergencies, and promote energy efficiency through the adoption and enforcement of appliance and building energy efficiency standards. AB 1575 also amended Public Resources Code Section 21100(b)(3) to require EIRs to consider the wasteful, inefficient, and unnecessary consumption of energy caused by a project. Thereafter, the State Resources Agency created Appendix F of the CEQA Guidelines. Appendix F is an advisory document that assists EIR preparers in determining whether a project would result in the inefficient, wasteful, and unnecessary consumption of energy.

Additional legislation applicable to the rate of energy consumption in California and in the Policy Area is discussed below.

6.3.1 Energy-Efficiency and Renewable Energy Standards

RENEWABLE ELECTRICITY STANDARDS

California's Renewable Portfolio Standard (RPS) requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020. The Sacramento Municipal Utility District (SMUD) provides electricity service to the Policy Area. SMUD generated 21.5 percent of its electricity portfolio from renewable sources in 2011 (SMUD 2012).

CALIFORNIA TITLE 24 BUILDING ENERGY EFFICIENCY STANDARDS

California's Building Energy Efficiency Standards (California Code of Regulations, Title 24, Part 6) were recently updated to require new buildings to become even more energy-efficient than under the current code. The new 2013 standards, which become effective in July 2014, will increase the efficiency of new construction by 20 percent for residential uses and 25 percent for nonresidential uses, compared to the 2008 Title 24 standards currently in effect (CEC 2012, 2013). The majority of the Policy Area's buildings were constructed prior to the adoption of energy efficiency building standards and codes, but any new construction that would occur under the proposed General Plan would be subject to Title 24 Energy Efficiency Standards.

The anticipated effects of these renewable energy procurement and increased building energy efficiency standards were accounted for in the GHG emissions projections in Section 4.2, "Air Quality," and Section 4.14, "Climate Change."

TRANSPORTATION FUELS EFFICIENCY

Vehicle Emissions Standards

California-specific Low Emission Vehicle (LEV) Clean Car Standards require increased fuel economy of vehicles. Increased fuel economy has the effect of reducing GHG emissions from vehicles as newer, more fuel-efficient vehicles enter the fleet and older, less-efficient vehicles are retired. In California, LEV standards are sometimes referred to as "Pavley" standards in reference to AB 1493 (2002) drafted by California Senator Fran Pavley. The anticipated effects of vehicle emissions standards were factored in to the GHG emissions projections in Section 4.2, "Air Quality," and Section 4.14, "Climate Change."

Senate Bill 375, The Sustainable Communities and Climate Protection Act of 2008

Senate Bill (SB) 375, signed in September 2008, aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocation. SB 375 requires each Metropolitan Planning Organization (MPO) adopt a Sustainable Communities Strategy (SCS) as part of the MPO's Regional Transportation Plan (RTP) that sets land use allocation and transportation investments necessary to meet regional per-capita GHG emission reduction targets for passenger vehicles that must be achieved through reductions in vehicles miles traveled (VMT). The Sacramento Area Council of Governments (SACOG) adopted its SCS in 2012, which demonstrated achievement of the GHG reduction targets (SACOG 2014). VMT and associated GHG reductions are directly related to transportation fuel savings.

6.3.2 Proposed General Plan Policies

In addition to energy conservation legislation summarized above, numerous policies within the 2035 General Plan address sustainable development. These policies have the effect of reducing energy consumption in buildings, promoting renewable energy production, and reducing fuel consumed by vehicles and equipment within the Policy Area. Please refer to Appendix F to the MEIR for a full list of sustainability-

related policies and implementation programs applicable to the Policy Area. The proposed 2035 General Plan policies also have the effect of reducing GHG emissions, which is discussed in Section 4.2, "Air Quality," and Section 4.14, "Climate Change."

6.3.3 Energy Consumption Associated with the Proposed 2035 General Plan

Adoption of the proposed 2035 General Plan itself would not directly result in changes to energy consumption patterns. The 2035 General Plan includes numerous policies and programs that would promote energy conservation, renewable energy generation, and VMT reduction (see Appendix F). However, development and land use activities that occur pursuant to the 2035 General Plan would consume energy. Energy consumption was estimated for the Policy Area to estimate associated GHG emissions in Section 4.2, "Air Quality," and Section 4.14, "Climate Change." Assumptions for specific energy sectors are described in more detail in the sections that follow.

ELECTRICITY

Electricity consumed in the Policy Area is primarily associated with lighting, powering electronics and appliances, and space cooling, among other uses. Electricity consumption activity data in the Policy Area was obtained from SMUD for year 2011. This data was used for the purpose of estimating GHG emissions for the analysis in Section 4.2, "Air Quality," and Section 4.14, "Climate Change." Electricity consumption from residential uses at General Plan buildout was projected using population as an indicator of growth in consumption. Non-residential electricity consumption in the Policy Area at General Plan buildout was projected using employment as an indicator of growth in consumption. These projections represent a "business-as-usual" growth scenario, and do not reflect electricity savings attributable to new buildings that would be more energy-efficient than much of the existing building stock in the Policy Area. Thus, the projections in Table 6-1 are conservative.

Table 6-1 Existing and Projected Electricity Consumption in the Policy Area

Customer	2011 (MWh/year)	2035 (MWh/year)	Projection Indicator
Residential	1,343,896	1,822,629	Population
Non-Residential	2,346,768	3,054,403	Employment
Total	**3,690,664**	**4,877,032**	

Notes: MWh = megawatt hours.

Electricity consumption projections do not reflect long-term reductions that would occur from energy efficiency building standards applicable to new development and/or policies in the general plan that promote renewable energy generation, energy conservation, retrofitting of existing buildings, and increased energy efficiency of appliances and electronics.

Sources:

SMUD 2013.

Mintier Harnish 2013.

US Census Bureau 2013.

Data assembled by Ascent Environmental, Inc in 2014.

Though total megawatt-hours (MWh) of annual electricity consumption in the Policy Area is expected to increase, the portion of electricity generated from renewable sources is also expected to increase in compliance with RPS requirements discussed earlier.

Existing and projected electricity consumption are summarized in Table 6-2 below. During the development of the proposed 2035 General Plan, the existing goals and policies were reviewed for opportunities to reduce

energy waste and greenhouse gas (GHG) emissions. As a result of this review and revision process, many of the proposed goals and policies of the 2035 General Plan, especially those associated with the adopted 2012 Climate Action Plan (CAP), are specifically designed to decrease the City's emission of GHG, in large part, by decreasing the city's energy consumption and increasing the city's energy efficiency and renewable energy generation (see Appendix F). Consequently, the proposed General Plan would not result in the inefficient, wasteful, or unnecessary consumption of electricity.

NATURAL GAS

Natural gas is consumed in the Policy Area primarily for purposes of space and water heating, and cooking. Natural gas consumption activity data in the Policy Area was obtained from Pacific Gas and Electric Company (PG&E) for year 2011. This data was used for the purpose of estimating GHG emissions for the analysis in Section 4.2, "Air Quality," and Section 4.16, "Climate Change." Natural gas consumption from residential uses at General Plan buildout was projected using population as an indicator of growth in consumption. Non-residential natural gas consumption in the Policy Area at General Plan buildout was projected using employment as an indicator of growth in consumption. These projections represent a "business-as-usual" growth scenario, and do not reflect savings attributable to new buildings that would be more energy-efficient than much of the existing building stock in the Policy Area. The projections in Table 6-2 are conservative.

Existing and projected natural gas consumption are summarized in Table 6-2 below. The 2035 General Plan includes numerous policies and programs that would promote energy conservation and renewable energy generation (see Appendix F). Consequently, the proposed General Plan would not result in the inefficient, wasteful, or unnecessary consumption of natural gas.

Table 6-2 Existing and Projected Natural Gas Consumption in the Policy Area

Customer	2011 (therms/year)	2035 (therms/year)	Projection Indicator
Residential	74,151,520	100,566,364	Population
Commercial	66,911,808	87,088,130	Employment
Industrial	3,872,204	5,039,813	Employment
Total	**144,935,532**	**192,694,306**	

Notes:

Natural gas consumption projections do not reflect long-term reductions that would occur from energy efficiency building standards applicable to new development and/or policies in the general plan that promote renewable energy generation, energy conservation, retrofitting of existing buildings, and increased energy efficiency of appliances.

Sources:

PG&E 2012.

Mintier Harnish 2013.

US Census Bureau 2013.

Data assembled by Ascent Environmental, Inc in 2014.

TRANSPORTATION FUEL

Vehicles driven in the Policy Area would result in the consumption of transportation fuels (e.g., gasoline, diesel fuel). VMT attributable to the Policy Area was estimated for purposes of the analysis in Section 4.2, "Air Quality," and Section 4.12, "Transportation and Traffic," and Section 4.14, "Climate Change." Gasoline and diesel fuel consumption was estimated for the Policy Area using the California Air Resources Board's Mobile-Source Emission Factor Model (EMFAC 2011) based on VMT. EMFAC 2011 estimates gallons of fuel consumed using vehicle fleet fuel economy data (i.e., miles per gallon for various vehicle classes) and user-specified VMT.

As summarized in Table 6-3, VMT per capita is expected to decline in the Policy Area during buildout of the General Plan. This can be attributed to several factors including a number of General Plan policies that promote alternative modes of transportation and proximity of land uses, combined with the SB 375 framework described previously. Because VMT per capita and associated fuel consumed per capita would decline over the General Plan buildout period, the use of transportation fuels in the Policy Area is projected to become efficient over time.

Table 6-3 VMT Activity Data

	2011	2020	2035
Population[1, 2]	472,178	528,866	640,381
VMT[3]	11,600,739	12,588,131	14,233,785
VMT/capita	24.6	23.8	22.2
Gasoline Consumed (1000 gallons)	212,338	225,715	253,125
Diesel Fuel Consumed (1000 gallons)	25,031	30,750	37,100

Notes: VMT = vehicle miles traveled estimated using SACMET travel demand model calculated according to "Origin-Destination" method.

Data for 2020 was interpolated based on the 2011 and 2035 dataset.

Sources:

[1] US Census Bureau 2013.

[2] Mintier Harnish 2013.

[3] Fehr & Peers 2014.

Data assembled by Ascent Environmental, Inc in 2014.

The 2035 General Plan includes numerous policies and programs that would promote energy conservation, renewable energy generation, and VMT reduction (see Appendix F). Consequently, the proposed General Plan would not result in the inefficient, wasteful, or unnecessary consumption of transportation fuels.

There are several legislative actions and citywide policies and programs in place to reduce energy consumption and promote conservation. For the reasons described above, the proposed General Plan would not result in the wasteful, inefficient, and unnecessary consumption of energy, would not cause the need for additional natural gas or electrical energy-producing facilities, and, therefore, would result in a less-than-significant impact on energy resources.

6.4 GROWTH INDUCING IMPACTS

As required by Section 15126.2(d) of the CEQA Guidelines, an EIR must discuss ways in which a proposed project could foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. Also, the EIR must discuss the characteristics of the project that could encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. Growth can be induced in a number of ways, such as through the elimination of obstacles to growth, through the stimulation of economic activity within the region, or through the establishment of policies or other precedents that directly or indirectly encourage additional growth. Although growth inducement itself is not considered an environmental effect, it could potentially lead to environmental effects.

In general, a project may foster spatial, economic, or population growth in a geographic area if the project removes an impediment to growth (e.g., the establishment of an essential public service, the provision of new access to an area; a change in zoning or general plan amendment approval); or economic expansion or

growth occurs in an area in response to the project (e.g., changes in revenue base and, employment expansion). These circumstances are further described below:

- **Elimination of Obstacles to Growth**: This refers to the extent to which a proposed project removes infrastructure limitations or provides infrastructure capacity, or removes regulatory constraints that could result in growth unforeseen at the time of project approval.

- **Economic Effects**: This refers to the extent to which a proposed project could cause increased activity in the local or regional economy. Economic effects can include effects such as the "multiplier effect." A "multiplier" is an economic term used to describe inter-relationships among various sectors of the economy. The multiplier effect provides a quantitative description of the direct employment effect of a project, as well as indirect and induced employment growth. The multiplier effect acknowledges that the on-site employment and population growth of each project is not the complete picture of growth caused by the project.

ELIMINATION OF OBSTACLES TO GROWTH

Growth in an area may result from the removal of physical impediments or restrictions to growth, as well as the removal of planning impediments resulting from land use plans and policies. In this context, physical growth impediments may include nonexistent or inadequate access to an area or the lack of essential public services (e.g., water service), while planning impediments may include restrictive zoning and/or general plan designations.

The project would be developed within the city limits which contain established land uses and supporting infrastructure (roads, water distribution, wastewater and drainage collection, and energy distribution). The General Plan includes redevelopment and reinvestment of areas within the city which could intensify the uses over what currently exists in some areas. The existing infrastructure capacity could be an obstacle to this growth.

Following adoption of the 2030 General Plan, the City used the opportunity areas to join its existing Shovel Ready Sites program (established in 2004/05) to the 2030 General Plan opportunity areas. The result was a two tier priority investment system that the City would use in the future to align programming guide criteria and capital improvement plan (CIP) funding for new infrastructure projects. Using the opportunity areas and Shovel Ready Sites Program as a starting point, the City redefined several areas of the city as potential Tier 1 or Tier 2 Shovel Ready Sites. The City defined Tier 1 Areas as places the City would prioritize near-term funding for key planning efforts and infrastructure investments to prepare these areas for development as the economy recovers. In 2009, the City Council adopted Resolution 2009-629, which established the following areas as Tier 1 Shovel Ready Sites, which this MEIR refers to as priority investment areas (PIAs):

- Arden Fair Area, which includes Swanston Station, Arden Fair, Point West, and Cal Expo Opportunity Areas;

- Central City, which includes the Docks, Central Business District (CBD), R Street, Central City Corridors, Railyards, and River District Opportunity Areas; and

- 65th North Area, which includes the 65th Street Light Rail Station, University Village, and Granite Park Opportunity Areas; Florin Road; and Delta Shores.

Tier 2 Sites included North Natomas, the Panhandle, Greenbriar, North Sacramento, Robla, McClellan/Parker Homes, Power Inn, and other infill areas (e.g., Corridors and Transit Station Areas). The City Council has allocated funding to key planning efforts in high priority Tier 1 Areas, and the City has used the Tier 1 and 2 Areas to prioritize projects and investments CIP each year.

An established transportation network exists in the Policy Area that offers local and regional access within and around the city. Major highways include I-5, I-80, Business 80 (Capital City Freeway), US 50, and SR 99. The Policy Area also contains numerous arterial, collector, and neighborhood streets. Circulation within the Policy Area would be enhanced by the addition of new roads in vacant or underdeveloped areas, bike lanes, new sidewalks and/or repairs, and road repairs. Improvements to streets within the Policy Area are anticipated to occur in order to serve the increased population generated by the proposed 2035 General Plan. Although these roadway improvements would be intended to facilitate improved multi-modal circulation in and around the city, they would improve the circulation system in the city's vicinity and could remove an obstacle for further redevelopment outside the Policy Area to the north and east.

Water and sanitary sewer service is currently provided to the Policy Area by existing transmission mains throughout the city. It is possible that some existing pipelines may need to be expanded (upsized) or replaced and new pipelines may need to be constructed to accommodate service demands from new growth in the Policy Area. It is anticipated that new or expanded pipelines would only be constructed to serve growth expected to occur within the Policy Area. However, while these improvements would be designed to accommodate uses proposed in the 2035 General Plan, the improvements could be sized to support other development outside the Policy Area to the north or east which could remove an obstacle to growth.

Electricity and natural gas transmission infrastructure presently exists within the city limits. Development of the proposed 2035 General Plan could necessitate the construction of additional distribution systems to convey energy to uses that are not currently served by public energy utilities. In addition, it is anticipated that upgrading/upsizing of existing utilities could occur within street rights-of-way in areas where there is significant reinvestment in vacant or underutilized areas. While these improvements would be designed to accommodate uses proposed in the 2035 General Plan, the improvements could be sized to support other development in the Policy Area or adjacent to the Policy Area which could remove an obstacle to growth.

ECONOMIC EFFECTS

In addition to the employment generated directly by the commercial and industrial development under the proposed 2035 General Plan, additional local employment can be generated through the multiplier effect. The multiplier effect tends to be greater in regions with larger diverse economies due to a decrease in the requirement to import goods and services from outside the region.

Two different types of additional employment are tracked through the multiplier effect. Indirect employment includes those additional jobs that are generated through the expenditure patterns of direct employment associated with a project. For example, workers in the office and retail portions of a newly developed office mixed-use project would spend money in the local economy, and the expenditure of that money would result in additional jobs. Indirect jobs tend to be in relatively close proximity to the places of employment and residence.

The multiplier effect also calculates induced employment. Induced employment follows the economic effect of employment beyond the expenditures of the employees within a project area to include jobs created by the stream of goods and services necessary to support businesses within that project. For example, when a manufacturer buys or sells products, the employment associated with those inputs or outputs are considered induced employment.

When an employee from a completed development project goes out to lunch, the person who serves the project employee lunch holds a job that is indirectly supported by the completed development project. When the server then goes out and spends money in the economy, the jobs generated by this third-tier effect are considered induced employment.

The multiplier effect also considers the secondary effect of employee expenditures. Thus, it includes the economic effect of the dollars spent by those employees who support the employees of the project.

Increased future employment generated by employee spending ultimately results in physical development of space to accommodate those employees. It is the characteristics of this physical space and its specific location that will determine the type and magnitude of environmental impacts of this additional economic activity. Although the economic effect can be predicted, the actual environmental implications of this type of economic growth are too speculative to predict or evaluate, since they can be spread throughout the Sacramento metropolitan region and beyond.

IMPACTS OF INDUCED GROWTH

Planning documents such as general plans and the regional SACOG MTP/SCS plan for future growth and for potential impacts due to this growth. The proposed 2035 General Plan would increase the population within the Policy Area by approximately 165,000 residents; while growth in the city is an intended consequence of the proposed 2035 General Plan, growth induced directly and indirectly by the proposed General Plan could adversely affect the greater Sacramento area. Potential impacts associated with induced growth in the area could include: traffic congestion; air quality deterioration, including an increase in greenhouse gas; loss of habitat and wildlife; increase in impervious area and stormwater runoff; impacts on utilities and services, such as fire and police protection, water, recycled water, wastewater, solid waste, energy, and natural gas; and increased demand for housing.

Specifically, an increase in population-growth-induced housing demand in the greater Sacramento region could cause significant environmental effects as new residential development would require governmental services, such as new schools, libraries, and parks. Indirect and induced employment and population growth would further contribute to the loss of open space because it would encourage conversion from undeveloped land to urban uses for housing and infrastructure.

While the proposed 2035 General Plan would contribute to direct, indirect, and induced growth in the area, it would also provide residential and employment opportunities for existing and future residents of the city. It would also help prevent suburban sprawl to greenfields outside the city by providing increased density within the Policy Area. It would also enhance the vitality of the city and create and enhance an urban core, which are goals of the proposed 2035 General Plan.

6.5 CUMULATIVE IMPACTS

CEQA requires that an EIR contain an assessment of the cumulative impacts that could be associated with the proposed 2035 General Plan. As defined in CEQA Guidelines Section 15355, “Cumulative impacts refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” Although project-related impacts may be individually minor, the cumulative effects of these impacts, in combination with the impacts of other projects, could be significant under CEQA and must be addressed (CEQA Guidelines Section 15130(a). Through the evaluation of cumulative impacts, CEQA attempts to ensure that large-scale environmental impacts will not be ignored.

CEQA Guidelines Section 15130(b) identifies the following elements as necessary for an adequate discussion of cumulative effects:

- Cumulative context in the form of a list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact.

- The geographic scope of the area affected by the cumulative effect and a reasonable explanation for the geographic limitation used.

- A summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available.

- A reasonable analysis of the cumulative impacts of the relevant projects. An EIR shall examine reasonable, feasible options for mitigating or avoiding the project's contribution to any significant cumulative effects.

The analysis of cumulative effects "need not provide as great detail as is provided for the effects attributable to the project alone," but the discussion "shall reflect the severity of the impacts and their likelihood of occurrence" (CEQA Guidelines Section 15130(b)). Where a lead agency concludes that the cumulative effects of a project, taken together with the impacts of past, present, and probable future projects, are significant, the lead agency then must determine whether the project's incremental contribution to such significant cumulative impact is "cumulatively considerable" (and thus significant in and of itself). (CEQA Guidelines Section 15130(a)) CEQA Guidelines Section 15130(a)(2) states "[w]hen the combined cumulative impact associated with the project's incremental effect and the effects of other projects is not significant, the EIR shall briefly indicate why the cumulative impact is not significant and is not discussed in further detail in the EIR. A lead agency shall identify facts and analysis supporting the lead agency's conclusion that the cumulative impact is less than significant."

Section 15130, subdivision (b)(1)(B)(2), states an EIR must analyze "projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or greenhouse gas reduction plan. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan."

The basis of cumulative analysis varies by technical area. In general, the cumulative context for the technical analyses is buildout of the Policy Area in 2035. However, certain technical areas require a different context based upon the area potentially affected by the proposed General Plan or the area from which other projects could contribute to the impact. For instance, air quality impacts are evaluated against conditions in the entire Sacramento Valley Air Basin; thus, the analysis takes into consideration emissions beyond the boundaries of the Policy Area. Similarly, the cumulative context for traffic assumes regional development that would contribute to traffic on local and regional roadways. Other cumulative analyses, such as cultural or biological resources, consider the potential loss of resources in a broader, more regional context, depending on the extent of the resource in question.

Because the proposed 2035 General Plan anticipates development across a large geographical area (the Policy Area) over a long period of time (buildout 2035), the MEIR's environmental analysis is inherently cumulative and considers the cumulative contexts described above.

6.6 PRIORITY INVESTMENT AREAS AND SUBSEQUENT PROJECTS

6.6.1 Priority Investment Areas

The city has identified three subareas of the Policy Area that provide important opportunities for future development through infill, reuse, or redevelopment. In these Priority Investment Areas (PIAs), the city intends to streamline infrastructure investments that promote planned development. The PIAs include: the Central Business District (CBD), which roughly encompasses the downtown area south of the American River and east of the Sacramento River; 65th North, which is located south of the American River and along Highway 50 in the eastern portion of the Policy Area, and Arden Fair, which is located north of the American River and adjacent to the eastern boundary of the Policy Area. (See Section 2.7, "Priority Investment Areas." in Chapter 2, "Project Description," for additional information on the development of the PIAs and Appendix C, "Background Report," for details about the existing conditions of these areas.) Projects

anticipated in the PIAs, are forecast to result in greater population growth than the remainder of the Policy Area. These new residents are anticipated as part of the general plan and policies have been created to accommodate this increase in population throughout the Policy Area.

As appropriate, this section of the Draft MEIR includes specific impact analyses for each of the three PIAs. However, in general, the impacts of projects in the PIAs either cannot be quantified at this General Plan-level analysis or can be reasonably presumed to be consistent with the impacts discussed for the Policy Area in Chapter 4, "Environmental Analysis." Where the impacts of the PIAs are anticipated to be different than described for the Policy Area, they are discussed below.

IMPACTS ASSOCIATED WITH THE PRIORITY INVESTMENT AREAS

As indicated above, for most impacts discussed in Chapter 4, "Environmental Analysis," the significance determination for development in the PIAs would be the same as for the Policy Area. However, in some instances development of the PIAs has less potential to result in significant impacts due to the lack of a specific environmental resource within the PIA that is present elsewhere in the Policy Area. These differences, which are discussed below, are anticipated for: agricultural resources; geology, soils, and mineral resources; and traffic.

Agricultural Resources

Impacts 4.1-1, 4.1-2, and 4.1-3 would be less than significant for the Policy Area as a whole, but there would be no impact from development of the CBD, 65th North, and Arden Fair PIAs because no existing commercial agricultural operations, Important Farmland, or land designated for agricultural use are located within or adjacent to the PIAs.

Geology, Soils, and Mineral Resources

The potential for loss of the availability of known mineral resources of State, regional, or local importance (Impact 4.5-4) would be a less-than-significant impact for the Policy Area and the 65th North PIA, but would have no impact in the CBD and Arden Fair PIAs due to a lack of mineral resources in these areas. Most of the CBD PIA has been classified by the California Geology Survey as MRZ-1 (having little or no likelihood for presence of significant mineral resources). The exception is the northern part of the CBD adjacent to the American River, which is classified as MRZ-3 (indicating that there are known or inferred resources of undetermined significance associated with the American River). The Arden Fair PIA is designated MRZ-1 in the north and MRZ-3 in the south. The potential for significant mineral deposits, other than minor amounts of sand and gravel, within the Arden Fair PIA is low. Because there is no land designated MRZ-2 in these areas, there would be no impact to mineral resources from development of the PIAs.

Transportation

Implementation of the 2035 General Plan in conjunction with planned future development in the region could result in roadway segments that do not meet the minimum acceptable levels of service developed by the adjacent jurisdictions in which they are located (Impact 4.14-3). The only roadway segment that is identified to experience significant effects associated with development under the proposed 2035 General Plan is a segment of 47th Avenue located outside of the City's jurisdiction in unincorporated Sacramento County. Using the County's significance LOS standards, this would be a significant and unavoidable impact of development in the Policy Area, as well as the CBD and 65th North PIAs, but would be a less-than-significant impact in the Arden Fair PIA. Traffic associated with the Arden Fair PIA would not contribute to the degradation of level of service on roadway segments in adjacent jurisdictions. This PIA is located over seven miles north of the segment of 47th Avenue that would be impacted by development elsewhere in the Policy Area. Implementation of the proposed policy and land use plan within the Arden Fair PIA would result in a less-than-significant impact associated with roadway segment operations outside of the Policy Area.

6.6.2 Subsequent Projects

According to Section 15175(a) of the CEQA Guidelines, "a Master EIR shall, to the greatest extent feasible, evaluate the cumulative impacts, growth inducing impacts, and irreversible significant effects on the environment of subsequent projects." As described in Chapter 1, "Introduction," this MEIR update would renew the utility of the environmental analysis for streamlining the CEQA compliance process for subsequent projects, in accordance with CEQA Guidelines Section 15177.

Table 2-2 in Chapter 2, "Project Description," identifies subsequent projects that may occur during the general plan period, including construction and maintenance of utilities and infrastructure, public buildings, housing, and parks. The cumulative effects of such activities have been included in the MEIR analysis. For example, all subsequent transportation improvement projects were included in the 2035 General Plan roadway analysis and VMT estimates. In the event any of the subsequent projects requires discretionary approval, the CEQA review would include an analysis of any project-specific impacts that have not been examined in this Master EIR. See CEQA Guidelines Section 15176.

As pertinent, the General Plan policies, existing regulations, and mitigation measures discussed for the Policy Area would also apply to these projects. The impacts of the subsequent projects are expected to be generally consistent with those presented in Chapter 4, "Environmental Analysis," for the Policy Area, although individual projects may be associated with unique circumstances. For example, Table 2-2 includes several projects that propose development of river crossings. These projects include:

- Lower American River Crossing (between downtown Sacramento and South Natomas);
- Sutter's Landing Bridge (between American River Parkway and Sutter's Landing Park);
- Truxel Road Bridge (between South Natomas and the River District);
- Sacramento River Crossing (between Sacramento and West Sacramento at either Broadway, Marina View Drive, or Sutterville Road); and
- Sacramento River Crossing (between Sacramento and West Sacramento at Richards Boulevard or C Street).

Although the specific layout and designs of these river crossings are not yet determined, because these projects may be developed in riparian areas along the American and Sacramento Rivers they have greater potential than other development within the Policy Area and other projects listed in Table 2-2 to result in impacts to special-status species and associated habitat. Prior to constructing these river crossings, the City and its construction contractor would be required to obtain permits from the USACE, Regional Water Quality Control Board, and the California Department of Fish and Wildlife in compliance with the Rivers and Harbors Act, Clean Water Act, and Section 1602 of the California Fish and Game Code. These permits would require BMPs to minimize water quality impacts within the rivers. Specific BMPs would depend on the design of the river crossing (such as size and placement of the abutments, or utilization and placement of piles or support towers in the water), as well as the specific location of the river crossing relative to levees. If unexpected circumstances or non-typical project design features are identified at the time of proposal that could adversely affect biological resources or water quality despite the General Plan policies and standard regulatory actions, specific design features and/or mitigation measures may be incorporated into the project to avoid or further minimize impacts to the extent feasible.

IMPACTS OF THE SUBSEQUENT PROJECTS

Impacts of the subsequent projects would be consistent with the impact determinations for the Policy Area, with the exception of the potential for the subsequent projects to interfere with important, existing scenic resources or degrade the view of an important scenic resource as seen from a visually-sensitive public

location (Impact 4.15-2). For the Policy Area, this impact was determined less than significant with adherence to Policy ER 7.1.1 and Policy 7.1.2. For the subsequent projects that include construction of bridges over important scenic resources (i.e., the Sacramento and American Rivers), this impact would be potentially significant after implementation of Policies ER 7.1.1, ER 7.1.2, and ER 7.1.5. Because of the size, visual prominence, and sensitive locations, new bridges could potentially cause obstruction of important scenic views within visually-sensitive public areas or degrade the views of the riparian corridors, including the locally and regionally important American River Parkway. Although basic understanding of typical bridge design suggests that visual impacts associated with these river crossings may not be avoidable and that these river crossings could result in potentially significant impacts to important scenic resources, the precise visual impacts cannot be determined at this time since these projects have not yet been designed and have not undergone environmental review.

Additional CEQA evaluation will be necessary at the time these projects are proposed, and specific design features and/or mitigation measures will be incorporated into the project to avoid or minimize impacts to the extent feasible. Typical mitigation would require that the river crossings are designed to reduce visual impacts in areas where bridges are prominently visible from publically-accessible open space areas by designing the structures such that the bridge style, scale, massing, color, and lighting complement the natural and/or community setting. Because specific mitigation measures have not been developed and may not reduce impacts to a less-than-significant level, the impact may remain significant and unavoidable.

7 REFERENCES

Chapter 1, Introduction
None

Chapter 2, Summary
None

Chapter 3, Project Description
None

Chapter 4, Introduction to the Environmental Analysis
None

Section 4.1, Agricultural Resources
California Department of Conservation 2010. Farmland Mapping and Monitoring Program, *Important Farmland Data Availability, Sacramento County 2008-2010 Land Use Conversion, Table A-26,* <www.consrv.ca.gov>, accessed April 7, 2014.

Section 4.2, Air Quality
ARB. *See* California Air Resources Board.

California Air Resources Board. 2003 (December). HARP Use Guide. Appendix K.

_____. 2005. Air Quality and Land Use Handbook: A Community Health Perspective. Available at: http://www.arb.ca.gov/ch/handbook.pdf

_____. 2008. Facility Search Engine. http://www.arb.ca.gov/app/emsinv/facinfo/facinfo.php. Accessed January 8, 2013.

California Department of Transportation. 2011. Traffic and Vehicle Data Systems Unit. http://traffic-counts.dot.ca.gov/2011all/. Accessed April 7, 2014.

Caltrans. *See* California Department of Transportation.

City of Sacramento. 2008. Housing Element. Available: http://portal.cityofsacramento.org/~/media/Files/CDD/Planning/Long%20Range/Housing%20Programs/Final_2008_2013_Housing_Element_Update.ashx. Accessed April 1, 2014.

_____. 2009. 2030 General Plan Master EIR; Appendix C: Table C-1. Available: http://www.sacgp.org/master-eir/documents/AppendixC_AirQualityModelOutputsRev10.29.pdf. Accessed March 4, 2014.

_____. 2013. Traffic Counts. Available: http://www.cityofsacramento.org/transportation/traffic/list.cfm?x=1. Accessed January 17, 2013.

Fehr & Peers. 2014. SACMET Modeled Boundary Method VMT for Cumulative Plus Project (2035). February 21, 2014 email from David Carter, Fehr & Peers, to Heather Phillips, Ascent Environmental.

Mintier Harnish. 2013. Mintier Harnish. 2013. Draft Housing Element Community Profile Employment and Population Table Update.

OEHHA. *See* Office of Environmental Health Hazard Assessment.

Office of Environmental Health Hazard Assessment. 2001. *A Guide to Health Risk Assessment.* Available: <http://www.oehha.org/pdf/HRSguide2001.pdf>.

SACOG. *See* Sacramento Area Council of Governments.

Sacramento Area Council of Governments. 2014. SACOG Current MTP/SCS. Available: http://www.sacog.org/2035/mtpscs/. Accessed March 25, 2014.

Sacramento Metropolitan Air Quality Management District. 2005. *Final Staff Report – SB 656 Assessment and Control Measure Evaluation.* Available: http://www.airquality.org/bod/2005/JulySB656StaffReport.pdf. Accessed March 10, 2014.

_____. 2009. *2009 Triennial Report and Plan Revision*. Available: http://www.airquality.org/notices/stateplan/20100128TriennialReport2009Hearing.pdf. Accessed March 3, 2014.

_____. 2010. *PM10 Implementation/Maintenance Plan and Redesignation Request for Sacramento County.* Available: http://www.airquality.org/plans/federal/pm/pm10/FinalPlan20101028withErrataSheet.pdf. Accessed March 3, 2014.

_____. 2013a. *CEQA Guide to Air Quality Assessment in Sacramento County*. Adopted in 2009, updated April 2013. Available: http://www.airquality.org/ceqa/ceqaguideupdate.shtml. Accessed February 26, 2014.

_____. 2013b. *Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan (2013 SIP Revisions).* Available: http://www.airquality.org/plans/federal/ozone/8hr1997/2013Revision/2013SIPRevisionPortfolioclean.pdf. Accessed March 10, 2014.

_____. 2013c. *2012 Annual Progress Report on Plans to Meet the California Clean Air Act Requirements*. Available: http://www.airquality.org/bod/2013/Apr-Item7-2012AnnualProgressReportPlans-to-MeetCalCleanAirActRequirements-BDLtr.pdf. Accessed March 3, 2014.

_____. 2013d. *PM2.5 Implementation/Maintenance Plan and Redesignation Request for Sacramento PM2.5 Nonattainment Area*. Available: http://www.airquality.org/plans/federal/pm/PM2.5/2014-02-05_PM25_PLAN.pdf. Accessed March 3, 2014.

_____. 2013e. Recommended Guidance for Land Use Emission Reductions Version 3.0 (for Operational Emissions). Available: http://www.airquality.org/ceqa/RecommendedGuidanceLandUseEmissionReductions.pdf. Accessed April 16, 2014.

SMAQMD. *See* Sacramento Metropolitan Air Quality Management District.

Zhu and Hinds. 2002. Study of Ultrafine Particles near a Major Highway with Heavy-duty Diesel Traffic. Atmospheric Environment 36 (2002) 4323–4335.

Section 4.3, Biological Resources

California Wetland Information System. 1998. *California's Valuable Wetlands*. Available: http://ceres.ca.gov/wetlands/introduction/values.html. Accessed: April 14, 2014.

Griggs FT and Golet GH. 2002. *Riparian Valley Oak (*Quercus lobata*) Forest Restoration on the Middle Sacramento River, California*. As included in the *Proceedings of the fifth symposium on oak woodlands: oaks in California's changing landscape*. 2001 October 22-25; San Diego, CA. Standiford RB, McCreary D, and Purcell KL technical coordinators. General Technical Report PSW-GTR-184. US Forest Service, Pacific Southwest Research Station. Available: http://www.fs.fed.us/psw/publications/documents/psw_gtr184/. Accessed: April 14, 2014.

Sacramento Area Council of Governments. 2012. Metropolitan Transportation Plan/Sustainable Communities Strategy. Available: http://www.sacog.org/2035/files/MTP-SCS/MTPSCS%20WEB.pdf. Accessed: April 15, 2014.

Section 4.4, Cultural Resources

City of Sacramento Community Development Department. Sacramento Register of Historic & Cultural Resources: City of Sacramento Listing of Landmarks, Historic District and Contributing Resources Adopted by Ordinance by the City Council; National Register of Historic Places & California Register of Historical Resources Listing within the City of Sacramento. Sacramento, CA. December 2011.

Section 4.5, Geology, Soils, and Mineral Resources

None.

Section 4.6, Hazards and Hazardous Materials

City of Sacramento. 2007. Railyards Specific Plan Draft Environmental Impact Report. August 2007.

_____. 2008. *Docks Area Specific Plan: Sacramento, California, Draft Environmental Impact Report*. SCH # 2005062143. Prepared for: City of Sacramento Economic Development Department. Prepared by: The Ervin Consulting Group. August 2008.

Section 4.7, Hydrology, Water Quality, and Flooding

City of Sacramento. 2007. Stormwater Quality Improvement Program. Available: http://www.sacstormwater.org/AboutSQIP/ProgramInformation/SQIP/SQIP.html. Accessed: March 2014.

Sacramento Stormwater Quality Partnership. 2007. Stormwater Quality Design Manual for Sacramento and South Placer Regions. Available: http://www.beriverfriendly.net/newdevelopment/stormwaterqualitydesignmanual/#SWQ_DesignManual. Accessed: March 2014.

Section 4.8, Land Use Consistency and Compatibility

County of Sacramento. 2007. *Sacramento International Airport Master Plan Final Environmental Impact Report*, certified August 27, 2007, p. 5-4.

Section 4.9, Noise

California Department of Transportation. 2004. Tr*ansportation- and Construction-Induced Vibration Guidance Manual*. Sacramento, CA: Noise, Vibration, and Hazardous Waste Management Office. Prepared by Jones & Stokes. Page 5.

City of Sacramento. 2012. Sacramento City Code. Title 8 Chapter 8.68 Noise Control. Available: http://www.qcode.us/codes/sacramento/. Accessed: June 12,2013

Federal Transit Administration. 2006. *Transit Noise and Vibration Impact Assessment*. Washington, D.C.

State of California Governor's Office of Planning and Research. 2003. *General Plan Guidelines*. Governor's Office of Planning and Research. Sacramento, CA.

Section 4.10, Parks and Open Space

City of Sacramento. 2012. 2013-2021 Housing Element. Available: http://portal.cityofsacramento.org/Community-Development/Planning/Long-Range/Housing-Programs/Housing%20Element. Accessed April 8, 2014.

U.S. Census Bureau. 2012. American Fact Finder Community Facts – Sacramento city, California. Available: http://factfinder2.census.gov/faces/nav/jsf/pages/community_facts.xhtml. Accessed March 4, 2014.

Section 4.11, Population, Employment, and Housing

Mintier Harnish. 2014. *Draft Background Report for the Sacramento 2035 General Plan*.

U.S. Census Bureau. 2012. American Fact Finder Community Facts – Sacramento city, California. Available: http://factfinder2.census.gov/faces/nav/jsf/pages/community_facts.xhtml. Accessed March 4, 2014.

Section 4.12, Public Services

California Department of Finance. 2013. *Total Population Projections for California and Counties: July 1, 2015 to 2060 in 5-year Increments*, *Sacramento, California*. January 2013. Available: http://www.dof.ca.gov/research/demographic/reports/projections/P-1/. Accessed March 17, 2014.

County of Sacramento, Department of Health and Human Services, Office of the Director, Local Acute Care Hospitals, <www.sacdhhs.com/article.asp?ContentID=1136>, accessed May 22, 2008.

Mintier Harnish. 2014. Draft Background Report for the Sacramento 2035 General Plan.

Sacramento Public Library Authority. 2007. *Facility Master Plan 2007-2025,* March 2007, p. 67.

U.S. Census Bureau. 2012. American Fact Finder Community Facts – Sacramento city, California. Available: http://factfinder2.census.gov/faces/nav/jsf/pages/community_facts.xhtml. Accessed March 4, 2014.

Section 4.13, Public Utilities

Marty Strauss, City of Sacramento Department of Utilities, Solid Waste Division, personal communication October 8, 2007.

PG&E, PG&E to Study Wave Power in Humboldt & Mendocino February 28, 2007, <www.pge.com/about/news/mediarelations/newsreleases/q1_2007/070228.shtml>, accessed October 16, 2007.

Sacramento Regional County Sanitation District. 2014. EchoWater Draft Environmental Impact Report. Available: http://www.regionalsan.com/echowater-project. Accessed: April 2014.

Section 4.14, Transportation and Circulation

California Department of Transportation. 2009. *Interstate 80 and Capital City Freeway Corridor System Management Plan.*

_____. 2010. *State Route 99 Transportation Corridor Concept Report*.

_____. 2010. *Transportation Corridor Concept Report*, Interstate 5.

_____. 2010. *Transportation Corridor Concept Report*, Interstate 80.

Caltrans. *See* California Department of Transportation.

City of Sacramento. 2009. Sacramento 2030 General Plan. Mobility Element, p. 2-162.

Sacramento Area Council of Governments. 2012. SACMET MTP/SCS Regional Travel Demand Model.

Sacramento County. 2011. Sacramento County General Plan of 2005 – 2030. Circulation Element, p. 18.

Section 4.15, Visual Resources

None

Section 4.16, Climate Change

ARB. See California Air Resources Board.

California Air Resources Board. 2014a. Proposed First Update to the Climate Change Scoping Plan. Available: http://www.arb.ca.gov/cc/scopingplan/2013_update/draft_proposed_first_update.pdf. Accessed April 16, 2014.

_____. 2014b. Approved Regional Greenhouse Gas Reduction Targets. http://www.arb.ca.gov/cc/sb375/final_targets.pdf. Accessed March 25, 2014.

City of Sacramento. 2012. Climate Action Plan. Available: http://www.sacgp.org/documents/2__Adopted_CAP_whole.pdf. Accessed March 24, 2014.

Fehr & Peers. 2014. SACMET Modeled Origin-Destination Method VMT for Cumulative Plus Project (2035). February 21, 2014 email from David Carter, Fehr & Peers, to Heather Phillips, Ascent Environmental.

Mintier Harnish. 2013. Draft Housing Element Community Profile Employment and Population Table Update.

Regional Targets Advisory Committee. 2009. *Recommendations of the Regional Targets Advisory Committee Pursuant to Senate Bill 375*. Available: http://www.arb.ca.gov/cc/sb375/rtac/report/092909/finalreport.pdf. Accessed March 12, 2014.

SACOG. *See* Sacramento Area Council of Governments.

Sacramento Area Council of Governments. 2014. SACOG Current MTP/SCS. Available: http://www.sacog.org/2035/mtpscs/. Accessed March 25, 2014.

Sacramento Metropolitan Air Quality Management District. 2013a. *CEQA Guide to Air Quality Assessment in Sacramento County*. Adopted in 2009, updated April 2013. Available: http://www.airquality.org/ceqa/ceqaguideupdate.shtml. Accessed February 26, 2014.

SMAQMD. *See* Sacramento Metropolitan Air Quality Management District.

US Census Bureau. 2013. State and County Quick Facts: Sacramento (City) California. http://quickfacts.census.gov/qfd/states/06/0664000.html. Accessed March 19, 2013.

Chapter 5, Other CEQA Required Considerations

California Energy Commission. 2012. *Building Energy Efficiency Standards*. Available: http://www.energy.ca.gov/title24/2013standards/rulemaking/documents/2013_Building_Energy_Efficiency_Standards_FAQ.pdf. Accessed April 10, 2014.

_____. 2013. Resolution Changing Effective Date of 2013 Building Standards. Available: http://www.energy.ca.gov/title24/2013standards/documents/2013-12-11_Resolution_Changing_2013_Standards_Effective_Date.pdf. Accessed April 10, 2014.

CEC. *See* California Energy Commission.

Mintier Harnish. 2013. Draft Housing Element Community Profile Employment and Population Table Update.

Pacific Gas and Electric Company.2012. PG&E Community Usage Data for 2003-2011.

PG&E. *See* Pacific Gas and Electric Company.

SACOG. *See* Sacramento Area Council of Governments.

Sacramento Area Council of Governments. 2014. SACOG Current MTP/SCS. Available: http://www.sacog.org/2035/mtpscs/. Accessed March 25, 2014.

SMUD. See Sacramento Municipal Utility District.

Sacramento Municipal Utility District. 2013. January 4, 2013 email from Susan Oto (SMUD; Government Affairs Representative) to Helen Selph (City of Sacramento) regarding 2011 consumption.

_____. 2012. December 20, 2012 email from Marco Lemes (SMUD) to Obadiah Bartholomy (SMUD) and Helen Selph (City of Sacramento) regarding SMUD's renewable portfolio.

US Census Bureau. 2013. State and County Quick Facts: Sacramento (City) California. http://quickfacts.census.gov/qfd/states/06/0664000.html. Accessed March 19, 2013.

Chapter 6, Alternatives

California Energy Commission. 2012. *Building Energy Efficiency Standards*. Available: http://www.energy.ca.gov/title24/2013standards/rulemaking/documents/2013_Building_Energy_Efficiency_Standards_FAQ.pdf. Accessed April 10, 2014.

_____. 2013. Resolution Changing Effective Date of 2013 Building Standards. Available: http://www.energy.ca.gov/title24/2013standards/documents/2013-12-11_Resolution_Changing_2013_Standards_Effective_Date.pdf. Accessed April 10, 2014.

CEC. *See* California Energy Commission.

Mintier Harnish. 2013. Draft Housing Element Community Profile Employment and Population Table Update.

Pacific Gas and Electric Company. 2012. PG&E Community Usage Data for 2003-2011.

PG&E. *See* Pacific Gas and Electric Company.

Sacramento Area Council of Governments. 2014. SACOG Current MTP/SCS. Available: http://www.sacog.org/2035/mtpscs/. Accessed March 25, 2014.

Sacramento Municipal Utility District. 2012. December 20, 2012 email from Marco Lemes (SMUD) to Obadiah Bartholomy (SMUD) and Helen Selph (City of Sacramento) regarding SMUD's renewable portfolio.

_____. 2013. January 4, 2013 email from Susan Oto (SMUD; Government Affairs Representative) to Helen Selph (City of Sacramento) regarding 2011 consumption.

SMUD. *See* Sacramento Municipal Utility District.

US Census Bureau. 2013. State and County Quick Facts: Sacramento (City) California. http://quickfacts.census.gov/qfd/states/06/0664000.html. Accessed March 19, 2013.

8 LIST OF PREPARERS

8.1 LEAD AGENCY

City of Sacramento

Long Range Planning

Tom Pace ..... Principal Planner
Jim McDonald, AICP, CFM ..... Senior Planner
Remi Mendoza ..... Associate Planner
Helen Selph ..... Associate Planner
Teresa Haenggi ..... Associate Planner
Greg Sandlund ..... Associate Planner

Environmental Planning

Lezley Ewigleben ..... Principal Planner
Tom Buford ..... Senior Planner
Scott Johnson ..... Associate Planner

Technical Advisory Committee

Samar Hajeer ..... Senior Engineer, Public Works
Roberta Deering ..... Preservation Director, Community Development
Mary de Beauvieres ..... Principal Planner, Parks & Recreation
Robert Armijo ..... Senior Engineer, Utilities
William Wann ..... Police Sergeant, Police
King Tunson ..... Fire Program Analyst, Fire

8.2 PREPARERS OF THE ENVIRONMENTAL DOCUMENT

Ascent Environmental

Curtis E. Alling, AICP ..... Principal
Mike Parker, AICP ..... Project Manager
Erik de Kok, AICP ..... Senior Sustainability Strategist
Alta Cunningham ..... Environmental Planner
Honey Walters ..... Criteria Air Pollutants, Odors, and Greenhouse Gas Emissions
Dimitri Antoniou ..... Noise and Vibration
Jessica Babcock ..... Environmental Planner

Marianne Lowenthal..... Environmental Planner
Lisa Kashiwase.....GIS Specialist
Gayiety Lane ..... Document Production
Corey Alling.....Graphics

Mintier Harnish

Larry Mintier..... Principal
Ted Holzem ..... Senior Project Manager

Fehr & Peers

Ron Milam AICP, PTP..... Principal
David Carter. .....Transportation and Circulation

NV5

Jay Radke, P.E., LEED AP ..... Utilities

Page & Turnbull

Ruth Todd AIA, AICP, LEED AP..... Principal
Christina Dikas.....Cultural Resources