

## CHAPTER 5 PROJECT ALTERNATIVES

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### 5.1 INTRODUCTION

The purpose of the alternatives evaluation in an Environmental Impact Report (EIR), as stated in Section 15126.6(c) of the California Environmental Quality Act (CEQA) Guidelines, is to ensure that “[t]he range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects” identified under the proposed project. Pursuant to CEQA Guidelines, Section 15126.6, an analysis of alternatives to the project is presented in this Draft EIR to provide the public and decision makers with a range of possible alternatives to consider. The CEQA Guidelines state that an EIR shall describe a *reasonable* range of alternatives that would avoid or substantially lessen any significant effects of the project, but need not consider every conceivable alternative. The CEQA Guidelines further state that “the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly” (CEQA Guidelines, Section 15126.6(b)). Therefore, an EIR must describe a range of reasonable alternatives to the proposed project (or to its location) that could feasibly attain most of the basic objectives of the project. The feasibility of an alternative may be determined based on a variety of factors, including, but not limited to, site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and site accessibility and control (CEQA Guidelines, Section 15126.6(f)(1)).

Alternatives in an EIR must be potentially feasible (CEQA Guidelines, Section 15126.6(a)). Agency decision makers ultimately decide what is “actually feasible.” (*California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal. App. 4th 957, 981 (CNPS).) Under CEQA, “feasible” is defined as capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors (CEQA Guidelines, Section 15364). The concept of “feasibility” also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project. (*Sierra Club v. County of Napa* (2004) 121 Cal.App.4th 1490, 1506-1509; CNPS, *supra*, 177 Cal. App. 4th at p. 1001; *In re Bay-Delta Programmatic Environmental Impact Report Coordinated Proceedings* (2008) 43 Cal.4th 1143, 1165, 1166.) Moreover, “‘feasibility’ under CEQA encompasses ‘desirability’ to the extent that desirability is based on a reasonable balancing of the relevant economic,

environmental, social, legal, and technological factors.” (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410, 417.)

An EIR need not evaluate the environmental effects of alternatives in 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 alternatives discussion is intended to focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives as listed in Chapter 2, Project Description, and in this chapter of this Draft EIR.

The lead agency’s decision making body, in this case the Sacramento City Council, has the discretion to select a project alternative in lieu of the project. If this were to occur, the City Council would need to ensure that the level of detail included in the alternatives analysis is adequate and that there would not be any new or significant impacts as a result of selecting the alternative. The required Findings of Fact and Mitigation Monitoring Plan (MMP) would need to be prepared that identifies the alternative as the project selected for approval. Here, because there are no significant and unavoidable environmental impacts, a Statement of Overriding Considerations need not be prepared. It is anticipated that if one of the project alternatives is selected, the mitigation measures identified for the project would not change and would still be required and, depending on the alternative selected, may require additional mitigation measures where impacts are more severe than the project.

This chapter identifies the proposed project objectives, describes the project alternatives, and evaluates the comparative effects of the alternatives relative to the proposed project. As required under Section 15126.6(e) of the CEQA Guidelines, the environmentally superior alternative is identified and included at the end of this chapter.

### **Project Objectives**

Pursuant to CEQA Guidelines, Section 15124(b), a clear statement of project objectives is required. The project includes the following project objectives.

- Create a residential community that incorporates the design qualities and character of the surrounding East Sacramento and McKinley Park neighborhoods.
- Further the implementation of SACOG’s Sustainable Communities Strategy.
- Place residential uses near existing jobs and services to reduce vehicle miles traveled.
- Provide a range of single family home and lot types.

- Make efficient use of an opportunity for infill development, with a density between those of the nearby McKinley Park and Midtown neighborhoods.
- Utilize sustainable design and Low Impact Development (LID).
- Create a pedestrian-friendly development that promotes bicycle use and provides bicycle and pedestrian access to downtown and other surrounding neighborhoods.
- Incorporate parks and open space into the project design in a manner that provides community connectivity and is aesthetically pleasing.
- Provide adequate access points for vehicular traffic.

### **Alternatives Considered but Dismissed from Further Consideration**

As noted previously, the purpose of an alternatives analysis is to develop alternatives to the proposed project that substantially lessen at least one of the significant environmental effects identified as a result of the project, while still meeting most, if not all, of the basic project objectives. Here, the project does not result in any significant and unavoidable impacts, but does result in impacts that, in the absence of mitigation, would be significant. Project alternatives that would reduce the size of development on the site or change the mix of uses that would lessen the severity of some of the impacts identified under the project are addressed later in this chapter.

As discussed in *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553 (*Goleta I*), where a project is consistent with an approved general plan, no off-site alternative need be analyzed in the EIR. The EIR “is not ordinarily an occasion for the reconsideration or overhaul of fundamental land-use policy.” (*Goleta II, supra*, 52 Cal.3d at p. 573.) In approving a general plan, the local agency has already identified and analyzed suitable alternative sites for particular types of development and has selected a feasible land use plan. “Informed and enlightened regional planning does not demand a project EIR dedicated to defining alternative sites without regard to feasibility. Such ad hoc reconsideration of basic planning policy is not only unnecessary, but would be in contravention of the legislative goal of long-term, comprehensive planning.” (*Goleta II, supra*, 52 Cal.3d at pp. 572-573.) The project is designated Planned Development consistent with the City’s General Plan goals and policies, including policies promoting infill development (e.g. LU Policy 1.1.1, 1.1.4, 1.1.5, 2.1.5), diverse compact energy efficient residential development (e.g. LU Goal 2.6, LU Policy 2.6.1, 2.6.3, 4.1.10, 4.5.1, and 4.5.2), well-connected neighborhoods (e.g. Goal LU 2.5 and Policies LU 2.5.1 and 2.5.2), and smart growth and sustainable development concepts (e.g. Goal LU 4.5 and Policies LU 4.5.1 through LU 4.5.6). The EIR need not analyze an offsite alternative.

## 5.2 ALTERNATIVES CONSIDERED IN THIS EIR

This section provides a description of the alternatives to the proposed project analyzed in this Draft EIR and evaluates how specific impacts differ in severity from those associated with the project. For purposes of this analysis, the potentially significant impacts identified under the alternatives analysis are assumed to be fully mitigated through compliance with mitigation measures identified in Sections 4.1 through 4.10 included in Chapter 4, which contains the environmental analysis of the proposed project.

The project alternatives identified herein address the significant impacts (before mitigation) identified for the project including traffic and air emissions associated with project construction. Thus, the alternatives developed for the project contemplate a less dense project with fewer units to address these impacts as well as a higher density alternative that can support a mixed use component. In many instances, the impacts are virtually identical to the proposed project and are described as such.

This Draft EIR has incorporated a reasonable range of project alternatives that, collectively, attain a majority of the project objectives in a reasonable manner while reducing the severity of the significant impacts (before mitigation) identified under the proposed project.

The alternatives to the proposed project analyzed in this Draft EIR are:

- Alternative 1:** No Project/No Development
- Alternative 2:** No Project/Existing Zoning
- Alternative 3:** Lower Density
- Alternative 4:** Higher Density/Mixed Use.

Under the provisions of SB 375, an EIR prepared for a residential or mixed-use residential project that is consistent with the general land use designation, density, building intensity, and applicable policies specified for the project area in the Sustainable Communities Strategy (SCS) prepared by the Sacramento Area Council of Governments (SACOG) is not required to reference, describe, or discuss a reduced residential density alternative to address the effects of car and light-duty truck trips generated by the project as part of its alternatives analysis (Pub. Res. Code, § 21159.28, subd. (b)). SACOG has provided a letter stating that the project is consistent with the assumptions for this site contained in the MTP/SCS (see Appendix N). The primary benefit of the Lower Density Alternative is a reduction in traffic, with the corresponding reduction in mobile-source air quality emissions and transportation noise sources. However, while not legally required, for the purposes of this EIR and full public disclosure the City has included an evaluation of a Lower Density Alternative that addresses the effects of automobile and light duty truck trips generated by the project.

## **Alternative 1: No Project/No Development Alternative**

### ***Description***

The No Project/No Development Alternative considers the effects of forgoing the project entirely, and leaving the project site in its current, vacant condition. The No Project/No Development Alternative thus allows decision-makers to compare the impacts of the proposed project to retaining the existing condition of the site. The No Project/No Development Alternative describes the environmental conditions that exist at the time that the environmental analysis commenced (CEQA Guidelines, Section 15126.6 (e)(2)).

### ***Comparative Analysis of Environmental Effects***

The No Project/No Development Alternative would produce no changes on the project site, because the site would remain in its current condition, effectively eliminating those project impacts discussed in this Draft EIR. There would be no air emissions associated with project construction and operation or cumulative contribution to global climate change. There would be no change in the visual environment and there would be no increase in the number of vehicles accessing the site and on area roadways and intersections, or increase in demand for public services or utilities. There would be no operational impacts on the surrounding roadway network, or associated changes in ambient noise levels.

### ***Relationship to Proposed Project Objectives***

The No Project/No Development Alternative would not achieve any of the project objectives.

## **Alternative 2: No Project/Existing Zoning Alternative**

### ***Description***

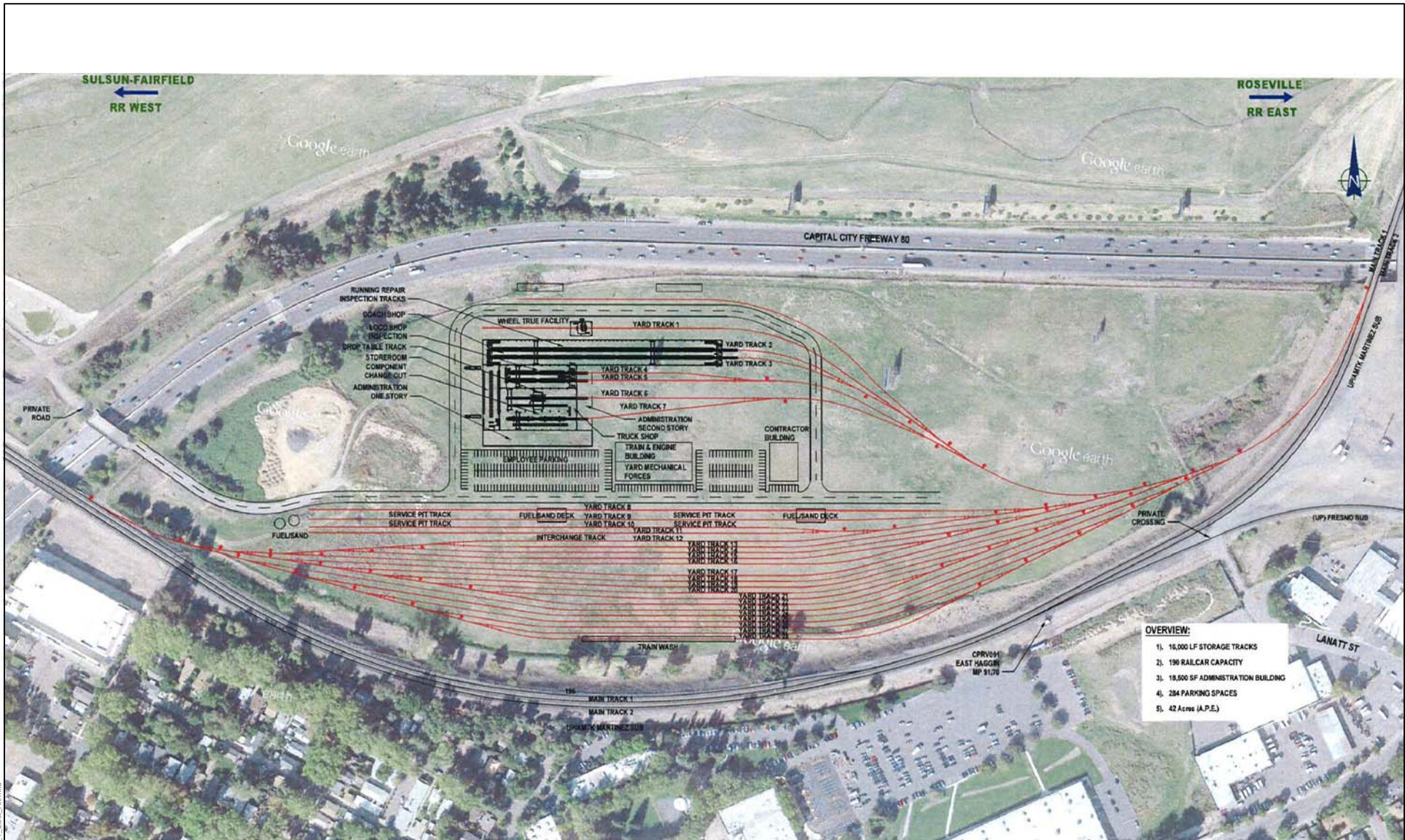
CEQA requires the evaluation of the comparative impacts of the “No Project” alternative (CEQA Guidelines, Section 15126.6(e)(1)). The No Project Alternative “shall discuss the existing conditions at the time the [NOP] is published, or if no notice of preparation is published, at the time environmental analysis is commenced, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services” (CEQA Guidelines, Section 15126.6(e)(2)). “The purpose of describing and analyzing a no project alternative is to allow decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project” (CEQA Guidelines, Section 15126.6(e)(1)).

For this EIR, the No Project/Existing Zoning Alternative assumes that the 48.75-acre project site would ultimately be developed consistent with currently allowable land uses and zoning. The

project site is designated in the City's General Plan for Planned Development and zoned Heavy Industrial M-2. To assess potential development of this site consistent with the underlying zoning it is assumed the site would be developed with a rail maintenance yard that would service passenger train locomotives and passenger cars (coaches). It is assumed the facility would be designed to accommodate up to 150 coaches and 35 locomotives for repair, maintenance, cleaning and service. In addition, passenger trains laying overnight in Sacramento would be brought to the site for cleaning and service and would return to the Sacramento station in the morning. A total of up to 280 employees would work at this facility in two shifts: 7 a.m. to 3:00 p.m. and 3:00 p.m. to 11:00 p.m. An 18,500 square foot (sf) Administration Building, a 135,000 sf main shop facility, and other smaller buildings would be constructed along with 28 tracks and parking for up to 284 vehicles (see Figure 5-1). It is anticipated the site would still require two ingress and egress points; therefore the A Street Bridge and the construction of an underpass under the Union Pacific Railroad (UPRR) tracks is assumed. To facilitate moving trains to the site, ramps would be constructed from the existing UPRR tracks along the elevated berm to the site. This would require substantial earth moving to construct the ramps. Trains idling at the site would plug into an onsite auxiliary power source to minimize diesel emissions. This alternative would require construction of a detention basin (similar to the proposed project).

### ***Comparative Analysis of Environmental Effects***

This alternative would develop the site for industrial use, resulting in potentially significant impacts similar to the proposed project. The footprint of the rail maintenance yard would be slightly smaller than the proposed project, with some areas on the northeastern and western edges of the site remaining undeveloped. The land use, however, would be different (industrial versus residential) resulting in different operational characteristics. Specifically, the overall population density would be less, reducing traffic and traffic-related off-site effects, but industrial activities would take place on the project site, creating potential impacts to adjacent existing land uses associated with equipment being transported in and out of the site and other types of related activities. The potential impacts are compared below.



**OVERVIEW:**

- 1). 16,000 LF STORAGE TRACKS
- 2). 190 RAILCAR CAPACITY
- 3). 18,500 SF ADMINISTRATION BUILDING
- 4). 284 PARKING SPACES
- 5). 42 Acres (A.P.E.)

NOT TO SCALE

SOURCE: Caltrans 2013

7828

MCKINLEY VILLAGE PROJECT EIR

**FIGURE 5-1**  
**No Project/Existing Zoning**

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***Impacts Identified as Being the Same or Similar to the Proposed Project***

Under this alternative, construction-related (short-term) air emissions would result in a potentially significant impact to air quality (see Table 5-2). Although the construction phase would be shorter, the highest daily NO<sub>x</sub> emissions for this alternative would be similar to the proposed project (Impact 4.1-1) and would exceed the construction impact threshold of 85 pounds per day (see Appendix B for daily construction emissions by phase). Mitigation would be required, and would reduce the impact to less than significant. Operationally, the amount of emissions, including greenhouse gas (GHG), would decrease (see Table 5-3). Although a new source of emissions from the locomotive traffic and maintenance activities would be created, locomotives would rely upon electricity while in the maintenance yard. Emissions from automobiles and area sources (residential units) would decrease. Potential increases in toxic air contaminants related to diesel engines are discussed below. Therefore, while the overall level of air emissions decreases, the nature of those emissions (in this case, diesel particulate matter) raises potential concerns, discussed below.

Biological impacts would be similar to the proposed project. The development of the land would affect foraging habitat for special-status bird species and VELB. Mitigation would be required, the same as the project. Mitigation would also be required for potential impacts to unknown cultural resources, the same as the project.

Construction noise impacts would be similar to the proposed project. Construction activities would create a source of noise and vibration. On-site noise generation would increase compared to the proposed project, due to the train maintenance activities. Noise associated with this alternative would occur between 7 a.m. and 11 p.m., which may be disruptive to residences to the south and east. The existing elevated railroad berm provides a natural sound barrier; but to what extent it would block all noise is not known. Additional train trips to and from the maintenance yard would create additional noise and vibration. However, due to the location in which the trains would enter the facility, relative to existing residential uses to the south, southwest and west the barrier provided by the elevated railroad tracks, and the distance to the nearest off-site receptors, these increases in noise, while greater than the proposed project, are not expected to be significant. Off-site automobile noise would be reduced compared to the proposed project. As noted below, on-site noise impacts would be reduced, compared to the proposed project, due to the lack of new residential land uses.

The demand upon utilities (water, wastewater) would be similar to the proposed project. While there would be no residences and the overall developed area would be smaller, industrial uses can have a high water demand factor; although wastewater flows would be reduced (see Tables 5-4 and 5-5, respectively). Water demand would be 125 AFY, compared to 106.05 AFY for the proposed project. Wastewater flow, however, is reduced to 12,280 gpd, compared to 133,600

for the proposed project (as most of the water in the maintenance and cleaning operation would not enter the sewer system). Run-off from operations would, however, likely require some form of on-site treatment (filtration) before entering the stormwater system (or potentially be filtered and recycled on-site). Solid waste generation would be lower compared to the proposed project, generating 393 tons per year, compared to 586 for the proposed project (see Table 5-6), with 62% of that waste diverted and the remaining 38% sent to landfills. The demand upon the electrical infrastructure would be similar. While the residential units, a major source of energy demand, would not be constructed, the maintenance operation, including the cold-ironing of locomotives, would create additional demand. Overall, public utility impacts would be less than significant, as with the proposed project.

Demand for police and fire protection would be similar under this alternative. The need for police service is based on population. The 280 employees, present on the site only part time, represent a lower demand factor than the estimated 656 residents under the proposed project. The overall demand for fire protection would be similar to the proposed project. Medical calls account for the majority of all fire response calls. While medical calls would be reduced, due to the lower number of people, fire and hazardous material calls may increase due to the industrial nature of the use. The response time, based on the proximity to Station 4, would remain the same. This alternative would not generate students or demand for parks, due to the lack of residential units. Overall, public service demands would be less than significant, the same as with the proposed project.

Under this alternative, the number of automobile trips would be reduced to 857 daily trips (including employee trips and service/delivery trips), as shown in Table 5-1. The number of AM and PM peak hour trips is also less than under the proposed project. This would result in a reduced impact to offsite intersections and roadway segments. However, it is anticipated impacts to intersections would be similar (given that some intersections affected under the proposed project are already operating at an unacceptable level of service). The impacts would be less than significant with mitigation, the same as under the proposed project. Bicycle and pedestrian circulation would be more restricted under this alternative (due to the lack of a separate bicycle/pedestrian connection), but the impact is not anticipated to be significant (because the demand for pedestrian/bicycle circulation would be less for an industrial use as compared to the proposed project).

Visually, the site would be converted from vacant/open space to an industrial use. This would primarily affect people travelling on eastbound Capital City Freeway. Per the City's General Plan Policy 2.7.5, landscaping and/or architectural treatments would be required on the freeway-facing side of the project. However, the industrial nature of the project and the lack of interior landscaping may be considered as more aesthetically adverse than the proposed project. With

exterior landscaping, the overall visual impact would be less than significant. The effects of project lighting may be greater, as discussed below.

***Impacts Identified as Being Less Severe than the Proposed Project***

Several on-site impacts related to noise would be reduced under this alternative. As this alternative does not include new residential land uses on the project site, impacts related to exposure of new residences to transportation noise sources (freeway and rail) would be avoided.

***Impacts Identified as Being More Severe than the Proposed Project***

Project activities could expose existing residential receptors to an increase in toxic air contaminants (TACs). This impact, which was not significant under the proposed project, is potentially significant (pending additional study) and is assumed to require additional mitigation.

While the overall reduction in permeable surface would reduce stormwater runoff, as compared to the proposed project, the maintenance yard would create a potential source of stormwater pollutants if run-off is not properly addressed (mitigated). Similar to the proposed project, a detention basin would be constructed.

Impacts related to existing hazards and hazardous materials (including the potential for exposure to previously unidentified contamination during construction and operation) would be similar to the proposed project. However, the potential for accidental spills due to routine use of hazardous materials would be greater under this alternative because the potential for more chemical and hazardous materials to be present would be far greater under this alternative. Overall, the impacts related to hazardous materials would be greater under this alternative.

Cumulative noise impacts to off-site receptors are potentially significant under this alternative. While the direct noise effects of operations are not likely to result in a significant noise impact to existing residences, the increase in train traffic, combined with anticipated future freight and Amtrak traffic on the rail mainline (see discussion under Impact 4.6-6) may result in a significant increase in ambient noise levels.

The alternative includes night-time activity that may require additional lighting. Although the overall level of lighting from housing units and street lights may be less, the rail yard may require areas of intense lighting that may cause glare effects either to the adjacent freeway or adjacent land uses. However, the existing UPRR berm would block light from directly affecting uses to the south and east of the site. It is anticipated that mitigation measures (shielding and orientation) would reduce this impact to less than significant.

The presence of industrial activities, with associated air, noise, and hazardous material effects, would also create the potential for land use conflicts/consistency.

### ***Relationship to Project Objectives***

If the proposed project was not approved and development was to occur consistent with the underlying zoning, the proposed project under the No Project/Existing Zoning Alternative would not meet the project objectives. Under this alternative, industrial uses, rather than residential, would be developed. Although the No Project/Existing Zoning Alternative would develop new industrial uses within an infill area, it would not place residential uses near existing jobs and services to reduce vehicle miles traveled. It would not further the implementation of SACOG's Sustainable Communities Strategy. The development would not be consistent in design with the neighboring residential areas of McKinley Park and East Sacramento, and would not create a pedestrian-friendly development, develop bicycle access to downtown, or incorporate parks and open space into the project design.

**Table 5-1  
Trip Generation Comparison – Project Alternatives**

Land Use	Description	Trips		
		Daily	AM Peak Hour	PM Peak Hour
Proposed Project	328 Residential Units	3,507	266	341
Alternative 1: No Project/No Development Alternative	Site remains undeveloped	-	-	-
Alternative 2: No Project/Existing Zoning Alternative	Train Maintenance Yard -280 employees <sup>2</sup>	857	146	139
Alternative 3: Lower Density Alternative	226 Residential Units (+26 granny flats)	2,423	186	239
Alternative 4: Higher Density/Mixed Use Alternative	550 Residential Units; 20,000 sf commercial (+70 granny flats)	6,366	453	606

**Source:** Fehr & Peers, 2013.

**Note:**

<sup>1</sup> Trips calculated using rates published in Trip Generation Manual 9<sup>th</sup> Edition (ITE, 2012).

<sup>2</sup> Trips include employees and service/delivery trips.

**Table 5-2  
Annual Construction NO<sub>x</sub> Emission Comparison – Project Alternatives**

Alternative	Unmitigated Emissions (tons/year)	Mitigated Emissions (tons/year)
Proposed Project	31.32	25.18
Alternative 2	10.78	8.93
Alternative 3	24.71	19.87
Alternative 4	44.67	35.93

**Source:** Dudek 2013

**Table 5-3  
Operational ROG and NO<sub>x</sub> Emission Comparison – Project Alternatives**

Emission Source	Proposed Project (pounds/day)		Alternative 2 (pounds/day)		Alternative 3 (pounds/day)		Alternative 4 (pounds/day)	
	ROG	NO <sub>x</sub>	ROG	NO <sub>x</sub>	ROG	NO <sub>x</sub>	ROG	NO <sub>x</sub>
Area (excluding Consumer products)	10.99	0.36	1.41	Negligible	8.14	0.24	15.53	0.69
Area – Consumer Products	13.03	0	3.82	0	8.93	0	21.79	0
Energy	Unmitigated: 0.31 Mitigated: 0.23	Unmitigated: 2.66 Mitigated: 1.96	0.20	1.78	Unmitigated: 0.21 Mitigated: 0.13	Unmitigated: 1.83 Mitigated: 1.12	Unmitigated: 0.53 Mitigated: 0.32	Unmitigated: 4.50 Mitigated: 2.75
Mobile	Unmitigated: 39.46 Mitigated: 37.21	Unmitigated: 37.69 Mitigated: 35.62	12.49	11.96	Unmitigated: 26.71 Mitigated: 25.19	Unmitigated: 25.50 Mitigated: 24.10	Unmitigated: 71.47 Mitigated: 67.37	Unmitigated: 68.38 Mitigated: 64.61
<b>Total</b>	<b>Unmitigated: 63.79 Mitigated: 61.42</b>	<b>Unmitigated: 40.71 Mitigated: 37.61</b>	<b>17.92</b>	<b>13.74</b>	<b>Unmitigated: 43.99 Mitigated: 42.39</b>	<b>Unmitigated: 27.57 Mitigated: 25.46</b>	<b>Unmitigated: 109.32 Mitigated: 105.01</b>	<b>Unmitigated: 73.67 Mitigated: 68.05</b>

**Note:** Values represent winter emissions only, as winter emissions are slightly higher than summer emissions.

**Table 5-4  
Water Demand Comparison – Project Alternatives**

Proposed Use	Demand Factor (AFY)	Acres	Demand (AFY)	Acres	Demand (AFY)	Acres	Demand (AFY)	Acres	Demand (AFY)
		<i>Proposed Project</i>		<i>Alternative 2</i>		<i>Alternative 3</i>		<i>Alternative 4</i>	
Residential	3.05	30.1	91.8	0	0	32.3	98.5	30.6	93.3
Parks and Recreation	3.89	3.4	13.2	0	0	2	7.78	3.2	12.5
Commercial	2.78	0	0	0	0	0	0	1.0	2.78
Industrial	3.70	0	0	33.5	123.9	0	0	0	0
Public streets	.09	11.7	1.05	3.8	0.34	11.9	1.1	11.4	1.02
<b>Total</b>			<b>106.05</b>		<b>124</b>		<b>107.4</b>		<b>109.6</b>

**Source:** City of Sacramento 2006; City of Sacramento 2010.

**Note:** Alternative 1, No Development, would not generate water demand

**Table 5-5  
Wastewater Generation – Project Alternatives**

Proposed Use	ESD Equivalent Factor (1 ESD = 400 gpd) <sup>1</sup>	Units	Average Waste-water (gpd)	Units	Average Waste-water (gpd)	Units	Average Waste-water (gpd)	Units	Average Waste-water (gpd)
		<i>Proposed Project</i>		<i>Alternative 2</i>		<i>Alternative 3</i>		<i>Alternative 4</i>	
Single-Family Res.	1.0 ESD	328	131,200	0	0	226	90,400	550	220,000
Rec. Center	6.0 ESD/acre	1.0 acre	2,400	0	0	1.0 acre	2,400	1.0 acre	2,400
Commercial and Industrial	0.2 ESD/1000 sf	0	0	153,500 sf building area <sup>2</sup>	12,280	0	0	20,000 sf	1,600
<b>Total</b>			<b>133,600</b>		<b>12,280</b>		<b>92,800</b>		<b>224,000</b>

**Source:** <sup>1</sup>Gulseth, pers. comm. 2013; City of Sacramento 2010.

**Note:** <sup>2</sup> Process water, while not necessarily entering sanitary sewer, would require filtration before entering storm water system and/or recycled for on-site use.

1.0 acre was assumed for the recreation center which represents a conservative estimate.

Peak factor is 3.3 times average wastewater

Alternative 1, No Development, would not generate wastewater flows.

**Table 5-6  
Solid Waste Generation – Project Alternatives**

Proposed Use	Generation Rate	Units	Waste (tons/year)	Units	Waste (tons/year)	Units	Waste (tons/year)	Units	Waste (tons/year)
		<i>Proposed Project</i>		<i>Alternative 2</i>		<i>Alternative 3</i>		<i>Alternative 4</i>	
Single-Family Residential	1.1 tons/unit/year	328	361	0	0	226	249	550	605
Recreation Center	3.12 lb/100 sf/day	1.0 acre	225	0	0	1.0 acre	225	1.0 acre	225
Commercial, Industrial	10.8 lbs/Employee/day			280 emp.	393 <sup>1</sup>	0	0	30 emp.	59
<b>Total</b>			<b>586</b>		<b>393</b>		<b>474</b>		<b>889</b>

**Source:** City of Sacramento 2009b; City of Sacramento 2010; CalRecycle 2013.

**Notes:** <sup>1</sup> Standard generation rate may underestimate waste generated from servicing of coaches

1.0 acre was assumed for the recreation center which represents a conservative estimate.

For the industrial uses, 260 working days per year are assumed, for retail uses, 365 days per year are assumed.

lb = pound, sf = square feet, 1 ton = 2000 lb

Alternative 1, No Development, would not generate solid waste.

### **Alternative 3: Lower Density Alternative**

#### ***Description***

This alternative assumes the project would be developed on the same site and would follow the same site plan and layout as the proposed project and generally include the same uses, with the exception of the recreation center and the two small parks (see Figure 5-2). Under this alternative, the number of units would be reduced to 226 units with an average density of 7 dwelling units/acre (du/ac). Granny flats (second units) would be an option for some of the home designs. A total of 26 granny flat units are assumed under this alternative for the purposes of analyzing traffic impacts. The reduction in residential units would require an amendment to the City's General Plan to designate the site for Traditional Neighborhood Low Density, which permits densities less than 8 du/ac. It is assumed generally the same approvals requested for the project would still be requested under this alternative including a rezone and a Planned Unit Development (PUD) overlay to provide flexibility in project design.

Similar to the proposed project there would be a 2-acre park in the center of the site, but it would not include a recreation center because there would be too few units to support this type of a use. Residential lots would be increased to an average of 6,200 sf. It is assumed there would be a sound wall adjacent to the freeway and vehicle access would be provided via the A Street Bridge and an underpass under the UPRR tracks, the same as the project. However, under this alternative due to the decrease in density the residences adjacent to the UPRR tracks would not provide a continuous wall that would act as a sound barrier, as included under the project. There would be no bicycle/pedestrian access connecting to Alhambra Boulevard under this alternative, which differs from the project's bicycle/pedestrian access (if approved by UPRR). This alternative would include landscaping throughout the site, the same as the proposed project. It is assumed project construction would take approximately 4 years to complete. Site clearing and grading activities would be the same as the project.

Under this alternative there would be a total of approximately 452 new residents. It is assumed the types of homes would be similar to the Park Homes and Cottage Greens in the proposed project, but with a larger range of square footage available. Some single-story units may also be constructed.

A detention basin would be required in the southwestern portion of the site, similar to the proposed project. However, the basin would be slightly smaller under this alternative.





**Land Use Summary**

Land Use District	Acres (G)	Acres (N)*	Units**	Density (du/ac)
Traditional Neighborhood Low Density Residential	40.4	32.3	226	7.0
Parks	2.0	2.0	-	-
Open Space	2.6	2.6	-	-
Public Rights-of-Way	3.8	11.9	-	-
<b>TOTAL</b>	<b>48.8</b>	<b>48.8</b>	<b>226</b>	<b>7.0</b>

\*Net acreage assumes 20% for internal roadways.

\*\*Unit Calculation & Assumptions  
 40.4 acres of TNLDR  
 - 20% for internal roadways  
 32.3 acres of Developable Area  
 x 7 dwelling units per acre  
 226 units

SOURCE: Wood Rogers 2013

**FIGURE 5-2**  
**Alternative 3 - Lower Density**

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### ***Comparative Analysis of Environmental Effects***

Impacts under the Lower Density Alternative would be similar to those of the proposed project, although overall operational effects would likely be lower due to the decrease in total number of units. This alternative would have 102 fewer residential units, and approximately 204 fewer residents (assuming 2.0 residents per unit), although the footprint of the project (site area) would be the same. As shown in Table 5-1, the number of average daily project vehicle trips would be reduced under this alternative from 3,507 to 2,423.

### ***Impacts Identified as Being the Same or Similar to the Proposed Project***

Construction-related (short-term) air quality emissions (Impact 4.1-1) would be less than the proposed project (see Table 5-2). However, the highest daily NO<sub>x</sub> emissions for this alternative during project construction would be similar to the proposed project and would exceed the construction impact threshold of 85 pounds per day (see Appendix B for daily construction emissions by phase). The same as the project, payment of a fee to offset the increase in emissions would be required as mitigation, and would reduce the impact to less than significant. Operational air quality emissions, including GHG, would be reduced, due primarily to the reduced vehicle trips. As with the proposed project, operational air quality impacts would be less than significant for this alternative.

As the development footprint of this alternative, compared to the proposed project, would be substantially the same, biological and cultural resources impacts would be the same or similar. Mitigation measures would still be required to reduce potentially significant impacts related to loss of foraging habitat, VELB, and potential undiscovered archaeological resources.

Potentially significant impacts related to hazards and hazardous materials would be similar for the construction phase (as the footprint would be the same). Impacts related to exposure of new receptors to potential hazards would be slightly reduced, due to the smaller population. However, this would still be a potentially significant impact requiring mitigation as per the proposed project.

Hydrological impacts would be similar to the proposed project. This alternative does not include plans for a bicycle/pedestrian undercrossing (Impact 4.5-5), but would still require a vehicle underpass under the UPRR tracks (and therefore an opening in the UPRR berm). However, impacts to hydrology, water quality and flooding would be the same as the project, less than significant.

Public services and utilities impacts would be similar to the proposed project, although slightly less, due to the reduced density. Water demand would be 104.91 AFY compared to 106.05 for the proposed project (see Table 5-4). Wastewater flow would be 92,800 gpd, compared to

133,600 for the proposed project (see Table 5-5). Solid waste generation would be lower than the proposed project, at 474 tons/year compared to 586 tons/year (see Table 5-6), with a diversion rate of 62% (to recycling and composting rather than landfills). Energy demands would be slightly reduced to the lower number of housing units. Overall, public utilities impacts would be less than significant.

The demand for police service would be slightly reduced, due to the lower population, but would still potentially require one additional sworn officer to meet the Sacramento Police Department's staffing goal (see Chapter 4.7). The effects of this alternative upon fire protection would be similar, as the response time would be the same as the proposed project. The number of potential students generated under this alternative ranges from 158 to 171, slightly less than the proposed project (see Table 4.7-4 for student generation rates). The demands of this alternative upon park facilities would be reduced, due to the lower number of residential units. However, this alternative would also provide less park acreage, compared to the proposed project. Overall, the public services impacts would be less than significant.

Traffic impacts would be reduced compared to the proposed project, due the lower number of residential units; however, for both the project and the Lower Density Alternative the impact is less than significant with mitigation. See Table 5-1 for a comparison of potential vehicle trips. The total number of vehicle trips would be reduced to 2,423 trips compared to the project. The AM and PM peak hour trips would also be reduced compared to the project (AM peak hour traffic would be reduced to 186, while PM peak hour traffic would be reduced to 239, as compared to 226 and 341, respectively, under the proposed project). It is anticipated that the impacts would be similar to the proposed project (less than significant with mitigation) given the presence of intersections that currently operate at an unacceptable level of service in the existing and future condition. Bicycle and pedestrian circulation would be more restricted under this alternative (due to the lack of a separate bicycle/pedestrian connection), but the impact is not anticipated to be significant.

Urban design/visual resources impacts would be same as the proposed project because the site would be developed with urban uses, the same as the project.

### ***Impacts Identified as Being Less Severe than the Proposed Project***

There are no potentially significant impacts that would be avoided under this alternative, as compared to the proposed project. As described above, there are impacts that would be lessened, but there are no potentially significant impacts that would be reduced to the point where mitigation would no longer be necessary.

***Impacts Identified as Being More Severe than the Proposed Project***

Exposure of new residents to noise may increase under this alternative, as the density and design of the residential units would not provide the same barrier for the interior units (as compared to the proposed project). It is assumed that additional mitigation would be needed and would substantially reduce this impact. (Note that off-site noise may be reduced by the reduction in traffic under this alternative). In addition, there are less regional benefits to decreased density.

***Relationship to Project Objectives***

This alternative would fulfill a number of the project objectives, but would reduce the range of single family homes and lot types and would not necessarily further the implementation of SACOG's Sustainable Communities Strategy. By reducing the density this alternative would not maximize the opportunity for infill development, and potential reduction of VMT by locating new residential development near existing jobs. However, for an infill location the density of this alternative may not fully implement the City's General Plan, which identifies the site as an opportunity area for future infill, reuse, or redevelopment. The "Neighborhood" opportunity area (per the General Plan land use map) is planned for a variety of housing types and complementary community supportive uses. This alternative would have relatively uniform housing types, and at a density similar to McKinley Park, but substantially lower than Midtown. Recreational amenities would be slightly reduced in this alternative, due to the lower number of residential units. The lack of a pedestrian/bicycle connection would reduce the connectivity of this project (and would not meet that project objective).

**Alternative 4: Higher Density/Mixed Use Alternative**

This alternative assumes the project would follow the same site plan and layout as the proposed project and generally include the same uses as the proposed project. Under this alternative, the number of units would increase to 550 units with an average density of 18 du/ac, which is permitted under the Traditional Neighborhood Medium Density (8–21 du/ac) land use designation. Granny flats (second units) would be an option for some of the home designs. A total of 70 granny flat units are assumed under this alternative for the purposes of transportation impacts. It is assumed generally the same approvals requested for the project would still be requested under this alternative including a rezone and a Planned Unit Development (PUD) overlay to provide flexibility in project design.

Similar to the proposed project, there would be a 2-acre park in the center of the site, composed of a park and a recreational center (approximately 1 acre each), and two other small onsite parks, totaling 1.2 acres. This alternative would include approximately 20,000 sf of commercial uses (located on approximately 1 acre) (see Figure 5-3).

It is assumed there would be a sound wall adjacent to the freeway and vehicle access would be provided via the A Street Bridge and an underpass under the UPRR tracks, the same as the project. Under this alternative, residences adjacent to the UPRR tracks would be designed, similar to the proposed project, to provide a continuous wall that would act as a sound barrier. There would be bicycle/pedestrian access connecting to Alhambra Boulevard under this alternative, the same as the proposed project, if approved by UPRR. Landscaping would be provided throughout the site. Project construction would take approximately 4 years to complete. Site clearing and grading activities would be the same as the proposed project.

Under this alternative there would be a total of approximately 1,100 new residents. Residential units would include either single family lots averaging 2,400 sf (similar to the Courtyard units in the proposed project) or a mix of multifamily and single family units of various lot types and sizes.

A detention basin would be required in the southwestern portion of the site, similar to the proposed project. However, the basin may be slightly larger under this alternative, due to the increase in density.

### ***Comparative Analysis of Environmental Effects***

Impacts under the Higher Density/Mixed-Use Alternative would be similar, and in some cases greater, as compared to those of the proposed project. This alternative would have 222 more residential units, and approximately 444 more residents (assuming 2.0 residents per unit), although the footprint of the project (site area) would be the same. As shown in Table 5-1, the number of average daily project vehicle trips would be increased under this alternative from 3,507 to 6,366. The AM and PM peak hour trips would increase compared to the project (AM peak hour traffic would increase to 453, while PM peak hour traffic would increase to 606, as compared to 226 and 341, respectively, under the proposed project. Increased density may increase the potential for transit use and reduce regional VMT (by placing more residents close to job centers), but may also increase local congestion. The addition of commercial and/or retail uses may also encourage more vehicle trips driving through the project site.

Greater population density would increase the demand on public utilities and services. "Footprint" impacts such as biological and cultural resource impacts would be similar to the proposed project.



**Land Use Summary**

Land Use District	Acres (G)	Acres (N)**	Units***	Density (du/ac)
Traditional Neighborhood Medium Density Residential	38.2	30.6	550	18.0
Commercial*	1.0	1.0	-	-
Parks	3.2	3.2	-	-
Open Space	2.6	2.6	-	-
Public Rights-of-Way	3.8	11.4	-	-
<b>TOTAL</b>	<b>48.8</b>	<b>48.8</b>	<b>550</b>	<b>18.0</b>

\*Commercial acreage is located within the traditional medium density residential area.  
 \*\*Net acreage assumes 20% for internal roadways.  
 \*\*\*Unit Calculation & Assumptions  
 - 38.2 acres of TNMDR  
 - 20% for internal roadways  
 - 30.6 acres of Developable Area  
 x 18 dwelling units per acre  
 = 550 units

SOURCE: Wood Rogers 2013

**FIGURE 5-3  
Alternative 4 - Higher Density/Mixed Use**

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***Impacts Identified as Being the Same or Similar to the Proposed Project***

As the development footprint of this alternative, compared to the proposed project, would be substantially the same, biological and cultural resources impacts would be the same or similar. Mitigation measures would be required to reduce potentially significant impacts related to foraging habitat, VELB, and potential undiscovered archaeological resources.

Potentially significant impacts related to hazards and hazardous materials would be similar for the construction phase (as the footprint would be the same). Impacts related to exposure of new receptors to potential hazards would be slightly increased, due to the greater population. Overall, hazard impacts would be similar to the proposed project and as would mitigation (as described for the project (Measures 4.4-1 and 4.4-2).

Hydrological impacts would be similar to the proposed project. Due to the increased density, the impermeable area may increase slightly. However, this would not substantially change the significance of storm water runoff impacts. Impacts would remain less than significant, the same as the project.

Public services and utilities impacts would be similar to the proposed project, although overall service demand would be higher due to the increased density. Water demand would be 112.65 AFY compared to 106.5 SFY for the proposed project (see Table 5-4). Wastewater flows would be 224,000 gpd compared to 133,600 gpd for the proposed project (see Table 5-5). Solid waste generation would be higher, at 889 tons/year, compared to 586 tons/year for the proposed project (see Table 5-6). Note that due to the number of residential units (greater than 500) a Water Supply Assessment would need to be prepared for this alternative. Energy demand would increase under this alternative, but not to the point that significant new facilities would be required to serve the project site. Overall, public utilities impacts would be less than significant.

Demand for police and fire protection services would be slightly more than the proposed project. Police protection may require 2 additional sworn officers, based on the SPD's unofficial goal of 2 sworn officers per 1,000 population. However, this would not result in a significant impact as adequate space is available in the Richards Boulevard Police Facility. Under this alternative, the project site would meet the necessary response times for fire protection, and no new facilities would be required, although calls for medical response may increase due to the greater population. The number of potential students generated under this alternative ranges from 385 to 435, higher than the proposed project (see Table 4.7-4 in Section 4.7, Public Services and Recreation for student generation rates). While the payment of school facilities fees would mitigate this impact, the increased number of students may require some students to travel farther to schools with capacity. This is most likely if the property remains in the Twin Rivers Unified School District as schools in that district have less capacity than schools in the

Sacramento City Unified School District. The demand for parks, which is based on population, would increase. While the overall demand for public services might be slightly higher, the ability of the project to finance such services through development fees and property tax revenues would correspondingly increase. Therefore, while public service demand would be increased, the overall impact is expected to be less than significant, as with the proposed project.

Urban design/visual resources impacts would be same as the proposed project because the site would be developed with urban uses, the same as the project.

### ***Impacts Identified as Being Less Severe than the Proposed Project***

Under this alternative, no project-related impacts would be reduced. As noted, there may be regional benefits to increased density.

### ***Impacts Identified as Being More Severe than the Proposed Project***

Traffic impacts would be increased, compared to the proposed project, due the greater number of residential units and the introduction of commercial uses. See Table 5-1 for a comparison of potential vehicle trips. It is anticipated that additional mitigation measures may be necessary, due to the increase of traffic at study intersections (in both existing plus project and cumulative plus project conditions).

Air quality impacts would be greater under this alternative. Construction-related air quality emissions (Impact 4.1-1) would be increased, compared to the proposed project (see Table 5-2). Feasible mitigation is available, and, as with the proposed project, would reduce the impact to less than significant. Operational air quality emissions would be increased, due primarily to the increased vehicle trips. This alternative would exceed the daily threshold for ROG and NO<sub>x</sub> from project operations (see Table 5-3). Mitigation (potentially including emission offsets) would be required to reduce the impact to less than significant.

### ***Relationship to Project Objectives***

This alternative would fulfill most of the project objectives. It would further the implementation of SACOG's Sustainable Communities Strategy; place residential uses near existing jobs and services to reduce vehicle miles traveled; make efficient use of an opportunity for infill development; be designed sustainably; provides bicycle access to downtown and other surrounding neighborhoods; includes parks; and provides adequate access for vehicular traffic. However, this alternative would not provide a range of single family home types and would not incorporate the design qualities and character of the surrounding McKinley Park and East Sacramento neighborhoods. It would be more dense than the proposed project so it would

provide more attached units compared to the project. This alternative would not meet this objective of the project.

By increasing the density, however, this alternative may not reflect the character of the surrounding residential neighborhoods, as compared to the proposed project.

### **5.3 ENVIRONMENTALLY SUPERIOR ALTERNATIVE**

CEQA Guidelines require that an EIR identify the environmental superior alternative (Section 15126.6 (e)(2)). If the environmentally superior alternative is the “No Project” Alternative, the EIR must identify an environmentally superior alternative from among the other alternatives. As shown in Table 5-7, the No Project/No Development Project is the environmentally superior alternative. Therefore, an environmentally superior alternative must be identified from among the other three development alternatives.

After the No Project/No Development Project Alternative, the next most environmentally superior alternative is, Alternative 3, the Lower Density Alternative, which would reduce several of the project’s already less-than-significant impacts. However, several of the Lower Density Alternative’s improvements over the proposed project’s (already less than significant) impacts are the result of a reduction in project-related car and light-truck trips. Public Resources Code Section 21159.28, provides that an EIR for residential project, such as the proposed project, which is consistent with the use designation, density, building intensity, and applicable policies in a Sustainable Communities Strategy that has been accepted by the California Air Resources Board, is not “required to reference, describe, or discuss a reduced residential density alternative to address the effects of car and light-duty truck trips generated by the project.” (Pub. Resources Code, § 21159.28, subd. (b).) Excluding the Lower Density Alternative’s car and light-truck trip-related benefits, the Lower Density Alternative only has marginal environmental benefits over the proposed project. Moreover, Public Resources Code Section 21159.26 provides that “a public agency *may not* reduce the proposed number of housing units as a mitigation measure or project alternative for a particular significant effect on the environment if it determines that there is another feasible specific mitigation measure or project alternative that would provide a comparable level of mitigation.” (Emphasis added.) Because the project does not result in any significant and unavoidable impacts and each of the project’s potentially significant impacts can be reduced to a less-than-significant level by feasible mitigation measures other than a reduction in the proposed number of housing units, CEQA prohibits the lead agency from adopting the Lower Density Alternative.

As demonstrated in Table 5-7, the Higher Density/Mixed Use Alternative, like the proposed project, would not result in any significant and unavoidable impacts. However, the Higher Density/Mixed Use Alternative would increase a number of the proposed project’s less-than-

significant impacts, and would require additional mitigation for air quality impacts. Thus, the proposed project is environmentally superior to the Higher Density/Mixed Use Alternative.

With respect to the No Project/Existing Zoning Alternative, this alternative would result in seven potentially significant impacts not otherwise caused by the proposed project for which additional mitigation measures would be needed, to the extent feasible, to avoid significant and unavoidable impacts. For purposes of this analysis, it is assumed that the potentially significant impacts can be reduced to less than significant with feasible mitigation measures. The No Project/Existing Zoning Alternative would avoid two potentially significant impacts related to exposure of new residential uses to transportation noise (note that these impacts would be reduced to less than significant with mitigation). The No Project/Existing Zoning Alternative would reduce more of the proposed project's less-than-significant impacts than it would increase. On balance, however, the No Project/Existing Zoning Alternative would have more potentially significant effects than the proposed project or the other project alternatives. Furthermore, the No Project/Existing Zoning Alternative is inconsistent with the land use goals and vision for the project area as set forth in both the Sacramento Area Council of Government's Sacramento Region Blueprint Transportation and Land Use Plan as well as its Sustainable Communities Strategy, which indicates a preference for infill that includes residential or residential commercial mixed-use for the project site. Therefore, the proposed project is environmentally superior to the No Project/Existing Zoning Alternative.

As a result, the proposed project is found to be the next most environmentally superior alternative after the both No Project/No Development Project Alternative and the Lower Density Alternative.

**Table 5-7  
Evaluation of Alternatives by Impact Area**

Impact	Proposed Project	Alternative 1: No Project/No Development	Alternative 2: No Project/Existing Zoning	Alternative 3: Lower Density	Alternative 4: Higher Density/Mixed Use
<p><b>Notes:</b>                      LS = impacts less than significant                      NI = No impact                      LS/M = Impacts less than significant after mitigation                      PS = Potentially significant (mitigation not determined)                      SU = Impacts significant and unavoidable                      SU/M = Impacts significant even with mitigation                      "+" indicates the impact is more severe than the project impact                      "-" indicates that the impact is less severe than the project impact                      (1) The impact to off-site receptors is potentially cumulatively significant. Direct project impact is less than significant.</p>					
<i>Air Quality</i>					
4.1-1: The proposed project would result in short-term (construction) emissions of NO <sub>x</sub> above 85 pounds per day.	LS/M	NI	LS/M	LS/M	LS/M
4.1-2: The proposed project could result in long-term (operational) emissions of NO <sub>x</sub> or ROG above 65 pounds per day.	LS	NI	LS-	LS-	LS/M+
4.1-3: The proposed project could violate an air quality standard, contribute substantially to an existing or projected air quality violation, or result in PM <sub>10</sub> concentrations equal to or greater than 5% of the state ambient air quality standard (i.e., 50 micrograms/cubic meter for 24 hours) during project construction.	LS	NI	LS-	LS-	LS/M+
4.1-4: The proposed project could result in CO concentrations that exceed the 1-hour state ambient air quality standard (i.e., 20.0 ppm) or the 8-hour state ambient standard (i.e., 9.0 ppm).	LS	NI	LS-	LS-	LS+
4.1-5: The proposed project could result in the exposure of sensitive receptors to substantial pollutant concentrations.	LS	NI	LS/M	LS	LS
4.1-6: The proposed project could result in increased exposure to TACs from mobile sources, potentially increasing the lifetime cancer risk of future residents.	LS	NI	LS/M	LS	LS

**Table 5-7  
Evaluation of Alternatives by Impact Area**

<b>Impact</b>	<b>Proposed Project</b>	<b>Alternative 1: No Project/No Development</b>	<b>Alternative 2: No Project/Existing Zoning</b>	<b>Alternative 3: Lower Density</b>	<b>Alternative 4: Higher Density/Mixed Use</b>
4.1-7: The proposed project could impede the City or state efforts to meet AB 32 standards for the reduction of greenhouse gas emissions or conflict with the City's Climate Action Plan.	LS	NI	LS	LS	LS
4.1-8: The proposed project could result in a cumulatively considerable net increase of any criteria pollutant for which the project area is in non-attainment under an applicable federal or state ambient air quality standard (including the release of emissions that exceed quantitative thresholds for ozone precursors).	LS	NI	LS	LS-	LS+
<i>Biological Resources</i>					
4.2-1: The proposed project could have a substantial adverse effect, either directly or through habitat modifications, on a species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS; or substantially reduce the number or restrict the range of a special-status species.	LS/M	NI	LS/M	LS/M	LS/M
4.2-2: The proposed project could interfere with the movement of native resident or migratory wildlife species or with established native resident or migratory wildlife corridors.	LS	NI	LS	LS	LS
4.2-3: The proposed project could cause a fish or wildlife population to drop below self-sustaining levels or threaten to eliminate a plant or animal community.	LS	NI	LS	LS	LS
4.2-4: The proposed project could contribute to a cumulative loss of habitat for common and special-status wildlife species.	LS/M	NI	LS/M	LS/M	LS/M
<i>Cultural Resources</i>					
4.3-1: Project construction could disturb, damage, or destroy unidentified subsurface archaeological or historical resources as defined in CEQA Guidelines Section 15064.5.	LS/M	NI	LS/M	LS/M	LS/M

**Table 5-7  
Evaluation of Alternatives by Impact Area**

Impact	Proposed Project	Alternative 1: No Project/No Development	Alternative 2: No Project/Existing Zoning	Alternative 3: Lower Density	Alternative 4: Higher Density/Mixed Use
4.3-2: Project construction could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	LS	NI	LS	LS	LS
4.3-3: Construction of off-site infrastructure could damage or destroy previously undiscovered prehistoric or historic-period archaeological resources or human remains.	LS/M	NI	LS/M	LS/M	LS/M
4.3-4: Modifications to the A Street Bridge could disturb, damage, or destroy an unidentified historical resource as defined in CEQA Guidelines Section 15064.5.	LS	NI	LS/M	LS/M	LS/M
4.3-5: The proposed project could contribute to cumulative losses of historic and prehistoric resources in the greater Sacramento region.	LS/M	NI	LS/M	LS/M	LS/M
<i>Hazards and Hazardous Materials</i>					
4.4-1: The proposed project could expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities.	LS	NI	LS/M	LS/M	LS/M
4.4-2: The proposed project could expose people (e.g., residents, construction workers) to asbestos-containing materials or other hazardous materials or situations.	LS/M	NI	LS/M	LS/M	LS/M
4.4-3: The proposed project could expose people (e.g., construction workers) to existing contaminated groundwater during dewatering activities.	LS	NI	LS	LS	LS
4.4-4: The proposed project could substantially increase the risk of exposure of site occupants to inadvertent or accidental releases of hazardous substances transported on adjacent roadways or rail lines near the site.	LS	NI	LS/M	LS	LS
4.4-5: The proposed project could impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	LS	NI	LS	LS	LS

**Table 5-7  
Evaluation of Alternatives by Impact Area**

Impact	Proposed Project	Alternative 1: No Project/No Development	Alternative 2: No Project/Existing Zoning	Alternative 3: Lower Density	Alternative 4: Higher Density/Mixed Use
4.4-6: The proposed project could contribute to cumulative increases in the potential exposure of people to sites where soil and/or groundwater contamination could be present from past or current uses.	LS	NI	LS	LS	LS
<i>Hydrology and Water Quality</i>					
4.5-1: Construction activities associated with the project could generate increases in sediment and/or other contaminants which could violate water quality objectives and/or waste discharge requirements set by the State Water Resources Control Board.	LS	NI	LS	LS	LS
4.5-2: The design of the project, including increases in impervious surface area and residential uses on site could result in substantial long-term effects on water quality.	LS	NI	LS/M	LS	LS
4.5-3: Use of the combined sewer system could increase the likelihood of overflows during peak wet weather flows.	LS	NI	LS	LS	LS
4.5-4: Residential development could increase the exposure of people and/or property to the risk of loss, injury, damage, or death in the event of a levee breach along the American River or failure of Folsom Dam.	LS	NI	LS	LS	LS
4.5-5: Plans to create vehicular and bicycle/pedestrian underpasses through the Union Pacific Railroad embankment could expose areas of East Sacramento to additional flood hazards.	LS	NI	LS	LS	LS
4.5-6: Stormwater runoff within the proposed development could exceed the capacity of on-site and/or off-site drainage facilities, including detention basins, storm drains, and/or pump stations, resulting in excessive ponding, nuisance flooding, or degradation of water quality on or off site.	LS	NI	LS	LS	LS



**Table 5-7  
Evaluation of Alternatives by Impact Area**

Impact	Proposed Project	Alternative 1: No Project/No Development	Alternative 2: No Project/Existing Zoning	Alternative 3: Lower Density	Alternative 4: Higher Density/Mixed Use
4.5-7: The proposed project could substantially deplete groundwater supplies or interfere with groundwater recharge.	LS	NI	LS	LS	LS
4.5-8: The proposed project, in addition to other projects in the watershed, could result in the generation of polluted runoff that could violate water quality standards or waste discharge requirements for receiving waters.	LS	NI	LS/M	LS	LS
4.5-9: The proposed project, in addition to other projects in the watershed, could result in increased numbers of residents and structures exposed to a regional 100-year flood event.	LS	NI	LS	LS	LS
<i>Noise</i>					
4.6-1: Short-term project construction could exceed the City's Noise Ordinance.	LS	NI	LS	LS	LS
4.6-2: Project construction could expose existing or planned residential areas to vibration greater than 0.5 inches per second.	LS	NI	LS	LS	LS
4.6-3: The proposed project could permanently increase ambient exterior noise levels in the project vicinity (off site) that exceed city standards.	LS	NI	PS(1)	LS-	LS+
4.6-4: Noise from the adjacent UPRR tracks could result in interior noise levels at the project that exceed the City's 45 dBA L <sub>dn</sub> standard.	LS/M	NI	NI	LS+/M	LS/M
4.6-5: Noise from the adjacent Capital City Freeway could result in interior noise levels at the project that exceed the City's 45 dBA L <sub>dn</sub> standard.	LS/M	NI	NI	LS+/M	LS/M
4.6-6: The proposed project could expose on-site residential areas to vibration greater than 0.5 inch per second due to adjacent highway traffic and rail operations.	LS	NI	NI	LS+	LS

**Table 5-7  
Evaluation of Alternatives by Impact Area**

Impact	Proposed Project	Alternative 1: No Project/No Development	Alternative 2: No Project/Existing Zoning	Alternative 3: Lower Density	Alternative 4: Higher Density/Mixed Use
4.6-7: Increase in cumulative noise generated by future passenger and freight train operations could expose project residents closest to the UPRR tracks to increased noise and exceed City standards.	LS	NI	NI	LS	LS
4.6-8: Increase in cumulative traffic noise at the exterior of residences proposed adjacent to Capital City Freeway could expose project residents to increased noise and exceed City standards.	LS	NI	NI	LS	LS
4.6-9: Cumulative exposure of project residents to traffic and train noise could expose project residents to increased noise that exceeds City standards.	LS	NI	NI	LS	LS
<i>Public Services</i>					
4.7-1: The proposed project could increase demand for police services requiring the need to construct new facilities, or expand existing facilities.	LS	NI	LS-	LS-	LS+
4.7-2: The proposed project could increase demand for fire protection services requiring the need to construct new facilities, or expand existing facilities.	LS	NI	LS	LS-	LS+
4.7-3: The proposed project could generate an increase in students that would exceed the design capacity of existing or planned schools that would serve the site.	LS	NI	NI	LS-	LS+
4.7-4: The proposed project could cause or accelerate the physical deterioration of existing parks or recreational facilities or create a need for construction or expansion of recreational facilities beyond what was anticipated in the General and/or Community Plans.	LS	NI	NI	LS	LS

**Table 5-7  
Evaluation of Alternatives by Impact Area**

Impact	Proposed Project	Alternative 1: No Project/No Development	Alternative 2: No Project/Existing Zoning	Alternative 3: Lower Density	Alternative 4: Higher Density/Mixed Use
4.7-5: The proposed project would contribute to a cumulative increase in demand for police services and facilities that could result in the need for new or physically altered facilities.	LS	NI	LS	LS-	LS
4.7-6: The proposed project would contribute to a cumulative increase in demand for fire protection services and facilities that could result in the need for new or physically altered facilities.	LS	NI	LS	LS	LS
4.7-7: The proposed project would contribute to a cumulative increase in students that could exceed the design capacity of existing or planned schools that would serve the site	LS	NI	NI	LS-	LS+
4.7-8: The proposed project would contribute to a cumulative increase in demand for parks and recreation facilities.	LS	NI	NI	LS	LS
<i>Public Utilities</i>					
4.8-1: The proposed project could result in an increased demand for potable water in excess of existing supplies.	LS	NI	LS+	LS-	LS+
4.8-2: The proposed project could result in inadequate capacity in the City's water supply facilities to meet demand requiring the construction of new water supply facilities.	LS	NI	LS+	LS-	LS+
4.8-3: The proposed project could exceed existing wastewater capacity to serve the project's demand in addition to existing commitments.	LS	NI	LS-	LS-	LS+
4.8-4: The proposed project could require or result in either the construction of new water or wastewater treatment facilities or storm water drainage facilities or the expansion of existing facilities, the construction of which could cause significant environmental impacts.	LS	NI	LS	LS-	LS+

**Table 5-7  
Evaluation of Alternatives by Impact Area**

Impact	Proposed Project	Alternative 1: No Project/No Development	Alternative 2: No Project/Existing Zoning	Alternative 3: Lower Density	Alternative 4: Higher Density/Mixed Use
4.8-5: The proposed project could require the expansion or construction of new solid waste facilities which could cause significant environmental effects.	LS	NI	LS-	LS-	LS+
4.8-6: Operation of the proposed project could result require or result in the construction of new energy production and/or transmission facilities or expansion of existing facilities.	LS	NI	LS	LS-	LS+
4.8-7: The proposed project could contribute to a cumulative increase in demand for water supply in excess of existing supplies.	LS	NI	LS+	LS-	LS+
4.8-8: The proposed project would contribute to a cumulative increase in the demand for water and wastewater treatment, which could result in inadequate capacity and require the construction of new facilities.	LS	NI	LS	LS-	LS+
4.8-9: The proposed project could contribute to a cumulative increase in storm water runoff which could result in either the construction of new storm water drainage facilities or the expansion of existing facilities, the construction of which could cause significant environmental impacts.	LS	NI	LS	LS	LS
4.8-10: The proposed project could contribute to a cumulative increase in solid waste, which could 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.	LS	NI	LS-	LS-	LS+
4.8-11: The proposed project could contribute to a cumulative increase in energy demand, which could result in the need for construction of new energy production and/or transmission facilities or expansion of existing facilities.	LS	NI	LS	LS-	LS+

**Table 5-7  
Evaluation of Alternatives by Impact Area**

Impact	Proposed Project	Alternative 1: No Project/No Development	Alternative 2: No Project/Existing Zoning	Alternative 3: Lower Density	Alternative 4: Higher Density/Mixed Use
<i>Transportation and Circulation</i>					
4.9-1: The proposed project could cause potentially significant impacts to study intersections.	LS/M	NI	LS-M	LS-/M	LS+/M
4.9-2: Project buildout could cause potentially significant impacts to transit.	LS	NI	LS	LS	LS
4.9-3: Project buildout could cause potentially significant impacts to pedestrian facilities.	LS	NI	LS+	LS+	LS
4.9-4: Project buildout could cause potentially significant impacts to bicycle facilities.	LS	NI	LS+	LS+	LS
4.9-5: Project buildout could cause potentially significant impacts due to construction-related activities.	LS/M	NI	LS/M	LS/M	LS/M
4.9-6: The proposed project could cause potentially significant impacts to study intersections under cumulative plus project conditions.	LS/M	NI	LS-/M	LS-/M	LS+/M
4.9-7: Project buildout could cause potentially significant impacts to transit (cumulative).	LS	NI	LS	LS	LS
4.9-8: Project buildout could cause potentially significant impacts to pedestrian facilities (cumulative).	LS	NI	LS+	LS+	LS
4.9-9: Project buildout could cause potentially significant impacts to bicycle facilities (cumulative).	LS	NI	LS+	LS+	LS
4.9-10: Project buildout could cause potentially significant impacts due to construction-related activities (cumulative)	LS	NI	LS	LS	LS
<i>Urban Design and Visual Resources</i>					
4.10-1: The proposed project could degrade the existing visual character or quality of the site and its surroundings	LS	NI	LS+	LS	LS
4.10-2: The proposed project could create a new source of light or glare which could adversely affect day or nighttime views in the area.	LS	NI	LS/M	LS	LS

**Table 5-7  
Evaluation of Alternatives by Impact Area**

Impact	Proposed Project	Alternative 1: No Project/No Development	Alternative 2: No Project/Existing Zoning	Alternative 3: Lower Density	Alternative 4: Higher Density/Mixed Use
4.10-3: The proposed project could contribute to long-term impacts to the visual character of the region in combination with existing and future development in the City of Sacramento.	LS	NI	LS+	LS	LS
4.10-4: The proposed project could contribute to a cumulative increase in light and glare.	LS	NI	LS	LS	LS