Final

SACRAMENTO REPUBLIC FC BILLBOARD PROGRAM

CEQA Guidelines Section 15183 Evaluation

Prepared for
City of Sacramento
Community Development Department
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811

October 2026



Final

SACRAMENTO REPUBLIC FC BILLBOARD PROGRAM

CEQA Guidelines Section 15183 Evaluation

Prepared for
City of Sacramento
Community Development Department
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811

October 2026

2600 Capitol Avenue
Suite 200
Sacramento, CA 95816
916.564.4500
esassoc.com

Bend
Irvine
Los Angeles
Mobile
Oakland
Orlando
Palm Beach County
Pasadena
Pensacola
Petaluma
Portland
Rancho Cucamonga
Sacramento
San Diego
San Francisco
San José
Santa Barbara
Sarasota
Seattle
Tampa
Thousand Oaks

CONTENTS

Sacramento Republic FC Billboard Program CEQA Guidelines Section 15183 Evaluation

Page

I. Introduction 35

II. Project Background 35

III. Project Description 36
Project Location 36
Site 1: 401 I Street 36
Site 2: Airport Road 37
Site 3: Taylor Street 37
Site 4: 1876 Stockton Boulevard (Stewart) 37
Site 5: 1922 Stockton Boulevard (Dialysis) 37
Site 6: Massie Court 38
Proposed Project 46
Utilities and Infrastructure 67
Employees 67
Project Construction Activities and Schedule 67
Required Discretionary Actions 68

IV. Evaluation of Environmental Effects 68
Consistency with Community Plan, Zoning, or General Plan Policies 69
General Plan Land Use Designation Consistency 69
Zoning Consistency 70
Determination of Consistency with Applicable Community Plan, Zoning, or General Plan Policies 70
Impacts Peculiar to the Project or Project Parcels 71

V. Environmental Effects Determined Not to Be Peculiar to the Project or Project Parcels 2
Air Quality 2
Energy 3
Greenhouse Gas Emissions 4
Hydrology and Water Quality 4
Land Use and Planning 6
Noise 7
Population and Housing 10
Public Services 11
Recreation 11
Utilities and Service Systems 12

VI. Environmental Effects Peculiar to the Project or Project Parcels 13
Explanation of Checklist Evaluation Categories 13
Environmental Analysis 16

Aesthetics 16
Biological Resources 24
Cultural Resources 33
Geology, Soils, Mineral Resources, Paleontological Resources 39
Hazards and Hazardous Materials 47
Transportation/Traffic 57

VI. Section 15183 Consistency Determination 63

Figures

Figure 1 Regional Location Map 39
Figure 2 401 I Street Project Site 40
Figure 3 Airport Road Project Site 41
Figure 4 Taylor Street Project Site 42
Figure 5 1876 Stockton Boulevard (Stewart) Project Site 43
Figure 6 1922 Stockton Boulevard (Dialysis) Project Site 44
Figure 7 Massie Court Project Site 45
Figure 8a 401 I Street Site Plan 47
Figure 8b 401 I Street Billboard Elevations 48
Figure 8c 401 I Street Conceptual Renderings 49
Figure 9a Airport Road Site Plan 50
Figure 9b Airport Road Billboard Elevations 51
Figure 9c Airport Road Conceptual Renderings 52
Figure 10a Taylor Street Site Plan 53
Figure 10b Taylor Street Billboard Elevations 54
Figure 10c Taylor Street Conceptual Renderings 55
Figure 11a 1876 Stockton Boulevard (Stewart) Site Plan 56
Figure 11b 1876 Stockton Boulevard (Stewart) Billboard Elevations 57
Figure 11c 1876 Stockton Boulevard (Stewart) Conceptual Renderings 58
Figure 12a 1922 Stockton Boulevard (Dialysis) Site Plan 59
Figure 12b 1922 Stockton Boulevard (Dialysis) Billboard Elevations 60
Figure 12c 1922 Stockton Boulevard (Dialysis) Conceptual Renderings 61
Figure 13a Massie Court Site Plan 62
Figure 13b Massie Court Billboard Elevations 63
Figure 13c Massie Court Conceptual Renderings 64
Figure 14 Light Viewing Angles and Distances for the Taylor Street Site East Face 66

Tables

Table 1 Proposed Billboard Program 46
Table 2 Standard Digital Billboard Light Intensity at Varying Viewing Angles and Distances 67

I. Introduction

This Environmental Checklist and CEQA Guidelines Section 15183 Evaluation has been prepared to evaluate the environmental implications of the Sacramento FC Billboard Program (Proposed Project). The Proposed Project consists of development of six digital billboards at separate locations within the City of Sacramento.

Because the Proposed Project would be consistent with the development density established by Sacramento 2040 General Plan (General Plan) policies for which the Sacramento 2040 General Plan Master Environmental Impact Report (Master EIR) has been certified, the City has evaluated the Proposed Project pursuant to CEQA Guidelines Section 15183 as a project consistent with a community plan or zoning. Under this framework, the key question is whether the Proposed Project requires additional environmental review as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or project site. Under CEQA Guidelines Section 15183(b), in approving a project meeting the requirements of the section, a public agency shall limit its examination of environmental effects to those which the agency determines, in an initial study or other analysis:

1. Are peculiar to the project or the parcel on which the project would be located,
2. Were not analyzed as significant effects in a prior EIR on the zoning action, general plan, or community plan, with which the project is consistent,
3. Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action, or
4. Are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR.

This document evaluates the Proposed Project in light of the certified Master EIR to determine whether the environmental effects of the Proposed Project would be peculiar to the project or project parcels, and if found to be peculiar to the project or parcel were analyzed in the Master EIR or can be substantially mitigated by the imposition of uniformly applied development policies or standards. This document additionally evaluates whether there are potentially significant off-site impacts and cumulative impacts which were not discussed in the Master EIR or if there are previously identified significant effects which as a result of substantial new information which were not known at the time the Master EIR was certified, or are determined to have a more severe adverse impact than was discussed in the Master EIR based on substantial new information which was not known at the time of the Master EIR was certified. The analysis contained herein supports the City's determination regarding whether the Proposed Project remains within the scope of the Master EIR and whether any additional environmental review is required prior to consideration of the requested approvals.

II. Project Background

The City of Sacramento adopted the Sacramento 2040 General Plan and Climate Action & Adaptation Plan in February 2024 to guide growth, development, infrastructure investment, environmental

stewardship, and implementation of the City's long-term sustainability goals through the year 2040. The General Plan establishes a citywide land use framework intended to accommodate future residential, commercial, mixed-use, industrial, institutional, recreational, and infrastructure development within the City's existing urban footprint while promoting infill development, reduced vehicle miles traveled, economic development, climate resiliency, environmental justice, and efficient use of public facilities and services. The General Plan Land Use Diagram designates the location and intensity of future development throughout the City and is implemented through community plans, zoning regulations, specific plans, and other provisions of the Sacramento Municipal Code.

To evaluate the environmental consequences of implementing the Sacramento 2040 General Plan and Climate Action & Adaptation Plan, the City prepared and certified the Master EIR. The Master EIR evaluated the effects associated with implementation of the General Plan's citywide development program, including approximately 69,000 new housing units and more than 76,000 jobs, as well as related infrastructure improvements, transportation facilities, utility systems, public services, and land use changes anticipated through buildout of the General Plan. The Master EIR serves as the program-level environmental document for future projects that are consistent with the development density, land use designations, and policy framework established by the General Plan.

Because the General Plan and Master EIR evaluated development throughout the City at a programmatic level, CEQA Guidelines Section 15183 allows subsequent projects that are consistent with the General Plan and its development assumptions to rely upon that prior environmental review. Under Section 15183, environmental review of later projects is limited to determining whether the project would result in environmental effects that are peculiar to the project or project site, were not analyzed in the Master EIR, constitute previously unidentified off-site or cumulative impacts, or would be substantially more severe than previously analyzed. The Sacramento Republic FC Billboard Program has been prepared and evaluated under this framework because the project would occur entirely within the City of Sacramento and would be implemented on parcels that are subject to the Sacramento 2040 General Plan, applicable zoning regulations, and the environmental review framework established by the Master EIR.

III. Project Description

Project Location

The Proposed SRFC Billboard Program includes six prospective billboard sites, located on City-owned parcels or sites to be controlled by the City through lease agreements. Project sites are adjacent to or near freeways within the City of Sacramento. **Figure 1, Regional Location**, shows the location of each site within the City of Sacramento. Each site is further described below.

Site 1: 401 I Street

The proposed 401 I Street site is located in the Sacramento Railyards at 401 I Street (Assessor’s Parcel Number 002-001-0071-0000). The project parcel includes Sacramento Valley Station and parking areas including parking areas underneath an elevated segment of Interstate 5 (I-5), as shown in **Figure 2, 401 I Street Project Site**. The project site is a small triangular portion on the western edge of the parcel to the west of I-5, south of the Union Pacific Railroad (UPRR) tracks and north of the I Street Viaduct and the California State Railroad Museum.

The 401 I Street site is designated Residential Mixed Use in the 2040 General Plan land use diagram and Residential Mixed Use in the Central City Community Plan. The 401 I Street site is located within the Railyards Specific Plan Area and is included in the Sacramento Valley Station Area Plan. The site is zoned M-2-SPD, which allows commercial uses.

Site 2: Airport Road

The proposed Airport Road site is located at 3350 Airport Road in the North Natomas area of the City of Sacramento at an address located along Airport Road (Assessor's Parcel Number 225-018-0012-0000). The Airport Road site parcel includes the East Drainage Canal and adjacent upland area. The proposed billboard site is a section of land between the East Drainage Canal and Interstate 80 (I-80), as shown in **Figure 3, Airport Road Project Site**.

The Airport Road site is designated Parks and Recreation in the 2040 General Plan land use diagram and is zoned TC (transportation corridor), which allows transportation-related commercial uses.

Site 3: Taylor Street

The proposed Taylor Street site is located in the North Sacramento neighborhood of the City of Sacramento, near the I-80 and Norwood Avenue interchange. The project site is located at 4051 Taylor Street on a parcel developed as a self storage facility. The land uses surrounding the site include multifamily residential to the east; undeveloped land and residential and medical uses to the north, Taylor Street and I-80 to the south, and commercial uses and Norwood Avenue to the west. The proposed site would be along the southern portion of the parcel nearest to I-80, as shown in **Figure 4, Taylor Street Project Site**.

The Taylor Street site is designated Employment Mixed Use in the 2040 General Plan land use diagram and is zoned C-4-R, which is described as a heavy commercial zone.

Site 4: 1876 Stockton Boulevard (Stewart)

The proposed 1876 Stockton Boulevard (Stewart) Site is located in the East Sacramento neighborhood in the City of Sacramento at 1876 Stockton Boulevard (Assessor's Parcel Number 010-0072-031-0000). The project site contains Stewart's Automotive, an automotive repair facility, vehicle parking, and associated supply storage. Surrounding uses include a California Department of Transportation (Caltrans) Division of Equipment offices and fleet yard facility to the west and northwest across 35th Street, State Route 50 (Hwy 50) to the south, and undeveloped Caltrans right-of-way across Stockton Boulevard to the east (see **Figure 5, 1876 Stockton Boulevard (Stewart) Project Site**). Further to the south, across Hwy 50, are residential neighborhoods and multifamily residential development.

The 1876 Stockton Boulevard (Stewart) site is designated Residential Mixed Use in the 2040 General Plan land use diagram and is zoned C-2-R, which is a designated general commercial zone.

Site 5: 1922 Stockton Boulevard (Dialysis)

The proposed 1922 Stockton Boulevard (Dialysis) Site is located to the south of the 1876 Stockton Boulevard (Stewart) site, across Hwy 50 at 1922 Stockton Boulevard (Assessor's Parcel Number 010-0073-008-0000). The project site is developed with medical office with associated vehicle parking, as

shown in **Figure 6, 1922 Stockton Boulevard (Dialysis) Project Site**. The site is surrounded by Hwy 50 to the north, Stockton Boulevard and the GIO Apartments multifamily residential use to the east (across Stockton Boulevard), and single family residential uses to the west and south.

The 1922 Stockton Boulevard (Dialysis) site is designated Residential Mixed Use in the 2040 General Plan land use diagram and is zoned C-2, which is a designated general commercial zone.

Site 6: Massie Court

The proposed Massie Court site is located east of State Route 99 (SR-99) in the southeast area of the City of Sacramento at 33 Massie Court (Assessor's Parcel Number 118-0131-041-0000). The project site is developed with commercial uses with associated parking lots, directly adjacent to SR-99, as shown in **Figure 7, Massie Court Project Site**. The site is surrounded by commercial and hotel uses to the north and east, SR-99 to the west, and the SR-99/Mack Road interchange to the south.

The Massie Court site is designated Residential Mixed Use in the 2040 General Plan land use diagram and is zonedC-2-R, which is a designated general commercial zone.

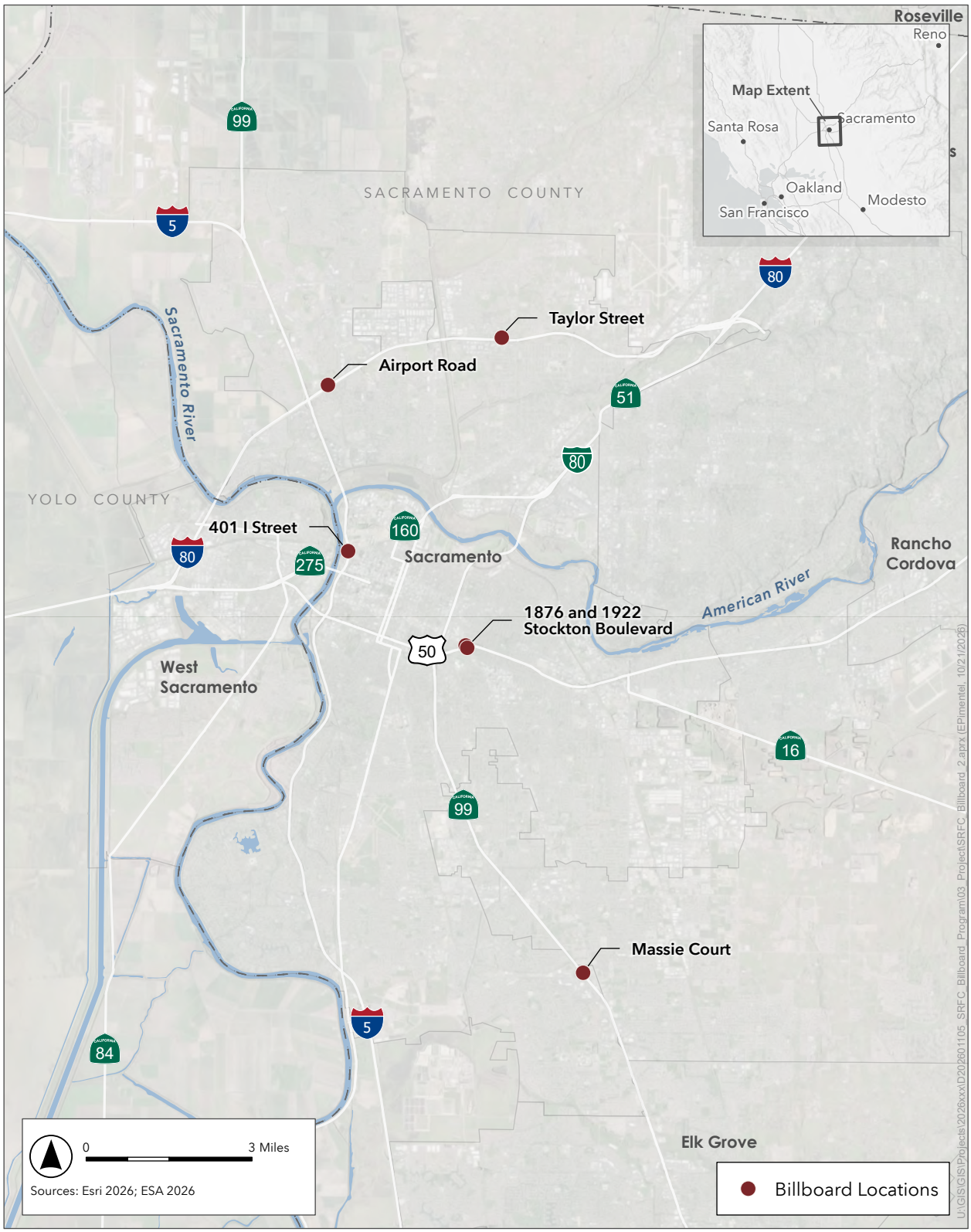


Figure 1
Regional Location Map

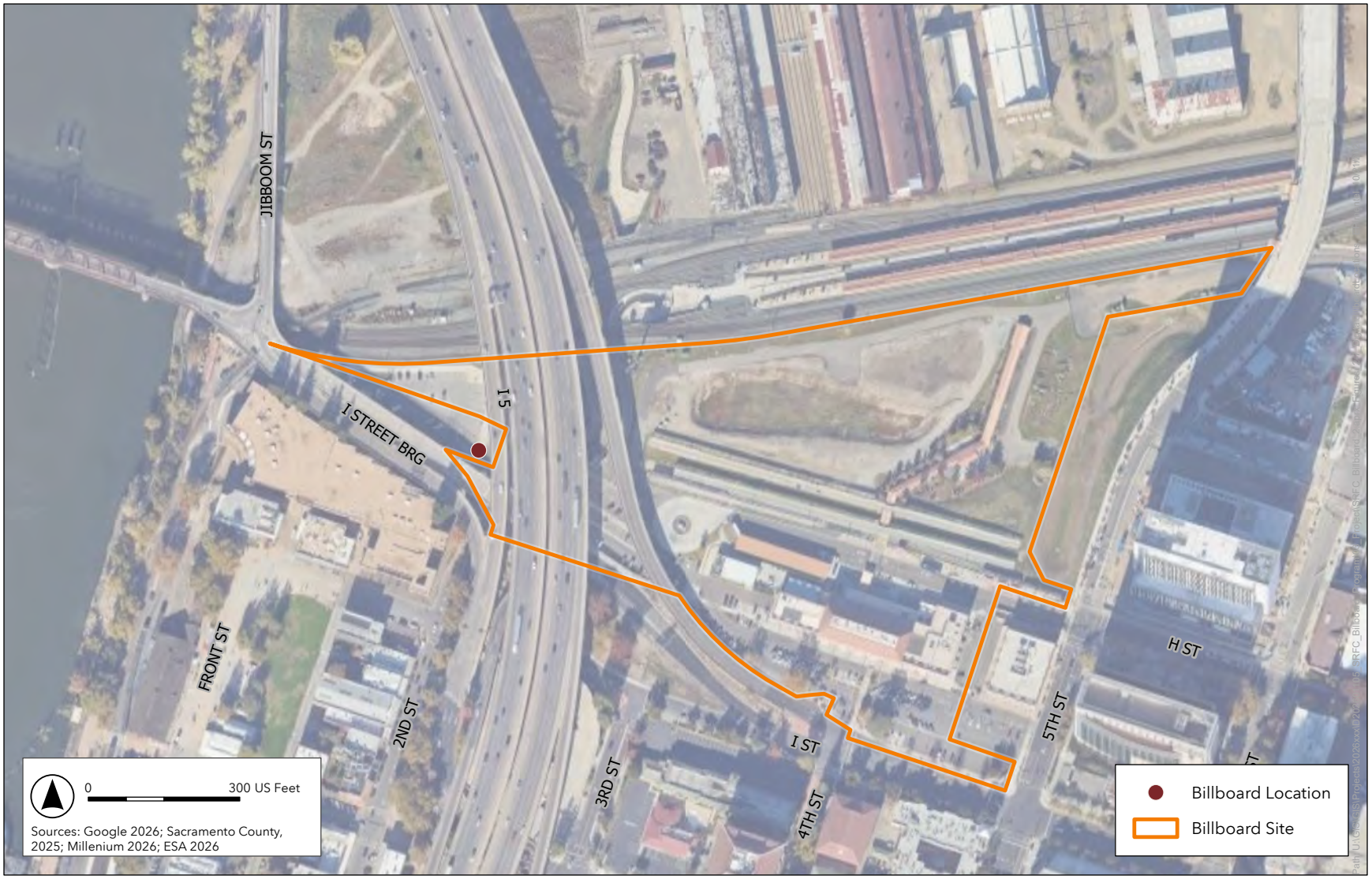


Figure 2
SRFC Billboard Program
401 I Street Project Site



Figure 3
SRFC Billboard Program
Airport Road Project Site



Figure 4
SRFC Billboard Program
Taylor Street Project Site



Figure 5
SRFC Billboard Program
1876 Stockton Boulevard (Stewart) Project Site



Figure 6
SRFC Billboard Program
1922 Stockton Boulevard (Dialysis) Project Site



Figure 7
SRFC Billboard Program
Massie Court Project Site

Proposed Project

The proposed project would develop six digital billboards, one at each of the six project sites. Each of the proposed digital billboards would be constructed as a dual-faced, landscape-oriented billboard, designed to be viewable to vehicles traveling along adjacent freeways in both directions. Billboard faces will be in a "double-face V" orientation, with billboard faces oriented diagonally toward oncoming traffic. The height and angle of the billboards would be designed to be seen from straight on by drivers in cars on adjacent freeways as vehicles pass the digital billboard locations. The billboard structure would extend approximately between 60 and 85 feet above ground level, and the digital faces of the billboard would have a height between 14 and 25 feet and a width of 48 feet. The digital faces would be mounted to the top section of the column supporting the billboard structures. The digital billboards would be mounted on a single metal column that would measure approximately 42 inches in diameter at their widest point. The base of the columns would be encased in concrete and could extend up to approximately 75 feet below ground level. Necessary foundation reinforcement for the columns would be informed by the results of the geotechnical reports for each of the digital billboard sites. **Table 1** provides information on the size and configuration of the proposed billboards at each of the proposed sites.

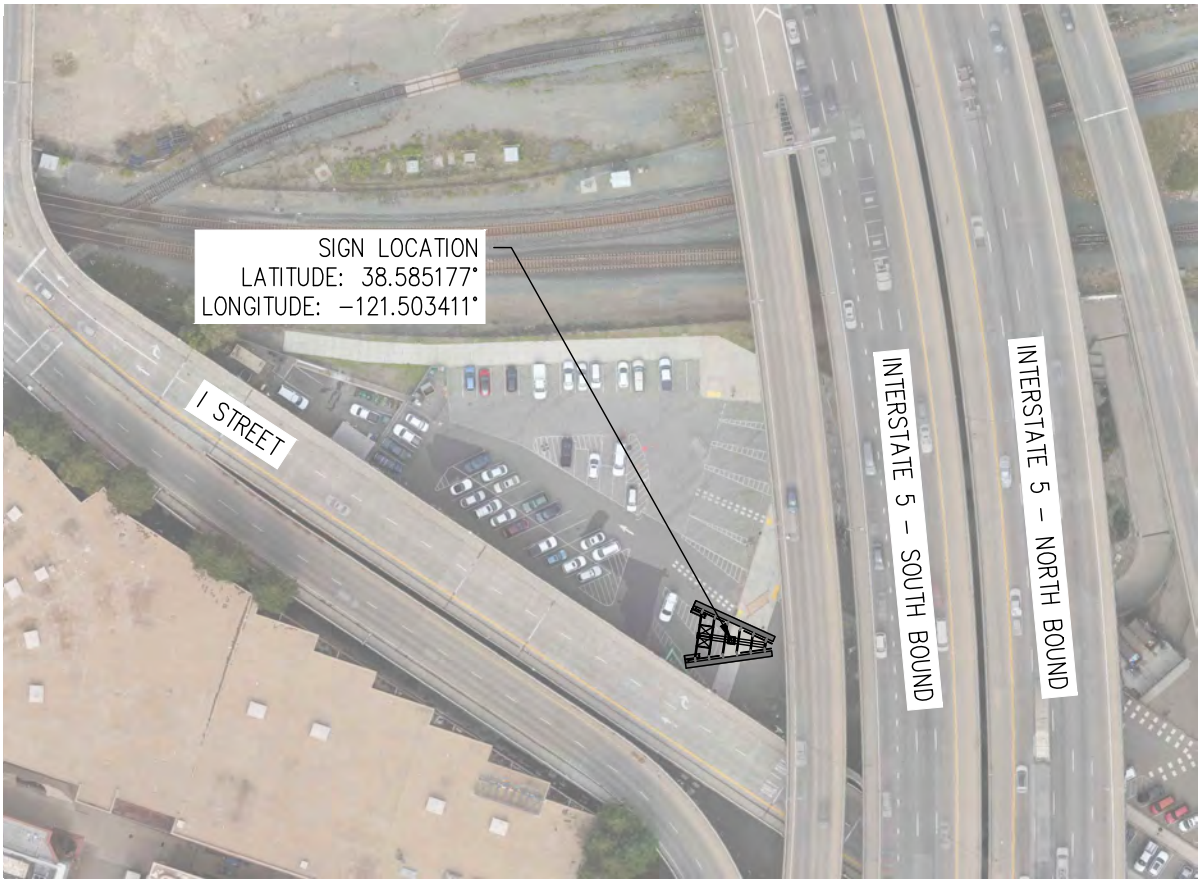
TABLE 1
PROPOSED BILLBOARD PROGRAM

Site	Billboard Configuration	Billboard Face Size	Height of Billboard Structure[1]
401 I Street	Double Face V	14 ft. height, 48 ft. width	85 ft.
Airport Road	Double Face V	14 ft. height, 48 ft. width	60 ft.
Taylor Street	Double Face V	25 ft. height, 48 ft. width	60 ft.
1876 Stockton Boulevard (Stewart)	Double Face Back to Back	25 ft. height, 48 ft. width	85 ft.
1922 Stockton Boulevard (Dialysis)	Double Face Back to Back	25 ft. height, 48 ft. width	85 ft.
Massie Court	Double Face V	14 ft. height, 48 ft. width	60 ft.

Notes:
1. Height of billboard structure includes billboard faces mounted on columns

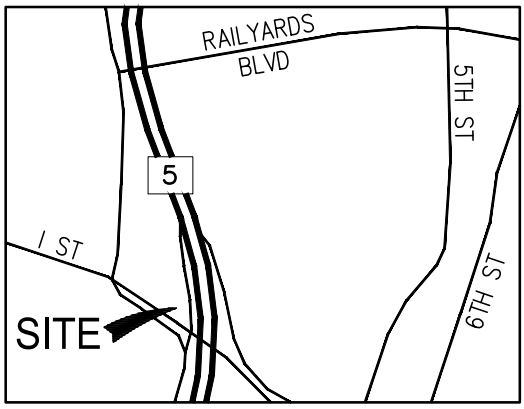
Source: Marquee Media and Primero Outdoor Media, 2026.

Figures 8a through 13c provides the proposed siting and orientation, elevations, and conceptual renderings of each proposed billboard. Each set of conceptual renderings provides views of the proposed billboards from each side as would be viewed from travel lanes in the adjacent freeways. .



0 50 100 200 FEET

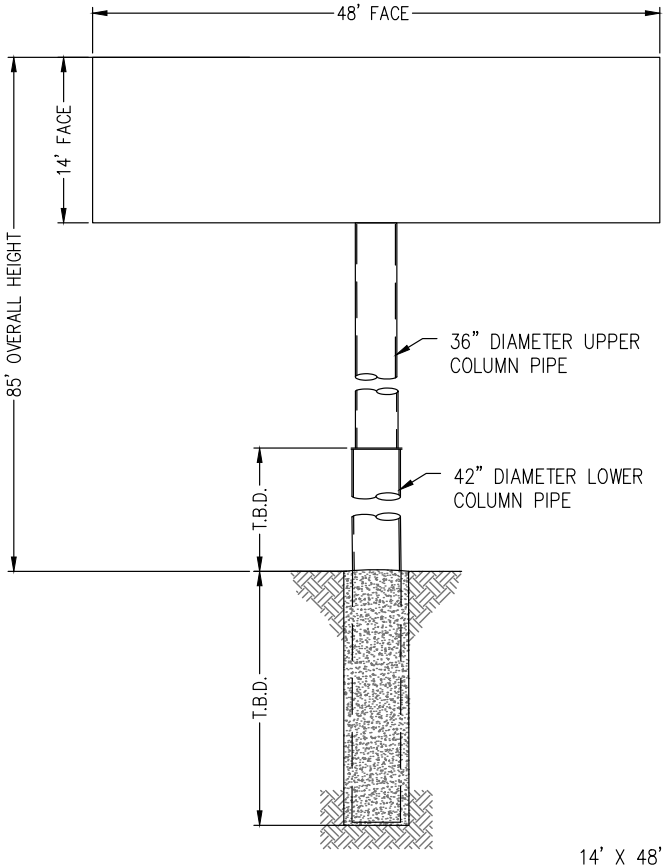
SCALE: 1" = 100'



SOURCE: Illennium, 2026

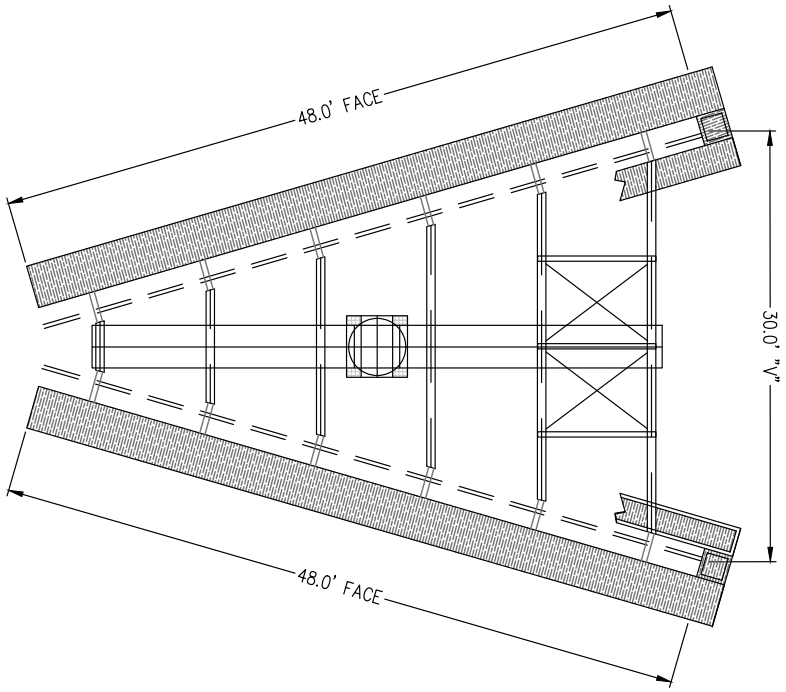
D202601105.00 - SRFC Billboard Program\07 Graphics\Illustrator

Figure 8a
401 I Street Site Plan



Elevation View

14' X 48'
CENTERMOUNT–30' V
85' OVERALL HEIGHT



Plan View

14' X 48'
CENTERMOUNT–30' V
85' OVERALL HEIGHT

SOURCE: Illennium, 2026

D202601105.00 - SRFC Billboard Program\07 Graphics\Illustrator

Figure 8b
401 I Street Billboard Elevations



401 I Street RIght Read



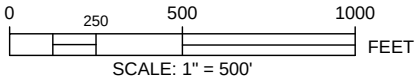
401 I Street Left Read

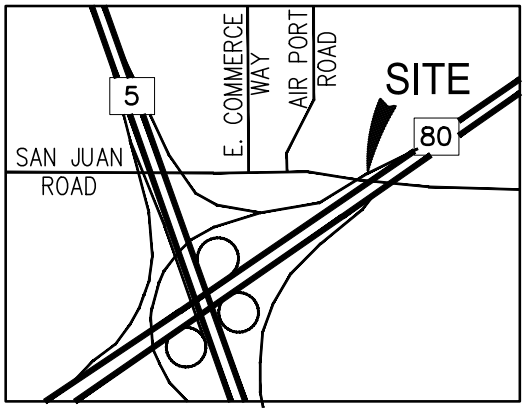
SOURCE: Illennium, 2026

D202601105.00 - SRFC Billboard Program\07 Graphics\Illustrator

Figure 8c
401 I Street Conceptual Renderings



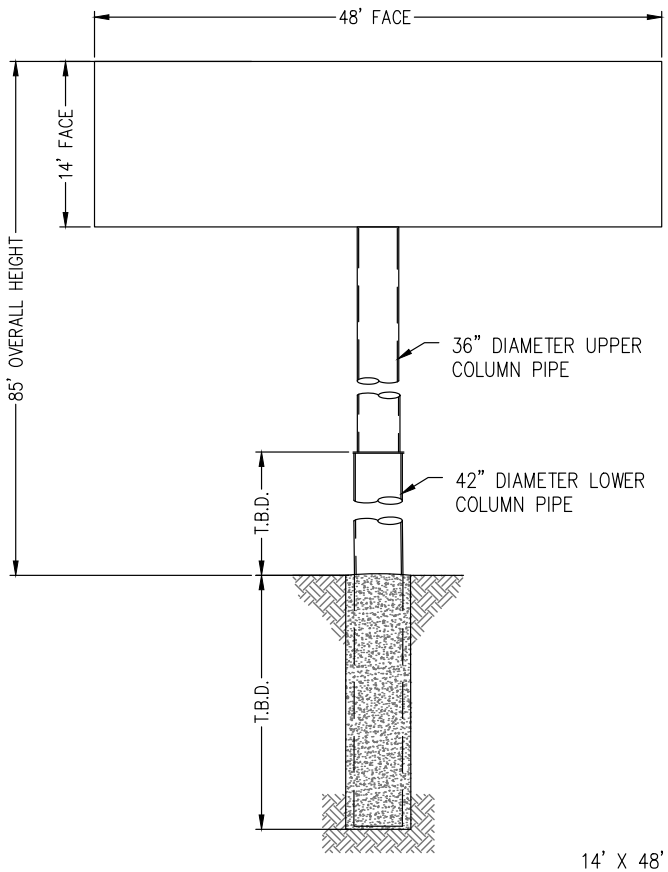




SOURCE: Illennium, 2026

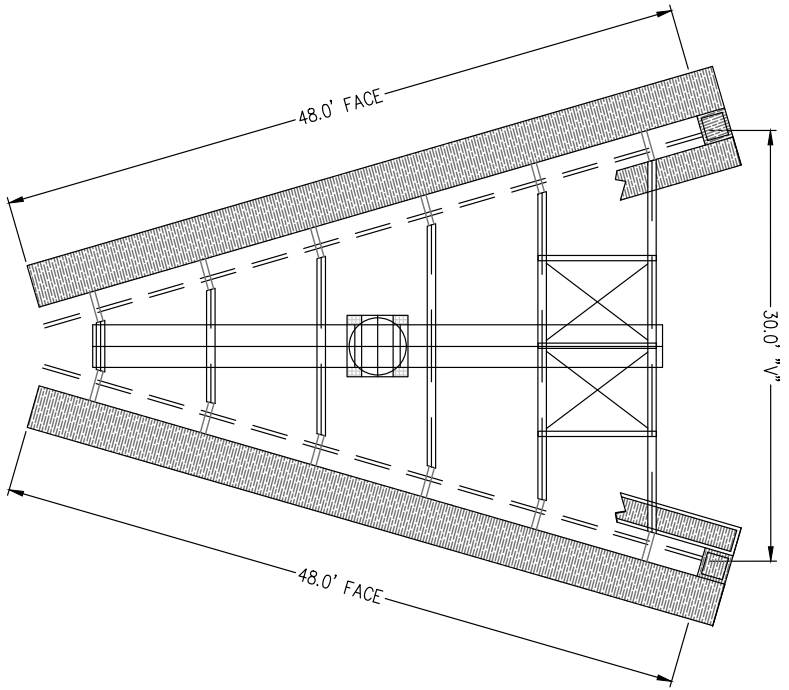
D202601105.00 - SRFC Billboard Program\07 Graphics\Illustrator

Figure 9a
Airport Road Site Plan



Elevation View

14' X 48'
CENTERMOUNT–30' V
85' OVERALL HEIGHT



Plan View

14' X 48'
CENTERMOUNT–30' V
85' OVERALL HEIGHT

SOURCE: Illennium, 2026

D202601105.00 - SRFC Billboard Program\07 Graphics\Illustrator

Figure 9b
Airport Road Billboard Elevations



RD-1000 Interstate 80 Right Read



RD-1000 Interstate 80 Left Read

SOURCE: Illennium, 2026

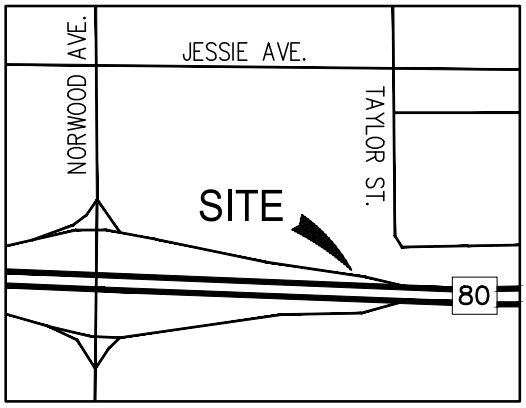
D202601105.00 - SRFC Billboard Program\07 Graphics\Illustrator

Figure 9c
Airport Road Conceptual Renderings



0 100 200 400 FEET

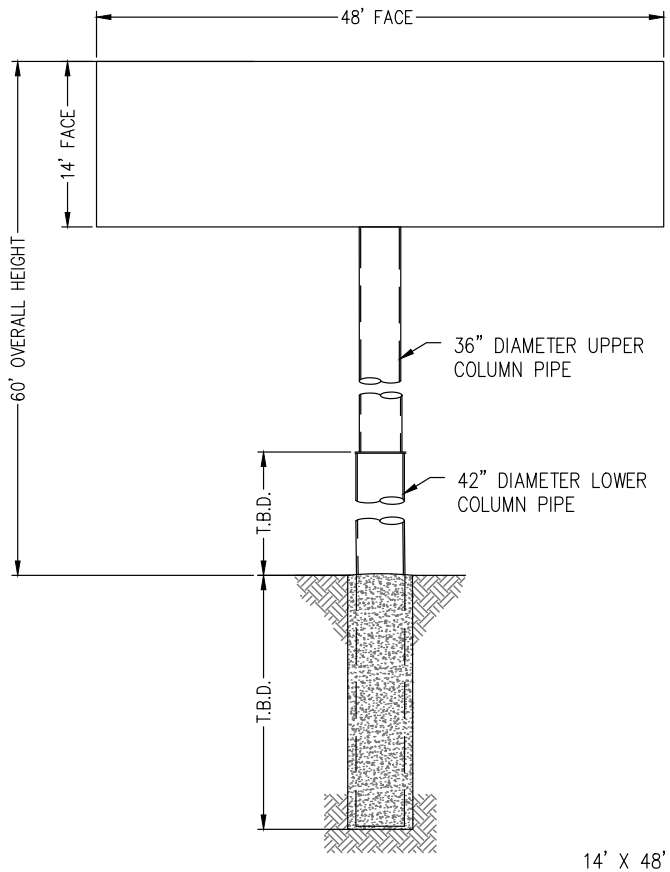
SCALE: 1" = 200'



SOURCE: Illennium, 2026

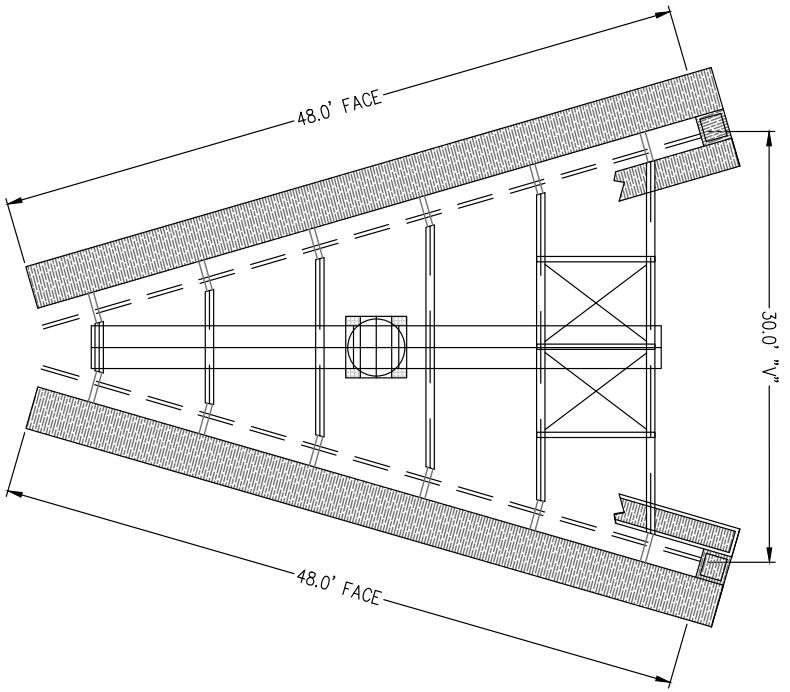
D202601105.00 - SRFC Billboard Program\07 Graphics\Illustrator

Figure 10a
Taylor Street Site Plan



Elevation View

14' X 48'
CENTERMOUNT–30' V
60' OVERALL HEIGHT



Plan View

14' X 48'
CENTERMOUNT–30' V
60' OVERALL HEIGHT

SOURCE: Illennium, 2026

D202601105.00 - SRFC Billboard Program\07 Graphics\Illustrator

Figure 10b
Taylor Street Billboard Elevations



4051 Taylor Street Left Read

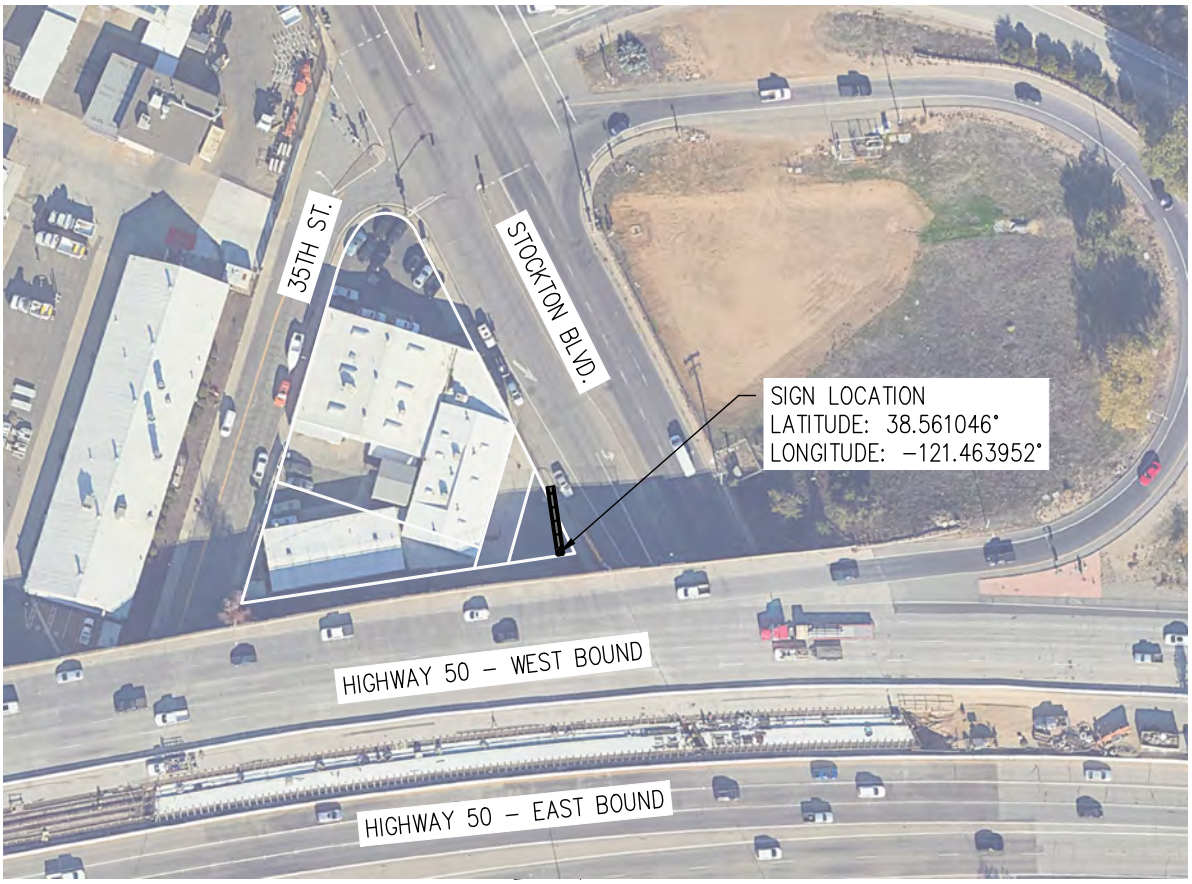


4051 Taylor Street Right Read

SOURCE: Illennium, 2026

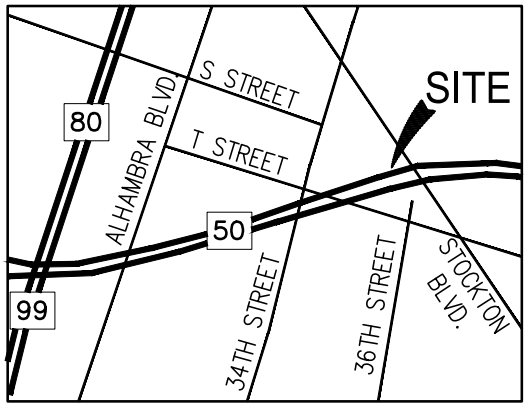
D202601105.00 - SRFC Billboard Program\07 Graphics\Illustrator

Figure 10c
Taylor Street Conceptual Renderings



0 50 100 200 FEET

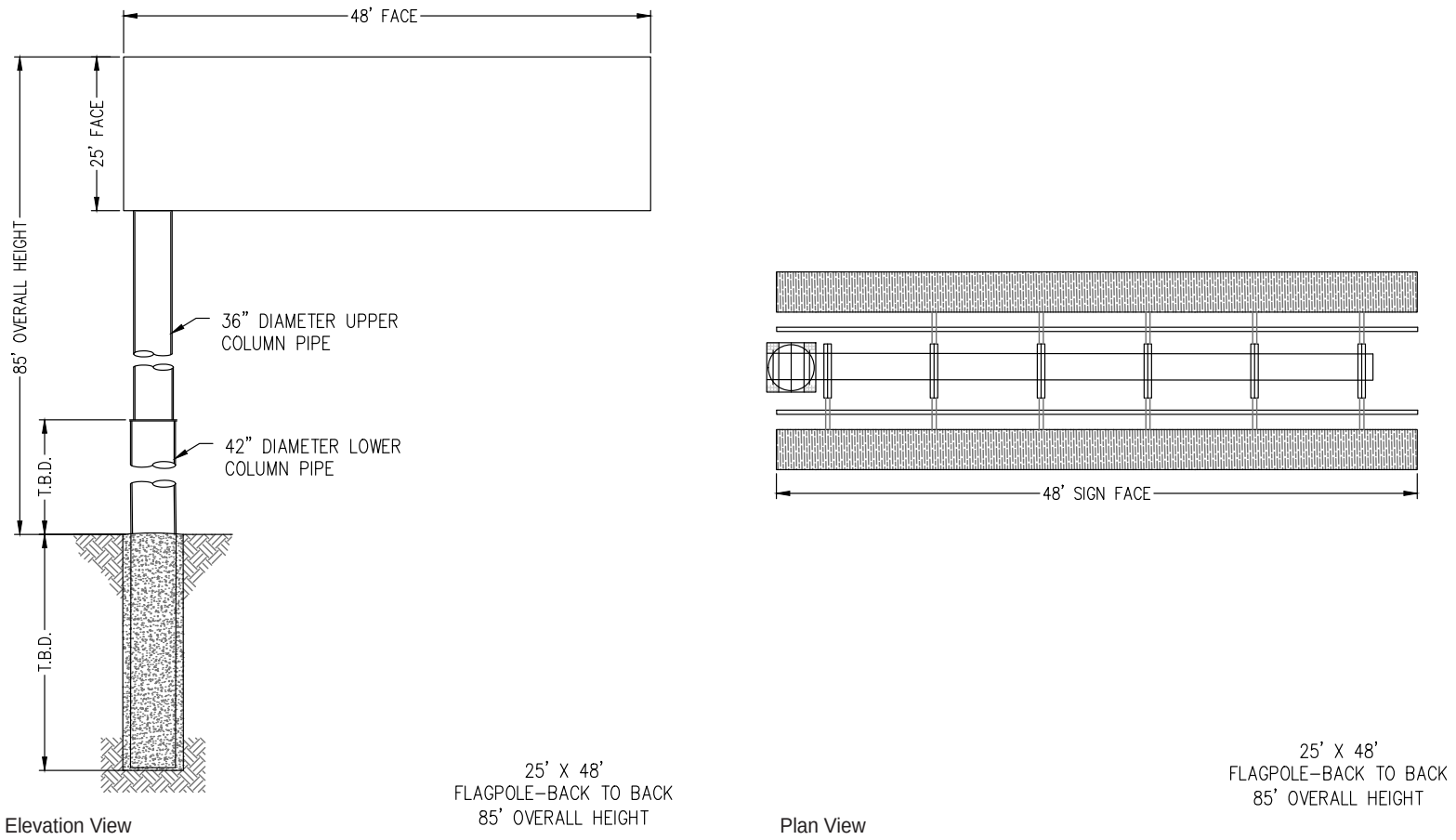
SCALE: 1" = 100'



SOURCE: Illennium, 2026

D202601105.00 - SRFC Billboard Program\07 Graphics\Illustrator

Figure 11a
1876 Stockton Boulevard (Stewart) Site Plan

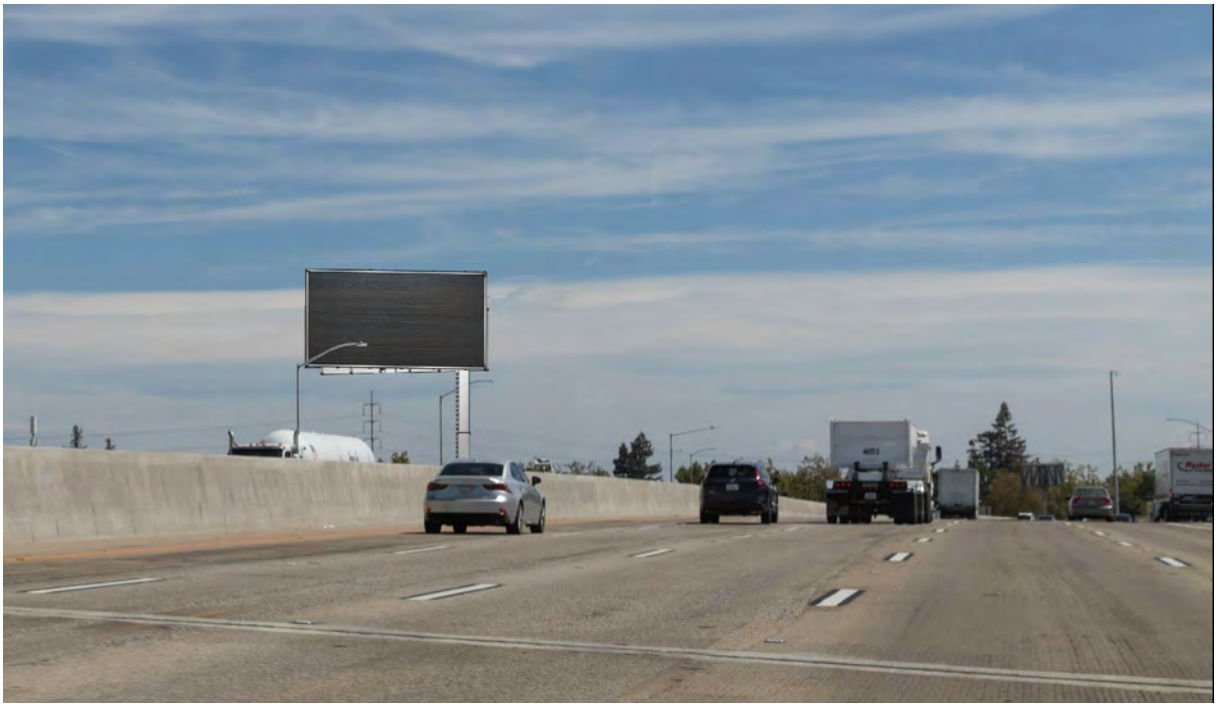


SOURCE: Illennium, 2026

D202601105.00 - SRFC Billboard Program\07 Graphics\Illustrator

Figure 11b

1876 Stockton Boulevard (Stewart) Billboard Elevations



1876 Stockton Boulevard Left Read



1876 Stockton Boulevard Right Read

SOURCE: Illennium, 2026

D202601105.00 - SRFC Billboard Program\07 Graphics\Illustrator

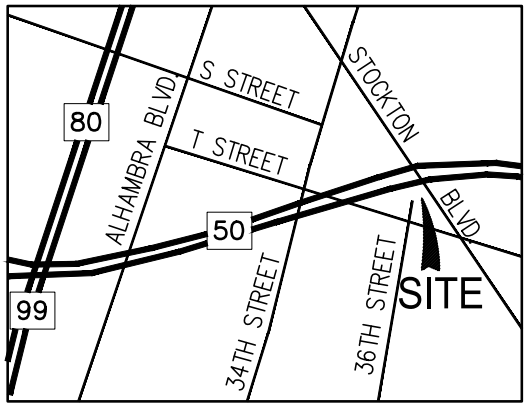
Figure 11c

1876 Stockton Boulevard (Stewart) Conceptual Renderings



0 50 100 200 FEET

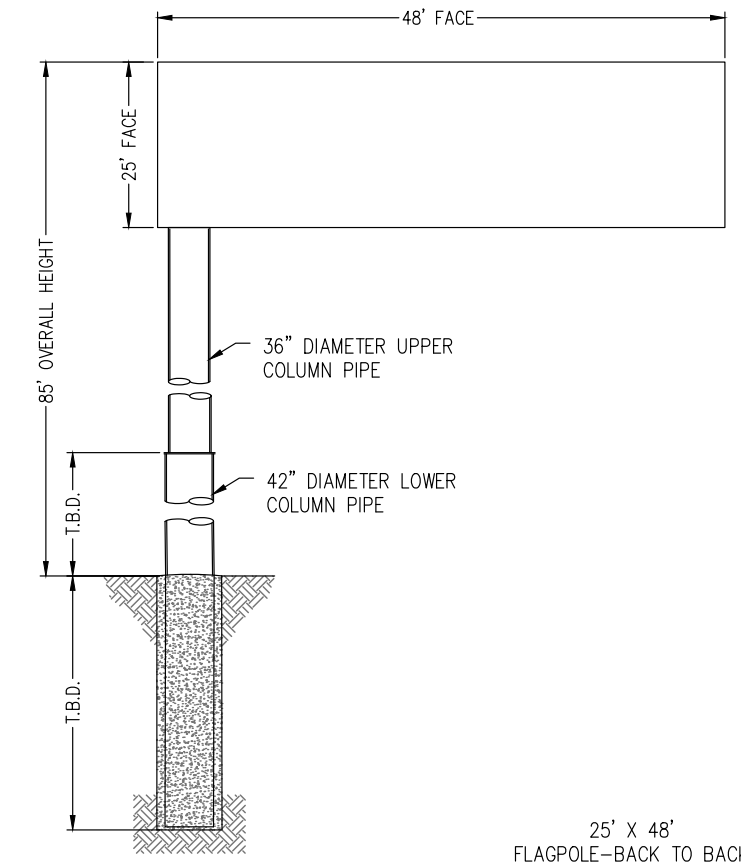
SCALE: 1" = 100'



SOURCE: Illennium, 2026

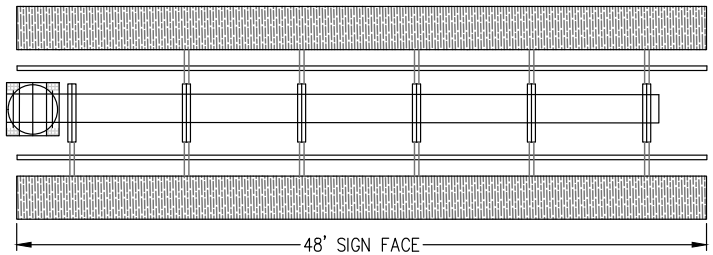
D202601105.00 - SRFC Billboard Program\07 Graphics\Illustrator

Figure 12a
1922 Stockton Boulevard (Dialysis) Site Plan



25' X 48'
FLAGPOLE–BACK TO BACK
85' OVERALL HEIGHT

Elevation View



25' X 48'
FLAGPOLE–BACK TO BACK
85' OVERALL HEIGHT

Plan View

SOURCE: Illennium, 2026

D202601105.00 - SRFC Billboard Program\07 Graphics\Illustrator

Figure 12b
1922 Stockton Boulevard (Dialysis) Billboard Elevations



1922 Stockton Boulevard Right Read



1922 Stockton Boulevard Left Read

SOURCE: Illennium, 2026

D202601105.00 - SRFC Billboard Program\07 Graphics\Illustrator

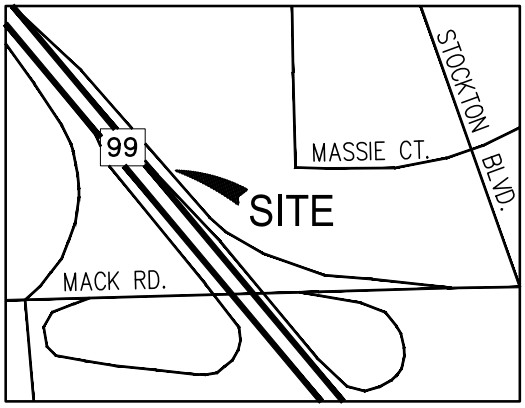
Figure 12c

1922 Stockton Boulevard (Dialysis) Conceptual Renderings



0 100 200 400 FEET

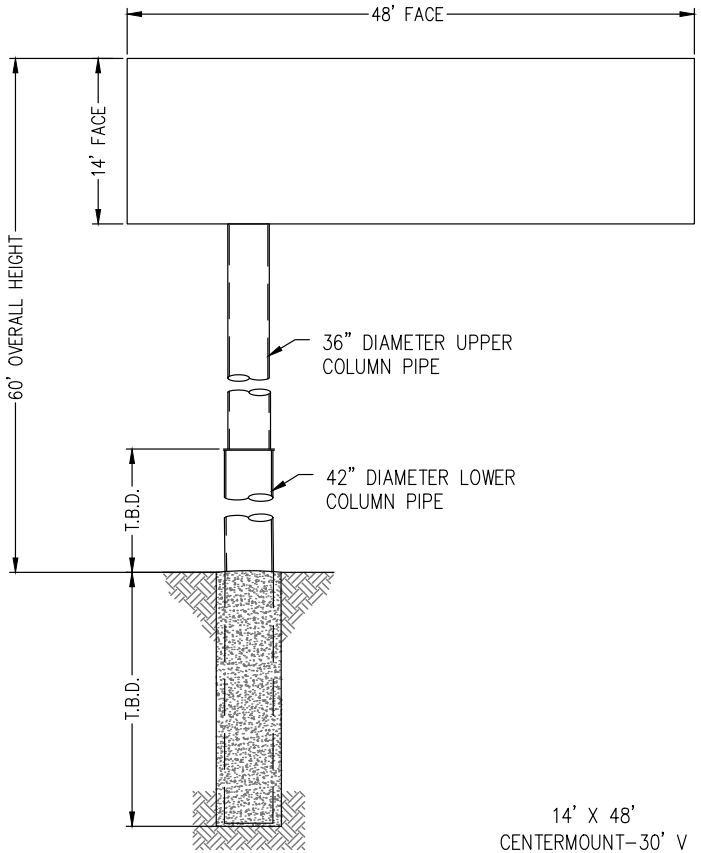
SCALE: 1" = 200'



SOURCE: Illennium, 2026

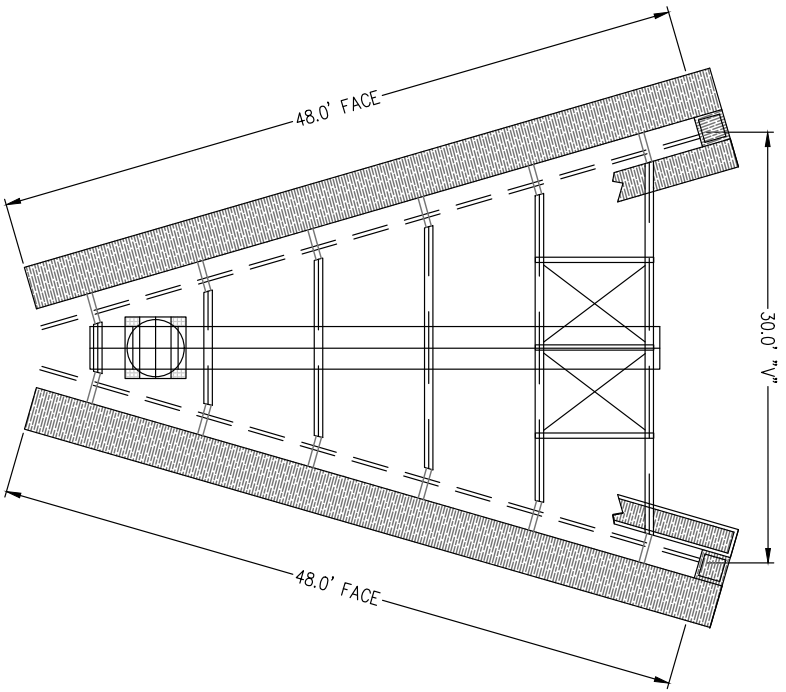
D202601105.00 - SRFC Billboard Program\07 Graphics\Illustrator

Figure 13a
Massie Court Site Plan



Elevation View

14' X 48'
CENTERMOUNT–30' V
60' OVERALL HEIGHT



Plan View

14' X 48'
CENTERMOUNT–30' V
60' OVERALL HEIGHT

SOURCE: Illennium, 2026

D202601105.00 - SRFC Billboard Program\07 Graphics\Illustrator

Figure 13b
Massie Court Billboard Elevations



33 Massie CT - HWY 99 Right Read



33 Massie CT - HWY 99 Left Read

SOURCE: Illennium, 2026

D202601105.00 - SRFC Billboard Program\07 Graphics\Illustrator

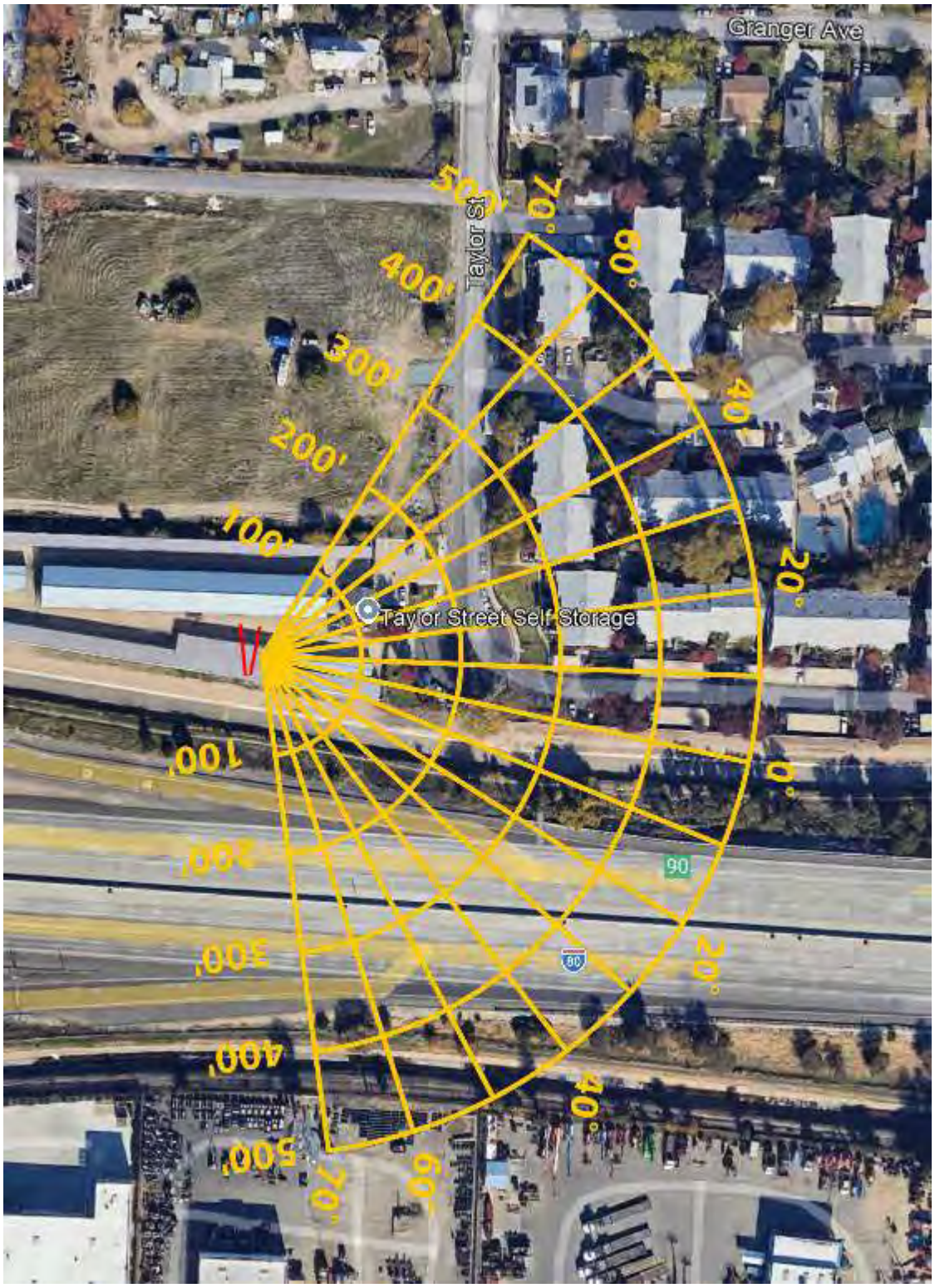
Figure 13c
Massie Court Conceptual Renderings

The billboards would operate 24 hours a day with the brightness of the billboards automatically adjusting to changing light conditions, to limit light spillover during evening periods. Digital billboards rely on LED technology to display colorful, changing messages on a display screen. The brightness of the LED displays would be subject to automated adjustment based on ambient conditions and can be further lowered by digital billboard operators. The displays would be brighter in the daytime than in darkness and would respond to changes in the ambient light conditions. The proposed digital billboards, including the LED billboard faces and the pole structures, would be constructed of non-reflective surfaces. The digital billboards would be operated consistent with restrictions imposed and enforced by Caltrans that preclude lighting which would be directed at motorists that is so directed or intense that it could distract, temporarily blind, or confuse drivers, or create conditions that make recognition of the roadway or official signage difficult.

The City of Sacramento regulates digital signage through its Sign Regulations (Chapter 15.148 of the Municipal Code) and other related ordinances. Key requirements include restrictions on animation, brightness, and size, as well as provisions for special sign districts and digital billboards.

The type of digital billboard faces installed at locations where light-sensitive receptors could be adversely affected by new sources of light would have louvers separating rows of pixels that would limit the vertical angle of visibility to approximately 65 degrees and the horizontal angle of visibility to approximately 165 degrees. As an example, **Figure 14** shows the approximate viewing angle for the eastern face of the proposed billboard at the Taylor Street Site and **Table 2** shows the corresponding light intensity at night under normal operation from various distances and viewing angles. Billboard brightness is diminishing at increasing angles from perpendicular to the face of the digital billboard, which is the intended viewing angle.

Figure 14 Light Viewing Angles and Distances for the Taylor Street Site East Face



Source: Watchfire, 2026

TABLE 2
STANDARD DIGITAL BILLBOARD LIGHT INTENSITY AT VARYING VIEWING ANGLES AND DISTANCES

Viewing Distance (ft)	Light Intensity at Night Under Normal Operation (Foot Candles)				
	Horizontal Viewing Angle				
	0°	20°	40°	60°	70°
100	0.68	0.63	0.55	0.38	0.23
200	0.17	0.16	0.14	0.10	0.06
300	0.08	0.07	0.06	0.04	0.03
400	0.04	0.04	0.03	0.02	0.01
500	0.03	0.03	0.02	0.02	0.01

Notes:

1. 0“ represents intended viewing angle perpendicular to the billboard face which will be oriented to be viewed by drivers traveling on adjacent freeways.

Source: Watchfire, 2026.

Utilities and Infrastructure

Utility and infrastructure improvements would be limited to extending existing subgrade electrical and communication service lines to serve each proposed billboard. Those service extensions would occur within each site, utilizing existing service access where available. The Airport Road site would require electrical connection to the existing overhead lines that runs adjacent to the proposed billboard site.

No wet utilities would be required to serve the Proposed Project at any site.

Employees

Employment related to the Proposed Project would include a small number of construction workers during project construction and personnel for periodic maintenance, which would be anticipated to be carried out by existing regional digital billboard servicers. Other than construction and maintenance, no other employees would be on site.

Project Construction Activities and Schedule

Construction Duration and Phasing

Construction would be anticipated to occur within a year following approval of the Proposed Project. Construction at each site would have an anticipated duration of 5-7 construction days and would occur during daytime hours consistent with the City’s noise control ordinance (Sacramento City Code § 8.68.080). Construction of each billboard could occur concurrently or at different times.

At each site, construction would be initiated by drilling a hole approximately five feet in diameter and up to 75 feet deep. The column for the sign, which could be up to 8 feet in diameter, would be placed in the foundation hole by a crane, and would be secured with concrete. The upper billboard structures would be delivered to the site, assembled on the ground and lifted into place atop the column. Arrangements to extend electrical service to the site would be made in advance of the construction activities. Electrical service would be connected to the SMUD system through underground connections.

Required Discretionary Actions

Implementation of the Proposed Project is anticipated to require, but may not be limited to, the following approvals by the City of Sacramento:

1. City approval of lease agreements with project applicant for the construction and operation of digital billboards on city-controlled property.
2. Site Plan and Design Review Approval
3. Approval of a Conditional Use Permit for the construction of a digital billboard in a transit corridor zone.

Implementation of the Proposed Project is also anticipated to require the following approvals by other agencies:

1. Reclamation District 1000 approval and execution of a lease agreement for the construction and operation of a digital billboard at the Airport Road project site.
2. Caltrans approval of an Outdoor Advertising Display Permit.

IV. Evaluation of Environmental Effects

CEQA Guidelines Section 15183 implements Public Resources Code Section 21083.3 and provides a streamlined environmental review process for projects that are consistent with the development density and applicable policies established by a city or county general plan, community plan, or zoning for which an Environmental Impact Report (EIR) was certified. Section 15183 is intended to avoid repetitive environmental review of policy-level issues that have already been addressed through prior CEQA analysis while ensuring that project-specific environmental effects are appropriately evaluated.

Pursuant to CEQA Guidelines Section 15183(a), projects that are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review except as might be necessary to examine whether there are project-specific effects that are peculiar to the project or its site. As provided in CEQA Guidelines Section 15183(b), additional environmental review is limited to those effects that:

- Are peculiar to the project or the parcel on which the project would be located;
- Were not analyzed as significant effects in the prior EIR;
- Are potentially significant off-site impacts and cumulative impacts that were not discussed in the prior EIR; or
- Are previously identified significant effects that, as a result of substantial new information that was not known and could not have been known at the time the prior EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR.

To evaluate the applicability of Section 15183 to the Sacramento FC Billboard Program, the City must first determine that the Proposed Project is consistent with the conditions identified in Section 15183(d) of the CEQA Guidelines, which includes consistency with a community plan, zoning, or general plan for which an EIR has been certified. For the Proposed Project the certified Sacramento 2040 General Plan

Master EIR is the relevant document. Having established consistency, the City may rely on CEQA Guidelines Section 15183, which limits environmental review to project-specific effects that are peculiar to the billboard program or project sites, were not analyzed in the Master EIR, constitute new off-site or cumulative impacts, or are more severe due to substantial new information. If none of those circumstances are found to exist, the SRFC Billboard Program may be approved based on a Section 15183 consistency analysis without preparation of a subsequent EIR or negative declaration.

Consistency with Community Plan, Zoning, or General Plan Policies

Through this analysis, the City has determined that the SRFC Billboard Program is consistent with the land use designations, for each project site.

The City has adopted sign ordinance provisions that expressly contemplate and authorize digital billboards under specified circumstances. The proposed SRFC Billboard Program seeks implementation of a billboard program expressly contemplated by the City's sign ordinance in City Code Section 15.148, *Signs* and as permitted by the city's zoning code for each respective site.

General Plan Land Use Designation Consistency

The proposed SRFC Billboard Program would install digital billboard structures at six locations within the City of Sacramento. The project would not alter the existing or planned land uses of any project site, modify applicable General Plan land use designations, increase development intensity, induce population growth, or require new public infrastructure. Rather, the proposed billboards would function as communication and advertising structures located within developed urban, mixed-use, employment, industrial, public utility, and transportation corridor environments. Accordingly, the project's consistency with the Sacramento 2040 General Plan is evaluated based on whether the proposed structures would conflict with the intent or implementation of the applicable land use designations.

The proposed 401 I Street, 1876 Stockton Boulevard (Stewart), 1922 Stockton Boulevard (Dialysis), and Massie Court sites are designated Residential Mixed Use (RMU). The RMU designation is intended to support a broad mix of residential, commercial, office, institutional, entertainment, and employment uses within an urban setting. The proposed billboard structures would not alter the underlying mixed-use character of these areas, interfere with planned redevelopment, or affect the range or intensity of uses contemplated by the RMU designation. Because the project would not modify land use patterns or future development opportunities anticipated by the General Plan, the proposed billboards at the 401 I Street, 1876 Stockton Boulevard (Stewart), 1922 Stockton Boulevard (Dialysis), and Massie Court sites would be consistent with the 2040 General Plan Residential Mixed Use designation.

The Taylor Street site is designated Employment Mixed Use (EMU). The EMU designation is intended to accommodate employment-producing uses, including office, light industrial, research and development, commercial, service commercial, and related uses. The proposed billboard structures would not affect planned employment development, alter allowable land uses, or change development assumptions evaluated in the Sacramento 2040 General Plan Master EIR. The proposed billboard at the Taylor Street site would therefore be consistent with the 2040 General Plan Employment Mixed Use designation.

The Airport Road site is designated Parks and Recreation (PR). Although a billboard is not itself a recreational use, the project would not convert parkland to urban development, interfere with recreational uses, restrict public access, or alter the function of the drainage and transportation corridor in which the site is located. The proposed billboard would occupy a limited portion of a freeway-adjacent infrastructure corridor and would not impede implementation of General Plan goals or policies applicable to parks, open space, recreational facilities, or public infrastructure. Therefore, the proposed billboard at the Airport Road site would be consistent with the 2040 General Plan Parks and Recreation designation.

Because the Proposed Project would be consistent with the 2040 General Plan land use designations, and would not increase development intensity, modify growth assumptions, interfere with planned land uses, the project would be consistent with the Sacramento 2040 General Plan land use framework.

Zoning Consistency

As described above, the project sites are individually located within the M-2-SPD, TC, C-4-R, C-2-R, C-2, and M-1 zoning districts. Review of the applicable zoning regulations indicates that the City's zoning framework regulates digital billboards primarily through Chapter 15.148 rather than through the underlying land use tables. For the TC zoning district the City's zoning code specifically directs sign regulation to Chapter 15.148 and provides for review of signage as part of the conditional use permit process. The commercial (C-2 and C-4) and industrial (M-1 and M-2) districts expressly contain standards governing off-site signs. Chapter 15.148.965, *Agreements for Digital Billboards* further establishes specific provisions authorizing digital billboards under City-approved agreements, including provisions applicable to outdoor stadium funding agreements (subpart "D") and the Railyards Sign District. Because the Proposed Project would not alter the underlying zoning classifications, permitted land uses, or development intensity of the affected parcels, and would be subject to compliance with Chapter 15.148 and applicable City approval procedures, the Proposed Project would not conflict with applicable zoning regulations.

Determination of Consistency with Applicable Community Plan, Zoning, or General Plan Policies

Based on the foregoing analysis, the Proposed Project would be consistent with the Sacramento 2040 General Plan, applicable community plan designations, and the zoning regulations governing the project sites. The project would not alter the land use framework, development intensity, growth assumptions, or infrastructure planning assumptions upon which the Sacramento 2040 General Plan and its Master EIR were based. Accordingly, the project satisfies the threshold consistency requirements of CEQA Guidelines Section 15183.

The next step in the Section 15183 evaluation is to determine whether the Proposed Project would result in any environmental effects that are peculiar to the project or project sites, or whether there are potentially significant off-site or cumulative impacts, impacts that were not analyzed as significant effects in the Sacramento 2040 General Plan Master EIR, or impacts that are substantially more severe than those previously analyzed. The resource topic analyses that follow address these considerations and identify whether any additional environmental review is required under CEQA Guidelines Section 15183.

Impacts Peculiar to the Project or Project Parcels

CEQA Guidelines Section 15183 limits environmental review of a project that is consistent with an adopted General Plan and previously certified EIR to environmental effects that are peculiar to the project or the parcel on which the project would be located; impacts that were not analyzed as significant effects in the prior EIR; potentially significant off-site or cumulative impacts not discussed in the prior EIR; or previously identified significant effects that may be substantially more severe due to new information. The purpose of the following discussion is therefore not to re-evaluate all environmental effects associated with urban development in Sacramento, as those effects were comprehensively addressed in the Sacramento 2040 General Plan Master EIR, but rather to identify those impact areas where the characteristics of the Proposed Project, or the individual project parcels may result in environmental effects that are unique to the project sites and therefore warrant site-specific analysis.

The Proposed Project consists of installation and operation of six freestanding digital billboards ranging from approximately 60 to 85 feet in height at locations adjacent to Interstate 5, Interstate 80, Business 80, State Route 50, and State Route 99. Construction would occur over a 5- to 7-day period at each site and would primarily involve drilling foundations, placement of a steel support column, installation of billboard structures and digital display faces, and extension of electrical and communications infrastructure. The project would not involve development of occupied buildings, introduction of new residential or employment uses, expansion of public infrastructure, increases in population or housing, or changes to land use designations. Therefore, many of the environmental effects evaluated in the Sacramento 2040 General Plan Master EIR are not peculiar to the Proposed Project and would either not occur or would occur at levels substantially less than those associated with typical urban development evaluated by the Master EIR.

Based on the nature of the project and the characteristics of the individual sites, the environmental issue areas most likely to involve effects that are peculiar to the project or project parcels include the following:

Aesthetics, Light and Glare,

Biological Resources,

Cultural and Tribal Cultural Resources,

Geology and Soils.

Hazards and Hazardous Materials, and

Transportation,

These topics are potentially affected by the placement of large digital billboard structures, the operation of continuously illuminated digital display screens, the proximity of billboards to freeways, roadways, sensitive receptors, biological resources, historic resources, drainage facilities, and utility corridors, and the site-specific construction activities required to install the billboard foundations and support structures. Because these impact mechanisms arise directly from the unique characteristics of the proposed billboards and their locations, these issue areas warrant focused project-specific evaluation under CEQA Guidelines Section 15183.

By contrast, several environmental resource topics are not considered peculiar to the Proposed Project or the project sites because the Proposed Project would not alter land uses, increase development intensity, generate substantial operational activity, or create demand for public services or utilities beyond existing conditions. These topics include air quality, energy, greenhouse gas emissions, land use and planning, population and housing, public services, recreation, and utilities and service systems and are briefly

discussed in the following discussion of topics not involving impacts peculiar to the project or project parcels.

V. Environmental Effects Determined Not to Be Peculiar to the Project or Project Parcels

Construction of the Proposed Project would generate temporary emissions, energy use, vehicle trips, and utility demand; however, these activities are extremely minor relative to the urban development program evaluated in the Sacramento 2040 General Plan Master EIR and are subject to uniformly applicable City regulations, General Plan policies, construction requirements, and mitigation measures adopted through the Master EIR. Similarly, operation of the Proposed Project would not generate population growth, housing demand, public service demand, or substantial utility consumption beyond existing conditions. Accordingly, these issue areas do not involve effects that are peculiar to the project or project sites and may rely principally on the environmental analysis, General Plan policies, development standards, and mitigation framework previously adopted by the City.

Air Quality

Construction of the Proposed Project would generate temporary emissions from drilling and foundation work, crane and equipment use, worker trips, and delivery of the billboard columns and display structures. Construction would last approximately five to seven days at each location and would involve a limited work area rather than mass grading or construction of occupied buildings. Once operational, the billboards would not generate regular employee, customer, or truck trips and would require only occasional maintenance visits. Air quality effects would therefore be limited primarily to temporary construction emissions and would be substantially smaller in scale than the construction and operational emissions associated with typical site development projects as analyzed in the Master EIR.

The following Sacramento 2040 General Plan policies remain relevant to these limited construction emissions:

> **Policy ERC-4.1 through Policy ERC-4.7**, which collectively address reduction of air pollutants and exposure to air pollution through land use planning, transportation strategies, construction and operational controls, coordination with air-quality regulators, and protection of sensitive receptors. The Master EIR identified these policies, together with Policies EJ-1.3 and EJ-1.4, as part of the policy framework for reducing air-quality effects associated with development under the General Plan.
>
> **Policy LUP-1.1, Compact Urban Footprint**, promotes a land- and resource-efficient development pattern that supports efficient provision of services, conserves open space, reduces vehicle miles traveled, and improves air quality. The proposed billboards would be installed within the existing urban footprint and would not induce new vehicle travel or expand urban development.

No Master EIR mitigation measure would be applicable to the Proposed Project. The Master EIR relied upon General Plan policies in addressing the broader air-quality effects of citywide development. The Proposed Project would remain subject to independently applicable Sacramento Metropolitan Air Quality Management District rules, construction-dust requirements, equipment-idling limitations, and permit

conditions. With those requirements, the limited construction emissions would not constitute an effect peculiar to the Proposed Project or sites.

The Proposed Project would not result in significant air quality effects that were not analyzed in the Sacramento 2040 General Plan Master EIR, potentially significant off-site or cumulative impacts not previously discussed, or previously identified significant effects that would be substantially more severe because of substantial new information. Therefore, additional project-specific analysis of air quality impacts under CEQA Guidelines Section 15183 is not required.

Energy

Construction of the Proposed Project would temporarily consume diesel fuel and gasoline through operation of construction equipment, cranes, delivery vehicles, and worker vehicles. Operation would consume electricity for the LED display faces, automatic brightness controls, communications equipment, and related electrical components. The Proposed Project would not include occupied buildings, heating or cooling systems, natural gas service, process equipment, or substantial transportation-related energy use. Its energy demand would therefore be limited compared with the residential, commercial, office, and industrial development evaluated in the Master EIR.

The following General Plan policy is relevant:

> **Policy ERC-5.6, Renewable Energy**, supports deployment of renewable-energy systems and is part of the General Plan's broader energy and resource-efficiency framework.

The Proposed Project would receive electrical service and would not introduce new natural gas infrastructure or fuel-intensive operational activities.

The 2040 General Plan also includes policies supporting transition toward carbon-neutral buildings and infrastructure, including **Policy ERC-9.4, Carbon-Neutral Buildings**, which calls for transitioning fossil-fuel-powered buildings to electric power. Although the Proposed Project would involve the construction of structures rather than occupied buildings, their use of electricity rather than on-site fossil-fuel equipment would not conflict with this policy direction.

No Master EIR mitigation measure is necessary for this topic. The project would not construct an energy-intensive land use, and the available record does not identify a Master EIR energy mitigation measure specifically applicable to the limited electricity use of LED-based digital billboards. Compliance with applicable electrical, energy-efficiency, and equipment standards would be sufficient. The Proposed Project's limited construction fuel use and operational electricity demand would not represent wasteful, inefficient, or unnecessary energy consumption and would not constitute an effect peculiar to the Proposed Project or sites.

The Proposed Project would not result in significant energy effects that were not analyzed in the Sacramento 2040 General Plan Master EIR, potentially significant off-site or cumulative impacts not previously discussed, or previously identified significant effects that would be substantially more severe because of substantial new information. Therefore, additional project-specific analysis of energy effects under CEQA Guidelines Section 15183 is not required.

Greenhouse Gas Emissions

Construction of the Proposed Project would generate a small amount of short-term greenhouse gas emissions from equipment, material deliveries, crane operation, and worker trips. Operational emissions would be associated primarily with electricity used by the digital display faces and occasional maintenance trips. The Proposed Project would not generate population or employment growth, regular customer trips, freight activity, natural gas combustion, water or wastewater demand, or substantial solid-waste generation. The principal sources of greenhouse gas emissions associated with typical urban development would therefore not be introduced by the Proposed Project.

Relevant General Plan policies include:

> **Policy LUP-1.1, Compact Urban Footprint**, which promotes resource-efficient development, conservation of open space, reduced vehicle miles traveled, and improved air quality. The Proposed Project sites are in the City of Sacramento within the existing urbanized area and would not expand the development footprint or induce regular vehicle travel.
>
> **Policy ERC-5.6, Renewable Energy**, which supports deployment of renewable-energy systems and the transition toward cleaner electricity. The Proposed Project's operational energy demand would be electrical and would not include natural gas infrastructure or on-site fossil-fuel combustion.
>
> **Policy ERC-9.4, Carbon-Neutral Buildings**, which calls for transitioning fossil-fuel-powered buildings to electric power communitywide. Although the Proposed Project does not involve the construction and operation of buildings, the electrical operation of the Proposed Project digital billboards would be consistent with rather than obstruct this policy.

No Master EIR greenhouse gas mitigation measure is applicable. The Proposed Project would not create the building, transportation, water, wastewater, or solid-waste emission sources that would warrant application of development-oriented mitigation. Any greenhouse gas emissions generated by short-term construction and electricity consumption would be limited and would not constitute an effect peculiar to the Proposed Project or sites.

The Proposed Project would not result in significant greenhouse gas emissions-related effects that were not analyzed in the Sacramento 2040 General Plan Master EIR, potentially significant off-site or cumulative impacts not previously discussed, or previously identified significant effects that would be substantially more severe because of substantial new information. Therefore, additional project-specific analysis of greenhouse gas emissions under CEQA Guidelines Section 15183 is not required.

Hydrology and Water Quality

Construction of the Proposed Project would involve localized ground disturbance associated primarily with drilling and installation of billboard foundations and limited electrical and communications connections. The Proposed Project would not involve mass grading, substantial alteration of existing topography or drainage patterns, construction of occupied buildings or large areas of new impervious surface, groundwater extraction, or development of new water or wastewater infrastructure. Following construction, the Proposed Project sites would generally retain their existing drainage characteristics, and

operation of the digital billboards would not generate wastewater, require water supply, or involve routine activities that would generate substantial sources of polluted runoff.

The Sacramento 2040 General Plan Master EIR evaluated the potential for development under the General Plan to affect surface water quality, drainage patterns, groundwater resources, flood hazards, and other hydrologic conditions. The potential effects associated with the Proposed Project would be substantially more limited than those associated with the urban development evaluated in the Master EIR because of the small construction footprints and absence of occupied development or substantial new impervious surfaces.

Temporary ground disturbance associated with drilling and foundation and utility construction could expose small areas of soil to erosion or result in accidental releases of fuels, lubricants, concrete washout, or other construction materials. These are ordinary construction-related water-quality effects rather than effects arising from a peculiar characteristic of the billboard sites. Construction would remain subject to applicable City requirements governing erosion, sediment, construction runoff, and incidental discharges and, where applicable based on the total area of disturbance, requirements of the State Water Resources Control Board's Construction General Permit.

Because disturbance at each Proposed Project site would be localized and short-term, and because applicable construction and stormwater requirements would control erosion, sedimentation, and pollutant discharges, construction of the Proposed Project would not violate water-quality standards, substantially degrade surface water quality, or create a peculiar water-quality effect.

The Proposed Project would not use groundwater, construct groundwater wells, create substantial new impervious surfaces that could materially interfere with groundwater recharge, or otherwise alter groundwater supplies. Deep foundation drilling could extend into subsurface materials; however, the Proposed Project is not anticipated to require substantial groundwater dewatering. If groundwater is encountered during construction and dewatering becomes necessary, discharge would be subject to applicable City and Regional Water Quality Control Board requirements.

Potential exposure to contaminated groundwater, including the site-specific trichloroethylene (TCE) condition associated with the 1876 Stockton Boulevard (Stewart) site, is addressed under Hazards and Hazardous Materials rather than Hydrology and Water Quality. As discussed in that section, the 1876 Stockton Boulevard (Stewart) site is immediately adjacent to the Savarino Trust Property, where TCE contamination has affected groundwater, and project construction would be coordinated with the Central Valley Water Board before subsurface disturbance. The Hazards analysis requires implementation of investigation, groundwater or vapor management, monitoring, and other construction controls determined necessary through that coordination. Accordingly, the presence of potentially contaminated groundwater does not create a separate peculiar significant impact related to hydrology and water quality.

The Proposed Project would occupy small portions of existing developed or disturbed parcels and would not substantially alter existing drainage patterns. The foundation and support column for each billboard would create only a minor increase in impervious surface relative to existing site conditions. The Proposed Project would therefore not substantially increase the rate or volume of runoff, exceed the capacity of existing storm drainage systems, cause substantial erosion or siltation, or substantially increase flooding on or off site.

The Airport Road site is located adjacent to the East Drainage Canal. The proposed billboard at this site would be constructed within the disturbed upland portion of the site and would not involve construction within, modification of, or disturbance to the East Drainage Canal. As established in the Biological Resources analysis, construction would not affect aquatic habitat within the canal. The limited billboard foundation would not alter the course or capacity of the canal nor would it substantially change runoff entering the drainage system. Therefore, proximity to the East Drainage Canal would not result in a hydrology or water-quality effect peculiar to the Proposed Project or site.

Flooding and Other Water-Related Hazards. The Proposed Project would not construct housing, occupied buildings, or other facilities that would introduce residents or permanent employees into a flood hazard area. The Proposed Project would not alter flood-control infrastructure, substantially impede flood flows, or redirect floodwaters in a manner that would expose people or structures to significant new hazards. Similarly, the Proposed Project would not involve development of occupied uses potentially exposed to inundation from seiche, tsunami, or other water-related hazards.

No new project-specific CEQA mitigation measures are required. Applicable City construction, stormwater, drainage, and dewatering requirements would continue to apply as regulatory requirements rather than project-specific mitigation.

The Proposed Project would not result in substantial changes to drainage patterns, groundwater supplies or recharge, stormwater runoff, flood conditions, or water demand, and construction-related water-quality effects would be limited and subject to existing regulatory requirements. The proximity of the Airport Road site to the East Drainage Canal does not alter this conclusion because project construction would remain within the disturbed upland portion of the parcel and would not modify or disturb the canal.

The Proposed Project would not result in significant hydrology or water quality effects that were not analyzed in the Sacramento 2040 General Plan Master EIR, potentially significant off-site or cumulative impacts not previously discussed, or previously identified significant effects that would be substantially more severe because of substantial new information. Therefore, additional project-specific analysis of hydrology and water quality impacts under CEQA Guidelines Section 15183 is not required.

Land Use and Planning

The Proposed Project would not physically divide an established community at any site, and would not change a General Plan land use designation, rezone a parcel, introduce housing or employment, or modify the planned development intensity of any site. The Proposed Project would install sign structures on limited portions of existing developed or infrastructure-related parcels. As established in the preceding consistency analysis, the Proposed Project would not conflict with the Residential Mixed Use, Employment Mixed Use, or Parks and Recreation land use designations, and their permissibility would be governed through the applicable zoning districts and Sacramento Municipal Code Chapter 15.148.

Relevant General Plan policies include:

> **Policy LUP-1.1, Compact Urban Footprint**, which promotes land- and resource-efficient development and efficient use of existing infrastructure. All proposed sites are within the City's existing urbanized area.

Policy LUP-4.6, Compatibility with Adjoining Uses, which requires development to address compatibility with adjacent uses, including shielding lighting from view and directing it downward to minimize effects on residential uses. This policy is relevant to billboard design and operation, particularly at sites near residential receptors, although detailed light-and-glare effects should be evaluated under aesthetics rather than dismissed under land use.

Policy LUP-4.7, Visual and Physical Character, which promotes use of development standards and design guidance to improve the visual and physical character of automobile-oriented corridors. This policy is relevant to the siting and design review of freeway-oriented billboard structures.

Policy LUP-8.10, Responsiveness to Context, which calls for building and site design that considers the existing character of neighborhoods and corridors. This policy would be implemented through site plan and design review and the City's sign regulations.

No Master EIR land use mitigation measure is applicable because the Proposed Project would not create a land use conflict requiring mitigation. Compliance with the Planning and Development Code, Chapter 15.148, applicable special planning district requirements, and the City's discretionary review process provides the relevant regulatory mechanism. Visual compatibility and lighting are evaluated as potential impacts peculiar to the project or project parcel in Section VI of this evaluation.

The Proposed Project would not result in significant land use effects that were not analyzed in the Sacramento 2040 General Plan Master EIR, potentially significant off-site or cumulative impacts not previously discussed, or previously identified significant effects that would be substantially more severe because of substantial new information. Therefore, additional project-specific analysis of land use effects under CEQA Guidelines Section 15183 is not required.

Noise

The Proposed Project would not introduce a permanent source of operational noise or vibration. Following construction, operation of the digital billboards would not involve mechanical equipment or other activities that would generate substantial audible noise at surrounding land uses. Therefore, potential noise and vibration effects would be limited to temporary construction activities associated with foundation drilling, concrete placement, erection of the billboard support structure and display, installation of electrical and communications connections, and use of associated construction vehicles and equipment.

The Sacramento 2040 General Plan Master EIR evaluated temporary construction noise under Impact 4.11-2 and recognized that construction and maintenance associated with development throughout the Planning Area would be a primary source of temporary or periodic noise. The Master EIR recognized that construction-noise levels vary based on the equipment used, distance between construction equipment and sensitive receptors, equipment condition, intensity of construction activity, and timing and duration of noise-generating activities. The Master EIR determined that construction could result in temporary increases in ambient noise levels that could disturb nearby noise-sensitive uses and identified the impact as potentially significant.

The Master EIR identified General Plan Policy ERC-10.9 (Construction Noise Controls) and City Code Section 8.68.080 as part of the regulatory framework governing construction noise. Policy ERC-10.9

directs the City to limit construction-noise impacts on surrounding land uses through City Code regulations addressing permitted construction days and hours, types of work, construction equipment, and sound attenuation devices. City Code Section 8.68.080 exempts general construction activities from otherwise applicable City noise standards when conducted between 7:00 a.m. and 6:00 p.m. Monday through Saturday and between 9:00 a.m. and 6:00 p.m. on Sunday, provided that construction equipment is properly maintained.

Because construction activities could nevertheless disturb noise-sensitive uses even when occurring during permitted hours, the Master EIR adopted Mitigation Measure NOI-1 (Construction Noise). NOI-1 requires all construction contractors to limit construction to specified daytime hours; properly maintain construction equipment and noise-suppression devices; shield or otherwise attenuate particularly loud impact tools and equipment; avoid extended equipment idling near sensitive receptors; locate stationary noise-generating equipment as far as practicable from sensitive receptors and provide temporary barriers where necessary; and, for major construction projects, establish procedures for responding to construction-noise complaints. The Master EIR determined that these measures could reduce construction noise by approximately 5 to 13 dBA and would reduce the temporary construction-noise impact to less than significant.

Construction of each proposed billboard would be substantially shorter and less intensive than the range of development contemplated by the Master EIR. Construction at each location is anticipated to occur over approximately five to seven days. Nevertheless, noise-sensitive residential receptors are located immediately adjacent to or near two proposed billboard locations. Multi-family residential uses are located immediately east of the Taylor Street site, and single-family residential uses are located west and southwest of the 1922 Stockton Boulevard (Dialysis) site. Construction at these locations could temporarily increase noise levels experienced at nearby residences for a period of five to seven days, particularly during foundation drilling and operation of other heavy construction equipment.

The presence of these residential receptors does not represent an environmental effect peculiar to the Proposed Project or project parcels. The Master EIR expressly considered construction occurring near noise-sensitive land uses and recognized receptor proximity as one of the factors affecting construction-noise exposure. **Mitigation Measure NOI-1 (Construction Noise)** was adopted specifically to address such circumstances and requires source controls, equipment maintenance, limitations on idling, separation of stationary equipment from sensitive receptors, and temporary noise barriers where necessary. Accordingly, NOI-1 would apply to construction of the Proposed Project, including construction at the Taylor Street and 1922 Stockton Boulevard (Dialysis) sites.

Mitigation Measure NOI-1 Construction Noise

The following measure shall be implemented by all construction contractors to reduce the effects of noise levels generated from construction activities.

- Construction hours shall be limited to 7:00 a.m. to 6:00 p.m. Monday through Saturday and between 9:00 a.m. and 6:00 p.m. on Sunday. Construction outside of these hours may be approved through a development permit based on a site-specific "construction noise mitigation plan" and a finding by the Director of Community Development or their designee that the construction noise mitigation plan is adequate to prevent excessive noise disturbance of affected residential uses. Because it is anticipated that certain construction activities (such

as continuous pours of concrete foundations) may require work outside normally permitted construction hours (e.g., overnight), the project's Development Permit would allow for such construction activities, subject to conditions of approval, including performance standards, imposed by the City to limit noise impacts.

- Construction equipment and vehicles shall be fitted with efficient, properly operating noise suppression devices (e.g., mufflers, silencers, wraps) that meet or exceed manufacture specifications. Mufflers and noise suppressors shall be properly maintained and tuned to ensure proper fit, function and minimization of noise.
- Impact tools and equipment that is particularly loud (e.g., concrete saws) shall have the working area/impact area shrouded or shielded, with intake and exhaust ports on power equipment muffled or suppressed. The use of temporary or portable, application-specific noise shields or barriers, or temporary construction barriers adjacent to or at the boundary of the construction area may be necessary to reduce associated noise levels.
- Construction equipment shall not be idled for extended periods (e.g., 5 minutes or longer) of time in the immediate vicinity of noise-sensitive receptors.
- Stationary noise-generating equipment such as air compressors or portable power generators shall be located as far as possible from sensitive receptors. Temporary noise barriers shall be constructed, if needed, to screen stationary noise-generating equipment when located near adjoining noise-sensitive land uses.
- For major construction projects: a designated on-site disturbance coordinator shall be designated by the general contractor and shall post contact information in a conspicuous location near the entrance(s) of the construction site, so it is clearly visible to passers-by and nearby receptors. The coordinator shall document and manage complaints resulting from the construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., inoperative muffler) and shall require that reasonable measures be implemented to correct the problem. Reoccurring disturbances shall be evaluated by a qualified acoustical consultant retained by the project applicant to ensure compliance with applicable standards.

Construction of the Proposed Project could also generate temporary groundborne vibration, particularly during foundation drilling and operation of heavy equipment. The Master EIR evaluated construction vibration under Impact 4.11-3 and concluded that implementation of General Plan policies would reduce potential exposure to excessive groundborne vibration to less than significant. Policy ERC-10.5 (Interior Vibration Standards) requires construction projects anticipated to generate significant vibration to use appropriate methods, including equipment selection, low-impact tools, modified operations, increased setback distances, or vibration monitoring, to maintain acceptable vibration levels at nearby residential and commercial uses based on applicable City or Federal Transit Administration criteria. The Master EIR therefore concluded that construction-related vibration would be less than significant and required no additional mitigation.

The proposed billboards would not involve pile driving or other unusually intensive sources of construction vibration. Foundation drilling and other construction activities would be temporary and localized. At the Taylor Street and 1922 Stockton Boulevard (Dialysis) sites, where residences are located nearby, **Policy ERC-10.5** would require appropriate construction methods if activities are anticipated to generate significant vibration levels. Therefore, construction vibration would not constitute an environmental effect peculiar to the Proposed Project or project parcels.

> **Policy ERC-10.5, Interior Vibration Standards**, requires construction projects that could generate significant vibration to incorporate appropriate vibration-reduction methods, such as selecting lower-vibration equipment, using low-impact tools, modifying construction operations, increasing setbacks from sensitive receptors, and conducting vibration monitoring where warranted. The policy mitigates potential construction vibration effects by requiring project design and construction methods to maintain acceptable interior vibration levels at nearby residential and commercial uses based on applicable City or Federal Transit Administration criteria.

The remaining Appendix G noise criteria do not warrant further project-specific analysis. The Proposed Project would not introduce residential or other noise-sensitive land uses into an existing noise environment, and operation of the billboards would not generate substantial permanent increases in ambient noise. Consequently, the Master EIR's analysis of permanent stationary, transportation, roadway, railway, and aircraft noise exposure is not materially applicable to the Proposed Project. Although individual billboard sites may be located near freeways, rail lines, or within airport influence areas, the billboards are unoccupied structures and would not expose residents or other sensitive receptors to those existing noise sources.

Accordingly, construction noise associated with the Proposed Project is the same type of temporary construction effect analyzed in the Sacramento 2040 General Plan Master EIR. The presence of residential receptors adjacent to the Taylor Street site and west and southwest of the 1922 Stockton Boulevard (Dialysis) site does not create a substantially different impact mechanism or greater effect than was contemplated by the Master EIR. **Mitigation Measure NOI-1** shall be implemented as applicable to construction of the Proposed Project, and Policy ERC-10.5 and applicable City requirements would address potential construction vibration. With implementation of these previously adopted requirements, construction noise and vibration would not constitute environmental effects peculiar to the Proposed Project or project parcels, and no new project-specific mitigation is required.

The Proposed Project would not result in significant noise or vibration effects that were not analyzed in the Sacramento 2040 General Plan Master EIR, potentially significant off-site or cumulative impacts not previously discussed, or previously identified significant effects that would be substantially more severe because of substantial new information. Therefore, additional project-specific analysis of Noise and Vibration under CEQA Guidelines Section 15183 is not required.

Population and Housing

The Proposed Project would not construct housing, demolish housing, displace residents, create a new employment center, extend growth-supporting infrastructure, or induce substantial population growth. Construction would require a small temporary workforce for five to seven days at each site (or up to a maximum of approximately 50 days for all 7 sites), while operation would involve only periodic maintenance by existing billboard service personnel. No housing demand or displacement effect would occur.

Because no population or housing impact would occur, no General Plan policy is needed to reduce an environmental effect, and no Master EIR mitigation measure is applicable. The absence of an impact, rather than application of a policy or mitigation measure, supports the conclusion that population and housing effects are not peculiar to the project or parcels.

The Proposed Project would not result in significant population or housing effects that were not analyzed in the Sacramento 2040 General Plan Master EIR, potentially significant off-site or cumulative impacts not previously discussed, or previously identified significant effects that would be substantially more severe because of substantial new information. Therefore, additional project-specific analysis of population and housing effects under CEQA Guidelines Section 15183 is not required.

Public Services

The Proposed Project would involve no residences, employees, customers, students, or other permanent occupants. The digital billboards would not create demand for schools, libraries, parks, police staffing, fire-station capacity, or other public facilities. Occasional maintenance and the presence of electrical equipment at each site would not create service demands comparable to occupied urban development. The Proposed Project would therefore not require construction or physical alteration of a government facility to maintain service levels or response objectives.

No Master EIR public-service mitigation measure is applicable. The Proposed Project would not create the population, employment, or occupied floor area that would generate a need for new or expanded police, fire, school, library, or other public facilities. Any standard fire and electrical safety requirements imposed through permitting would be code-compliance requirements rather than CEQA mitigation.

The Proposed Project would not result in significant public services-related effects that were not analyzed in the Sacramento 2040 General Plan Master EIR, potentially significant off-site or cumulative impacts not previously discussed, or previously identified significant effects that would be substantially more severe because of substantial new information. Therefore, additional project-specific analysis of public services impacts under CEQA Guidelines Section 15183 is not required.

Recreation

The Proposed Project would not add population or generate demand for parks, trails, sports facilities, or recreational programs. Five of the six sites are on properties currently developed commercial, industrial, mixed-use, or transportation-adjacent uses with no identified active recreational use. The Airport Road parcel is designated Parks and Recreation in the 2040 General Plan, but the proposed billboard at this site would be located in a limited freeway-adjacent area associated with a drainage and transportation corridor which is not currently used for parks or recreation purposes, and would not remove a park, trail, sports field, or other active recreational facility.

No 2040 General Plan recreation policy is needed to mitigate increased recreational demand because the project would generate none. Similarly, no Master EIR recreation mitigation measure is applicable. The project would therefore not require impacts to recreation that would be peculiar to the Proposed Project or project site.

The Proposed Project would not result in significant recreation-related effects that were not analyzed in the Sacramento 2040 General Plan Master EIR, potentially significant off-site or cumulative impacts not previously discussed, or previously identified significant effects that would be substantially more severe because of substantial new information. Therefore, additional project-specific analysis of recreation impacts under CEQA Guidelines Section 15183 is not required.

Utilities and Service Systems

The Proposed Project would require localized electrical and communications connections. It would not require water service, wastewater service, natural gas, or occupied-building telecommunications infrastructure. It would not generate wastewater and would generate only negligible maintenance-related solid waste. The project description indicates that electrical and communications extensions would generally occur within the sites using existing service access where available, with the Airport Road location connecting to existing adjacent overhead electrical lines.

The following General Plan policy is relevant:

> **Policy LUP-1.1, Compact Urban Footprint**, promotes placement of infrastructure to support efficient delivery of public services and a land- and resource-efficient development pattern. The Proposed Project would rely on existing urban electrical and communications systems rather than requiring substantial extension of utility networks.

No Master EIR water-supply, wastewater, or solid-waste mitigation measures are applicable because the Proposed Project would not create demand utilities or services. Likewise, measures addressing new utility plants, major distribution infrastructure, water conservation, wastewater capacity, or solid-waste diversion are not required. The localized electrical and communications connections that would be part of the Proposed Project should instead be reviewed for site-specific conflicts with existing utilities during design and construction. Any potential conflict caused by deep foundation drilling belongs in the focused hazards, geology, or utilities-construction analysis, addressed later in this document, rather than supporting application of unrelated citywide utility mitigation. The Proposed Project would therefore not result in impacts to utilities or service systems that would be peculiar to the proposed project or project parcels.

The Proposed Project would not result in significant utilities or service systems effects that were not analyzed in the Sacramento 2040 General Plan Master EIR, potentially significant off-site or cumulative impacts not previously discussed, or previously identified significant effects that would be substantially more severe because of substantial new information. Therefore, additional project-specific analysis of impacts related to utilities and service systems under CEQA Guidelines Section 15183 is not required.

Determination Regarding Environmental Effects Determined Not to be Peculiar to the Project or Project Sites

The topics discussed above are appropriately dismissed from detailed peculiar-impact analysis because either no environmental effect would occur or the only effect would consist of limited construction activity or minor use of existing electrical and communications infrastructure which were addressed in relevant policies of the 2040 General Plan and/or the Master EIR. Applicable General Plan policies have been identified only where they bear directly on the project's actual impact mechanisms. No Master EIR mitigation measures are carried forward for these topics because the project would not create the type of development-related effects those measures were intended to address, or because the available Master EIR record does not establish that a particular measure applies to the limited construction and operational characteristics of the Proposed Project.

This approach does not dismiss potential project or project site specific effects associated with visual character, digital illumination, freeway safety, deep foundation drilling, sensitive biological or cultural resources, drainage-corridor conditions, hazardous materials, underground utilities, or nearby sensitive receptors. Those effects arise from the particular billboard design, construction methods, or site conditions and warrant focused evaluation in the subsequent Section 15183 analyses.

Based on the nature of the Proposed Project and the characteristics of the individual sites, the following topics are appropriate for study of potentially peculiar impacts that would result from the construction or operation of the Proposed Project and therefore warrant more detailed Section 15183 evaluation:

- Aesthetics (visual character, scenic resources, light and glare)
- Biological Resources
- Cultural and Tribal Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Transportation (including driver distraction and effects on transportation facilities)

These topics involve project-specific conditions arising from installation of the proposed digital billboard structures, the operation of illuminated digital displays, site-specific foundation construction, proximity to freeways, historic resources, biological resources, drainage facilities, and nearby sensitive receptors, and therefore represent the appropriate focus of the Section 15183 analysis.

The resource topic discussions that follow therefore focus on determining whether the Proposed Project would result in significant environmental impacts associated with the location, construction, or operation of the proposed billboards that are peculiar to the project or project sites, and were not adequately addressed in the Sacramento 2040 General Plan Master EIR, or would be substantially more severe than previously analyzed. Topics not identified as involving peculiar effects are addressed briefly to document why reliance on the prior environmental review as provided for under CEQA Guidelines Section 15183 remains appropriate.

VI. Environmental Effects Peculiar to the Project or Project Parcels

Explanation of Checklist Evaluation Categories

As described above, the City must determine whether the environmental analysis contained in the certified Sacramento 2040 General Plan Master EIR remains sufficient to support approval of the Proposed Project. Because the Proposed Project is consistent with the development density, land use framework, and policy assumptions established by the Sacramento 2040 General Plan, the City has prepared this evaluation pursuant to CEQA Guidelines Section 15183.

Under CEQA Guidelines Section 15183, projects consistent with an adopted General Plan, community plan, or zoning for which an EIR was certified are not subject to additional environmental review except as necessary to evaluate project-specific significant effects that are peculiar to the project or its site.

Accordingly, this analysis focuses on whether the Proposed Project would result in environmental effects that:

- Are peculiar to the project or the parcel on which the project would be located;
- Were not analyzed as significant effects in the Sacramento 2040 General Plan Master EIR;
- Constitute potentially significant off-site or cumulative impacts not discussed in the Master EIR; or
- Are previously identified significant effects that, because of substantial new information that was not known at the time the Master EIR was certified, would be substantially more severe than previously analyzed.

In addition, CEQA Guidelines Sections 15183(c) and 15183(f) provide that an environmental effect is not considered peculiar to a project or project parcel where the effect can be substantially mitigated through implementation of uniformly applied development policies, standards, regulations, or requirements previously adopted by the City.

The purpose of the following checklist is therefore not to re-evaluate all environmental effects associated with development under the Sacramento 2040 General Plan. Rather, the checklist evaluates only those impact mechanisms that potentially would be peculiar to the Proposed Project or project parcels and determines whether those effects were previously evaluated in the Master EIR or can be substantially mitigated through implementation of existing General Plan policies, regulatory requirements, and other uniformly applied development standards.

The checklist contains the following evaluation categories:

Where Impact Was Analyzed in Prior Environmental Documents
Identifies the location in the Sacramento 2040 General Plan Master EIR where the applicable environmental issue was previously analyzed.

Is Impact Peculiar to the Project or Project Site?
Identifies whether the environmental effect is peculiar to the Proposed Project or the project parcel within the meaning of CEQA Guidelines Section 15183(b). An impact is not considered peculiar where it is the same type of impact previously evaluated in the Master EIR and where applicable General Plan policies, regulations, standards, or other uniformly applied requirements would substantially mitigate the effect.

Any New Significant Impacts or Substantially More Severe Impacts Than Was Analyzed in Prior Environmental Documents?
Identifies whether the Proposed Project would result in:

- A significant environmental effect that was not previously analyzed in the Master EIR;
- A potentially significant off-site or cumulative impact that was not discussed in the Master EIR; or
- A previously identified environmental effect that would be substantially more severe than analyzed in the Master EIR because of substantial new information.

Prior Environmental Documents Mitigations Implemented or Address Impacts?
Identifies whether existing mitigation measures, General Plan policies, regulatory requirements, permit conditions, development standards, agency oversight requirements, or other implementing actions previously adopted by the City would address the identified effect. Where appropriate, the analysis distinguishes between project-specific mitigation measures and implementing actions required pursuant to uniformly applied General Plan policies and standards.

A finding of **"No"** under the "Is Impact Peculiar to the Project or Project Site?" column indicates that the impact either:

1. Was previously addressed in the Sacramento 2040 General Plan Master EIR;
2. Would not occur for the Proposed Project; or
3. Would be substantially mitigated through implementation of uniformly applied development policies, standards, regulations, or other requirements pursuant to CEQA Guidelines Sections 15183(c) and 15183(f).

A finding of **"No"** under the "Any New Significant Impacts or Substantially More Severe Impacts Than Was Analyzed in Prior Environmental Documents?" column indicates that the Proposed Project would not result in:

- New significant impacts;
- Previously unidentified significant off-site or cumulative impacts; or
- Previously identified impacts that would become substantially more severe due to substantial new information.

Where both findings are "No," the environmental effect does not require additional CEQA review beyond that provided in this Section 15183 evaluation.

This checklist incorporates by reference the environmental analysis contained in the Sacramento 2040 General Plan Master EIR. The discussions that follow focus only on those environmental issues that warrant evaluation under CEQA Guidelines Section 15183 because of the characteristics of the Proposed Project, the proposed billboard locations, or the construction activities associated with billboard installation.

Environmental Analysis

Aesthetics

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Is Impact Peculiar to the Project or Project Site	Any New Significant Impacts or Substantially More-Severe Impacts than Was Analyzed in Prior Environmental Documents?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
1. Aesthetics. Would the project:				
a. Have a substantial adverse effect on a scenic vista?	Draft Master EIR, Pages 4.1-11 to 4.1-12	No	No	No
b. Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	Draft Master EIR, Pages 4.1-11 to 4.1-12	No	No	No
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	Draft Master EIR, Pages 4.1-11 to 4.1-12	No	No	No
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Draft Master EIR, Pages 4.1-10 to 4.1-11	No	No	No

Environmental Settings

The project sites are located within developed portions of the City of Sacramento adjacent to major freeway corridors. The visual environments surrounding the individual sites are urban in character and include freeways and associated transportation infrastructure, commercial and industrial development, residential development, utility infrastructure, parking areas, outdoor lighting, and other features characteristic of developed portions of the City. Existing nighttime conditions are influenced by roadway and freeway lighting, vehicle headlights, building and parking-lot lighting, commercial signage, and other urban sources of illumination.

Visual conditions vary among the individual project sites based on surrounding land uses, roadway configuration, intervening development, and the orientation of views toward each site. The Proposed Project sites are not within undeveloped natural landscapes or areas characterized by an absence of urban development and artificial nighttime illumination.

Of particular relevance to potential light and glare effects, residential uses occur in proximity to certain project sites. Multi-family residential development is located east of the Taylor Street site, and single-family residential uses are located west and southwest of the 1922 Stockton Boulevard (Dialysis) site. The 1876 Stockton Boulevard (Stewart) site is also located within an urbanized environment containing uses that could potentially experience changes in nighttime illumination. Accordingly, site-specific lighting studies were prepared for the Taylor Street, 1922 Stockton Boulevard (Dialysis), and 1876 Stockton

Boulevard (Stewart) sites to evaluate potential illumination from the proposed digital displays at surrounding locations.

Consistency with Sacramento 2040 General Plan and Master EIR

The Sacramento 2040 General Plan Master EIR evaluated the potential for implementation of the General Plan to affect visual character and introduce new sources of light and glare throughout the City. Development anticipated under the General Plan would occur primarily within an existing urban environment and would alter the visual character of individual sites as development and redevelopment occur.

The General Plan establishes policies intended to maintain and enhance community character and ensure appropriate design of new development. These policies, together with the City's development standards, sign regulations, and Site Plan and Design Review process, provide the regulatory framework for evaluating the visual compatibility of new development.

The Master EIR also recognizes that development pursuant to the General Plan would introduce or modify sources of nighttime illumination within the City. In an urban environment already characterized by substantial artificial illumination, the relevant consideration is generally not the mere introduction of a new light source, but whether that source would result in substantial adverse effects on surrounding uses or substantially alter nighttime visual conditions.

Analysis of Peculiar Aesthetics, Light, and Glare Effects

Scenic Vistas and Scenic Resources

The Proposed Project sites are located within developed urban areas adjacent to major transportation corridors. Construction of the proposed billboard structures would introduce new vertical elements into views from surrounding roadways and properties. However, none of the Proposed Project sites are located within an undeveloped scenic landscape; to the contrary, all six of the billboard structures would occur within visual environments already containing substantial urban development and infrastructure.

The Proposed Project would not physically alter a scenic resource such as a rock outcropping, mature stand of trees, historic structure, or other visually distinctive natural features. Nor would the billboard structures themselves result in substantial obstruction of a designated scenic vista. However, as is noted in this section and in the evaluation of impacts that are potentially peculiar to the project or project parcels, the 401 I Street site is located adjacent to the Old Town Sacramento and Railyards Central Shops Historic Districts.

The project parcels included in the Proposed Project are not located near a designated scenic highway. Each parcel is near an existing highway, (freeways) including I-5, I-80, Highway 50, and Highway 99, however no segment of those freeways in the vicinity of the projects sites is designated as scenic.

Because the proposed billboards would be viewed prominently from adjacent freeways, they would alter particular foreground views experienced by motorists. However, CEQA does not protect every existing view from alteration, and the addition of a billboard within an established urban freeway corridor would not, by itself, constitute a substantial adverse effect on a scenic vista.

Accordingly, the Proposed Project would not have a substantial adverse effect on a scenic vista or substantially damage scenic resources, and no significant environmental impact peculiar to the Proposed Project or project sites would result.

Visual Character and Quality

The proposed billboard structures would be prominent new visual features, particularly as seen by motorists traveling on adjacent freeways. Their height, elevated digital faces, and illumination would make them visually distinguishable from many surrounding structures.

The significance of this visual change must be considered within the existing and planned urban context. The Proposed Project sites are situated within developed portions of the City of Sacramento characterized by freeways, roadway infrastructure, commercial and industrial uses, residential development, utilities, existing signage, and other vertical and illuminated urban features. The billboards would therefore not convert a natural, rural, or otherwise visually undisturbed setting to an urban visual character.

At two locations, digital billboards comparable in size, appearance, and operation to those proposed are already prominent components of the immediate freeway visual environment. An existing digital billboard is located directly to the east, across the I-5 freeway from the 401 I Street site and an existing digital billboard is located across the US-99/Mack Road interchange from the Massie Court site. These existing displays are of similar scale and operate in a manner comparable to the proposed billboards, including the display of illuminated digital images designed and directed in a manner to be largely limited to views from freeway motorists.

These existing billboards are particularly relevant to the character of views from the adjacent freeway corridors. At the 401 I Street, Tribute, and Massie Court sites, the Proposed Project would not introduce a new type of visual element into a viewshed presently devoid of large-format digital signage. Rather, the proposed billboards would add comparable structures and illuminated displays to freeway environments in which motorists already encounter digital billboards of similar scale and operating characteristics. While the addition of another billboard would incrementally increase the amount of digital signage visible within these viewsheds, it would not fundamentally change their existing visual character.

At the remaining locations, the proposed billboards would similarly occur within developed freeway-oriented urban environments containing transportation infrastructure, commercial or industrial development, utility infrastructure, signage, and other vertical urban features. The proposed structures would also be subject to applicable City sign regulations and Site Plan and Design Review, which provide for consideration of billboard design and compatibility with surrounding development.

For these reasons, the addition of the proposed billboard structures would represent a change in the appearance of the individual project sites but would not substantially degrade the existing visual character or quality of the sites and their surroundings. This effect would not constitute a significant environmental effect peculiar to the Proposed Project or project sites.

Light and Glare

Operation of the Proposed Project would introduce new sources of nighttime illumination at the billboard sites. Despite being designed to be visible primarily from vehicles on adjacent freeways, because the

displays would be elevated potential illumination of nearby light-sensitive uses warrants site-specific consideration.

Digital billboard illumination is directional. The LEDs are intended to direct light principally toward the targeted viewing area rather than illuminate surrounding properties generally. Illumination diminishes with increasing distance from the display and as the receptor moves away from the principal viewing axis. Table 2 summarizes how light intensity from the proposed LED displays would diminish with increasing distance from the billboard faces and additionally at increasing angles from the principal viewing axis, directly perpendicular to the billboard face. This is due to the application of through-hole LED technology, for which LED light sources are recessed into reflector cups on the billboard face and separated by louvres that limit the vertical and horizontal visibility of the light source enabling focused projection and limited exposure from unintended viewing angles. The proposed displays would also incorporate automatic brightness controls that adjust display brightness in response to ambient lighting conditions, reducing display brightness as ambient light diminishes. The displays and supporting structures would be large made of non-reflective surfaces that would not create substantial reflected glare.

Site Specific Studies

Site-specific lighting studies were prepared for the Taylor Street, 1876 Stockton Boulevard (Stewart), and 1922 Stockton Boulevard (Dialysis) sites because of the proximity of the site to nearby residential uses which would be most sensitive to light and glare effects (see **Appendix A**). The studies evaluate the amount and distribution of illumination generated by the proposed displays. The studies demonstrate the importance of both distance and viewing angle in determining potential illumination at surrounding receptors.

The existing nighttime environment along the affected freeway corridors also includes illuminated signage and other urban light sources. Of particular relevance, existing digital billboards of similar size and operating characteristics are located directly across the freeway from the 401 I Street and to the southwest across US-99 and the Mack Road overpass from the Massie Court site. Thus, at these locations, motorists and other viewers within the freeway corridor already experience nighttime illumination associated with large-format digital billboard displays.

The presence of these existing displays demonstrates that the proposed 401 I Street and Massie Court billboards would be introduced into nighttime visual environments that already contain comparable digital-display illumination rather than creating a new type of nighttime light source within otherwise dark or minimally illuminated settings. Because the proposed displays would operate in a similar manner, including directional illumination and automatic adjustment of brightness in response to ambient conditions, the addition of the proposed displays would represent an incremental addition to an existing urban lighting condition.

For the Taylor Street, 1922 Stockton Boulevard (Dialysis), and 1876 Stockton Boulevard (Stewart) sites, where nearby light-sensitive receptors warrant more focused consideration, site-specific lighting studies were prepared to evaluate the potential for display illumination to affect surrounding properties. These analyses are discussed below.

Taylor Street Site

Multi-family residential uses are located approximately 160 feet east of the Taylor Street site. The proposed billboard would be oriented principally toward motorists traveling on I-80 rather than toward the nearby residences.

The Lighting Study for the Taylor Street Site in Appendix A demonstrates the directional nature of the proposed illumination and the substantial reduction in illuminance as distance and viewing angle increase. The study modeled illuminance ranging from approximately 0.68 foot-candle at 100 feet when viewed perpendicular to the billboard face to approximately 0.03 foot-candle at 500 feet, with substantially lower illumination where the receptor is located outside the principal viewing angle. As shown in the Lighting Study for the site, the nearest light sensitive receptor is the apartments located across Taylor Street to the east, located approximately 300 feet from the proposed eastern-oriented face of the digital billboard. The nearest sensitive receptor where the greatest potential light exposure occurs is at approximately 20 degrees from the primary viewing angle (0°). At more 20 degrees from the primary viewing angle at a distance of 300 feet, the maximum light exposure from the proposed billboard during nighttime operation would be approximately 0.07 foot-candles or less. As noted in Page 1 of the Lighting Study; a foot-candle is the amount of light produced by a single candle when measured from one foot away. For reference, a 100-watt light bulb produces 137 foot-candles from 1 foot away, .0548 foot-candles from 50 feet away, and .0137 foot-candles from 100 feet away. Therefore, the proposed billboard would result in a minor increase in ambient light at the nearest sensitive receptor. However, existing ambient light from exterior building and facility lighting at the Taylor Street Facility, light from I-80 and from other residences would be similar to the maximum light effects from the proposed project at the nearest sensitive receptor.

The relevant consideration for nearby residential receptors is therefore not simply their distance from the billboard, but their location relative to the directional light output of the billboard face. Based on the orientation of the proposed displays, directional characteristics of the LEDs, automatic dimming, and modeled light distribution, the billboard would not result in substantial illumination of adjacent residential properties.

1922 Stockton Boulevard (Dialysis) Site

Single-family residential uses located west and southwest of the 1922 Stockton Boulevard (Dialysis) site represent the principal light-sensitive receptors for this location. The lighting study evaluates a 25-foot-by-48-foot display and demonstrates that illuminance decreases rapidly with distance and as the viewing angle departs from perpendicular to the display face.

Modeled illumination at a perpendicular viewing angle decreases from approximately 1.26 foot-candles at 100 feet to 0.31 foot-candle at 200 feet, 0.14 foot-candle at 300 feet, 0.08 foot-candle at 400 feet, and 0.05 foot-candle at 500 feet. At a 70-degree viewing angle, modeled illumination decreases from approximately 0.43 foot-candle at 100 feet to approximately 0.02 foot-candle at 500 feet.

The residential receptors west and southwest of the site would not generally experience the billboard at the maximum perpendicular viewing condition for which the highest illumination values were modeled. Because the displays would be oriented toward freeway traffic, directional LED technology would substantially limit illumination toward locations outside the intended viewing area.

Accordingly, the combination of display orientation, distance, directional LED output, and automatic nighttime dimming would limit spillover illumination reaching nearby residential uses. The proposed billboard would be visible from portions of the surrounding area and would contribute incrementally to the existing urban nighttime environment, but it would not expose nearby residences to substantial illumination that would adversely affect nighttime activities.

1876 Stockton Boulevard (Stewart) Site

The 1876 Stockton Boulevard (Stewart) lighting study similarly evaluates a 25-foot-by-48-foot digital display and demonstrates attenuation of illumination with both distance and viewing angle. Modeled illumination under a perpendicular viewing condition decreases from approximately 1.26 foot-candles at 100 feet to approximately 0.05 foot-candle at 500 feet, with substantially lower values at oblique viewing angles.

The billboard faces would be oriented toward Highway 50 traffic. As a result, the greatest illumination would be concentrated within the intended freeway viewing corridors, while illumination toward off-axis surrounding properties would be substantially lower.

The lighting study therefore supports the conclusion that operation of the 1876 Stockton Boulevard (Stewart) billboard would add an illuminated feature to the existing urban nighttime environment but would not result in substantial spillover illumination affecting surrounding light-sensitive uses.

Other Billboard Sites

The remaining billboard sites do not have comparable nearby residential or other identified light-sensitive receptors requiring the same degree of site-specific photometric evaluation as the Taylor Street, 1922 Stockton Boulevard (Dialysis), and 1876 Stockton Boulevard (Stewart) sites. These locations occur within urbanized environments adjacent to major transportation corridors and are subject to substantial existing sources of nighttime illumination.

At the 401 I Street and Tribute sites, existing digital billboards of similar size and operating characteristics are located directly across the freeway from the proposed billboard locations. At the Massie Court site, a comparable existing digital billboard is located across the interchange. These existing displays demonstrate that large-format digital billboard illumination is already an established component of the immediate nighttime visual environment at these locations.

The 401 I Street site is near the Old Sacramento State Park and the Railyards Central Shops Historic District. Surrounding views include existing billboards, including a digital billboard directly across I-5, and prominent modern structures. Therefore, addition of the proposed digital billboard would not substantially alter the historic context of those sites. Addition of the proposed digital billboard would be viewable within both historic sites but views would be from oblique angles where light impacts and visibility of the digital billboard faces would be diminished. The digital billboard would briefly obscure views of Old Town Sacramento for viewers traveling southbound on I-5, however impeded viewing would be temporary and would not substantially diminish available views of that resource from I-5.

The proposed displays would incorporate directional LED illumination and automatic adjustment of display brightness based on ambient conditions. Accordingly, operation of the proposed 401 I Street and Massie Court billboards would incrementally increase digital-display illumination but would not

introduce a new or substantially different source of light into these freeway viewsheds. The other billboard locations would similarly occur within developed urban environments containing substantial existing nighttime illumination. Operation of these billboards would therefore increase illumination at the immediate billboard locations and within their intended freeway viewing corridors but would not substantially affect nighttime conditions at light-sensitive receptors.

Glare

The principal lighting effect associated with the Proposed Project would be direct illumination from the LED displays rather than reflected glare. The proposed billboard structures and display components would not incorporate large expanses of highly reflective materials that would create substantial reflected glare during daytime or nighttime conditions.

The intensity and direction of display illumination would be controlled through directional LED technology, billboard orientation, and automatic brightness adjustment. In addition, freeway-oriented billboards would be required to comply with applicable Caltrans requirements governing advertising displays, including restrictions intended to prevent display illumination from impairing motorists' vision or interfering with the safe operation of vehicles.

Therefore, the Proposed Project would not create a substantial source of glare adversely affecting daytime or nighttime views.

Uniformly Applied Development Policies and Standards Pursuant to CEQA Guidelines Section 15183(f)

Applicable Sacramento 2040 General Plan policies, City sign regulations, and Site Plan and Design Review requirements would apply to development of the Proposed Project. These requirements provide for review of project design, compatibility with surrounding development, and potential effects associated with signage and illumination.

The proposed digital billboards would also be required to comply with applicable City and Caltrans requirements governing digital displays, including requirements addressing display brightness and illumination and conditions that could interfere with motorists.

These uniformly applicable development standards and regulatory requirements would further ensure that the proposed billboard structures and displays would not substantially degrade visual character or result in substantial adverse light or glare effects.

Conclusion

The Proposed Project would introduce new elevated billboard structures and illuminated digital displays within developed urban environments adjacent to major freeway corridors. Although the billboards would constitute prominent new visual features, they would not substantially obstruct scenic vistas, damage scenic resources, or substantially degrade the visual character or quality of their surroundings. At the 401 I Street site, comparable digital billboards are already located directly across the freeway, and at the Massie Court site a comparable digital billboard is located across the interchange. The proposed billboards at these locations would therefore add to, rather than introduce, large-format digital signage as a component of the existing freeway visual environment.

Operation of the digital displays would increase illumination at the billboard locations and within their intended viewing corridors. However, the displays would incorporate directional LED technology and automatic brightness adjustment. At the 401 I Street and Massie Court sites, comparable digital billboard illumination is already present within the immediate freeway environment. At the locations where nearby light-sensitive receptors warrant greater consideration, the Taylor Street, 1876 Stockton Boulevard (Stewart), and 1922 Stockton Boulevard (Dialysis) lighting studies demonstrate that illumination decreases substantially with distance and as viewing locations move away from the principal viewing axis. These characteristics would limit spillover illumination at nearby light-sensitive receptors.

With compliance with applicable City and Caltrans requirements, the Proposed Project would not result in a substantial source of light or glare adversely affecting daytime or nighttime views. The Proposed Project would therefore not result in an aesthetics, light, or glare effect peculiar to the project or project parcels, a significant effect not analyzed in the Sacramento 2040 General Plan Master EIR, a potentially significant off-site or cumulative effect not previously discussed, or a previously identified significant effect that would be substantially more severe because of substantial new information. Therefore, the Proposed Project would not result in aesthetic effects requiring additional environmental review under CEQA Guidelines Section 15183.

Biological Resources

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Is Impact Peculiar to the Project or Project Site	Any New Significant Impacts or Substantially More-Severe Impacts than Was Analyzed in Prior Environmental Documents?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
3. Biological Resources. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	Draft Master EIR, Pages 4.4-10 to 4.4-18	No	No	No
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	Draft Master EIR, Pages 4.4-18 to 4.4-21	No	No	No
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Draft Master EIR, Page 4.4-20	No	No	No
d. Interfere substantially with the movement of any native resident or migratory fish and wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Draft Master EIR, Pages 4.4-10 to 4.4-18	No	No	No
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Draft Master EIR, Pages 4.4-10 to 4.4-18	No	No	No
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Draft Master EIR, Pages 4.4-10 to 4.4-18	No	No	No

Most of the proposed billboard sites are located within highly urbanized commercial, industrial, mixed-use, transportation, or developed corridor settings that contain little to no suitable habitat for special-status species, sensitive natural communities, or other biological resources. These locations are characterized by existing development, paved surfaces, maintained landscaping, roadway infrastructure, utility facilities, and other urban land uses that substantially limit the potential for biological resource impacts.

Two project sites, however, occur in proximity to areas that may support biological resources warranting further consideration under CEQA Guidelines Section 15183. These include the 401 I Street site, located adjacent to the Interstate 5 corridor and previously known purple martin nesting area; and the Airport Road site, located adjacent to the East Drainage Canal in North Natomas. Because these sites occur near areas that have previously supported special-status species or nesting habitat, ESA biologists conducted site-specific field investigations to evaluate the potential for biological resource impacts associated with construction and operation of the proposed billboards.

Environmental Setting

401 I Street Site

The 401 I Street site is located north of the I Street Viaduct and adjacent to the elevated Interstate 5 structure. These structures have previously supported nesting by purple martins (*Progne subis*), a California Species of Special Concern. Recent monitoring information indicates that purple martin nesting activity has not been documented at the location in recent years.

ESA biologists conducted a field survey of the site in August 2026 to evaluate the potential presence of purple martins and other nesting birds. During the survey, no purple martins, active purple martin nests, or evidence of recent purple martin nesting activity were observed. Purple martins are documented as arriving in the region near the end of March, generally nesting in weep holes under freeway overpasses, and migrating south to wintering grounds in South America around the end of July. Thus, while no purple martins were observed, additional attention was paid to their typical nesting locations in overpasses near the project site. As noted above, no evidence of recent purple martin nesting activity were observed. Although nesting activity by other bird species may occur within portions of the adjacent transportation structures, the project site itself consists primarily of developed transportation infrastructure and disturbed urban land adjacent to ongoing construction activities associated with redevelopment of the Sacramento Railyards.

The existing environment is characterized by persistent transportation-related noise from Interstate 5 traffic, Union Pacific Railroad and Amtrak operations, and active construction occurring throughout the adjacent Railyards area. Given the highly disturbed setting and elevated ambient noise environment, construction of a single billboard foundation and support structure would not substantially alter existing environmental conditions or introduce noise levels materially different from those already present. Consequently, short-term construction activities would not be expected to substantially interfere with any ongoing nesting activity that may occur in the project vicinity.

Airport Road Site

The Airport Road site is located adjacent to the Natomas East Drainage Canal in North Natomas, in an area that includes a service road for the Canal and undeveloped land between the Canal to the north and Interstate 80 (I-80) to the south. The project site is within the coverage area of the Natomas Basin Habitat Conservation Plan (NBHCP) which includes measures to avoid, minimize and mitigate potential take of special status species.

The site consists of heavily disturbed annual grassland that is periodically disced as part of continuing maintenance. Common wildlife species that occur in this habitat include the western fence lizard (*Sceloporus occidentalis*) and common garter snake (*Thamnophis sirtalis*). Mammals typically found in this habitat include black-tailed jackrabbit (*Lepus californicus*), California ground squirrel (*Otospermophilus beecheyi*), Botta's pocket gopher (*Thomomys bottae*), western harvest mouse (*Reithrodontomys megalotis*), California vole (*Microtus californicus*), and coyote (*Canis latrans*). Common birds found in Annual Grassland habitats include horned lark (*Eremophila alpestris*), western meadowlark (*Sturnella neglecta*), red-winged blackbird (*Agelaius phoeniceus*), and barn owl (*Tyto alb*a). This habitat can serve as foraging habitat for raptor species, including the state-species of special concern, burrowing owl (*Athene cunicularia*).

The project site and surrounding areas could support nesting birds, including, but not limited to, burrowing owl and migratory birds. Additionally, special-status birds have been documented within five miles of the project site.

The East Drainage Canal conveys municipal drainage from North Natomas and from areas further to the north in Sacramento County south to the Sacramento River. The segment of the East Drainage Canal adjacent to the project site flows to the southwest. The Canal functions as a movement corridor and potential habitat area for giant garter snake (*Thamnophis gigas*), northwestern pond turtle, and other species known to occur within portions of the Natomas Basin.

ESA biologists conducted a site survey to evaluate habitat conditions and determine whether signs of giant garter snake occupancy were present. The survey included inspection of the proposed billboard location and surrounding areas for suitable habitat features, occupied burrows, refugia, or evidence of giant garter snake activity. No evidence of giant garter snake occupancy was observed, and the project site was not determined to contain occupied burrows or habitat features indicating current use by the species.

The East Drainage Canal provides marginal habitat for giant garter snake. The Canal contains sufficient water in the active summer season to supply food such as small fish and amphibians, however it does not contain emergent herbaceous aquatic vegetation, or have vegetated banks which is required for basking and foraging. While burrows and hibernacula along the banks of the East Drainage Canal in the vicinity of the project site may provide short-term aestivation sites, it is unlikely to support a permanent population of giant garter snake. The portion of the East Drainage Canal adjacent to the project site may support transient giant garter snake on a temporary basis as the snakes disperse between areas of more desirable habitat, and mammal burrows, or soil cracks within the upland portion of the project site may support giant garter snake on short-term basis for aestivation, thermoregulation, or to meet other habitat needs.

The northwestern pond turtle (*Actinemys marmorata*), historically referred to as the western pond turtle, is a California Species of Special Concern. The U.S. Fish and Wildlife Service has proposed listing the species as threatened under the federal Endangered Species Act, but the species is not currently federally listed. northwestern pond turtle inhabits aquatic habitats, including ponds, lakes, marshes, rivers, creeks, and irrigation ditches with a rocky or muddy bottom and aquatic vegetation.

The East Drainage Canal located immediately west of the project site provides suitable habitat for northwestern pond turtle. Adult northwestern pond turtle are observed regularly in Fisherman's Lake, approximately 2.5 miles northwest of the site across I-5. Turtles of undetermined species were observed in the East Drainage Canal during the site survey conducted by ESA biologists on August 6, 2026. It is therefore assumed that northwestern pond turtle may be present in the adjacent canal during project construction.

Consistency with the Sacramento 2040 General Plan and Master EIR

The Sacramento 2040 General Plan Master EIR evaluated the potential effects of future development on special-status species, nesting birds, riparian habitat, wetlands, wildlife movement corridors, and other biological resources throughout the City. The Master EIR identified potentially significant impacts

associated with construction activities occurring near sensitive habitats and species and concluded that implementation of applicable General Plan policies and mitigation measures would reduce these impacts. The General Plan includes numerous policies requiring avoidance, minimization, and mitigation of impacts to sensitive biological resources, including policies requiring preconstruction surveys, avoidance of active nests, protection of special-status species habitat, and compliance with state and federal wildlife regulations.

Because the Proposed Project would not involve substantial land disturbance, habitat conversion, or urban expansion beyond the development assumptions evaluated in the Sacramento 2040 General Plan, the principal biological resource question under CEQA Guidelines Section 15183 is whether any site-specific conditions create impacts that are peculiar to the proposed billboard sites and therefore warrant additional project-level analysis.

Analysis of Peculiar Biological Resource Effects

CEQA Guidelines Section 15183(b) provides that a project consistent with an applicable General Plan and EIR shall not require additional environmental review except as necessary to examine whether the project would result in effects that are: (1) peculiar to the project or site; (2) not analyzed as significant effects in the prior EIR; (3) potentially significant off-site or cumulative impacts not discussed in the prior EIR; or (4) previously identified significant effects that would be substantially more severe due to new information. In addition, CEQA Guidelines Section 15183(c) provides that a finding that an impact is not peculiar may be based on substantial evidence that uniformly applicable development policies or standards would substantially mitigate the environmental effect. For the SRFC Billboard Program, the relevant question is therefore not whether construction could potentially affect nesting birds or special-status species in the abstract, as those impact mechanisms were evaluated in the Sacramento 2040 General Plan Master EIR, but whether specific conditions at the proposed billboard sites would create biological impacts that remain peculiar to the project or parcels after application of uniformly applicable General Plan policies and implementing avoidance measures.

401 I Street Site

The Proposed Project would generate construction activity including construction noise that would result from construction of the billboard foundation and vertical construction of the billboard. Due to the proximity of the project site to the elevated section of I-5 and the I Street Viaduct, the Proposed Project was analyzed to evaluate if disturbance caused by project construction could have an adverse effect on special-status species or nesting birds.

Disturbance of active nest sites which results in nest abandonment, loss of young, or reduced health and vigor of eggs and/or nestlings (resulting in reduced survival rates), or the direct removal of vegetation that supports nesting birds which result in killing of nestlings or fledgling bird species would be considered a potentially significant impact

As described in the Environmental setting above, there are no purple martin anticipated to still occupy the project area. However, because nesting birds are protected under the Migratory Bird Treaty Act and California Fish and Game Code, construction occurring during the nesting season could have the potential to disturb active nests if present.

While nesting by other native bird species remains possible on adjacent structures, implementation of Policy ERC-2.2 (Biological Resources) would avoid potential impacts through either (1) scheduling construction activities outside of the nesting season or (2) conducting preconstruction nesting-bird surveys and establishing protective buffers around any active nests identified during the breeding season. The Railyards Specific Plan Update Subsequent EIR evaluated impacts to nesting and special status birds, specific to development within the Railyards Specific Plan area. The following mitigating actions would reduce potential impacts to bird species and would serve as implementation of Sacramento General Plan Policy ERC-2.2 (Biological Resources):

> *The project applicant shall conduct any tree removal activities required for project construction outside of the migratory bird and raptor breeding season (February 1 through August 31) where feasible. For any construction activities that will occur between February 1 and August 31, the applicant shall conduct preconstruction surveys in suitable nesting habitat within 500 feet of the construction area for nesting raptors and migratory birds. Surveys shall be conducted by a qualified biologist. In addition, all trees slated for removal during the nesting season shall be surveyed by a qualified biologist no more than 48-hours before removal to ensure that no nesting birds are occupying the tree. For Swainson's hawk nesting habitat, surveys shall be conducted in accordance with the Swainson's Hawk Technical Advisory Committee's Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley).*[1]
>
> *If active nests are found during the survey, the applicant shall implement mitigation measures to ensure that the species will not be adversely affected, which will include establishing a no-work buffer zone as, approved by CDFW, around the active nest.*
>
> *Measures may include, but would not be limited to:*
>
> 1) *Maintaining a 500-foot buffer around each active raptor nest. No construction activities shall be permitted within this buffer. Maintaining a 100-ft buffer around each active purple martin nest. No construction activities are permitted within this buffer. For other migratory birds, a no-work buffer zone shall be established, approved by CDFW, around the active nest. The no-work buffer may vary depending on species and site specific conditions as approved by CDFW.*
>
> 2) *Depending on conditions specific to each nest, and the relative location and rate of construction activities, it may be feasible for construction to occur as planned within the buffer without impacting the breeding effort. In this case (to be determined on an individual basis), the nest(s) shall be monitored by a qualified biologist during construction within the buffer. If, in the professional opinion of the monitor, the project would impact the nest, the biologist shall immediately inform the construction manager. The construction manager shall stop construction activities within the buffer until the nest is no longer active. Completion of the nesting cycle shall be determined by a qualified biologist.*

[1] Swainson's Hawk Technical Advisory Committee, 2000. *Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley*. May 31, 2000.

Although the potential for nesting birds represents a site-specific condition warranting consideration under CEQA Guidelines Section 15183, implementation of Policy ERC-2.2 (Biological Resources), Policy ERC-2.9 (Habitat Assessments), and Policy ERC-2.10 (Agency Coordination), and Policy ERC-2.8 (Wildlife Corridors), would substantially reduce any temporary construction-related disturbance of nesting birds. These actions would be imposed as conditions of approval and monitored by City staff during project implementation.

Because the Sacramento 2040 General Plan previously determined that implementation of these uniformly applied biological-resource protection policies would substantially mitigate impacts to nesting birds and other special-status species, and because no active purple martin nesting was observed during site surveys, any potential impact would not constitute a biological resource effect that is peculiar to the project or project parcel.

Pursuant to CEQA Guidelines Section 15183(f), the effect would not be considered peculiar to the Proposed Project or project parcel because the City's uniformly applied development policies and implementing requirements would substantially mitigate the effect. Consistent with Section 15183(c), preparation of an additional EIR is therefore not required solely on the basis of that effect.

Airport Road Site

Although the project site itself does not support occupied habitat, its proximity to the East Drainage Canal creates the potential for indirect effects associated with construction activities occurring during sensitive periods. Construction of the proposed billboard would involve limited ground disturbance within an already disturbed transportation corridor setting and would not affect the drainage canal itself. Potential impacts would be minimized through implementation of construction timing restrictions and avoidance measures consistent with General Plan policies protecting special-status species and wildlife movement corridors.

Because the Airport Road site is within the coverage area of the NBHCP and adjacent to the East Drainage Canal, a known giant garter snake movement corridor, implementation of Policy ERC-2.11 (Natomas Basin Conservation Plan) would include compliance with the take avoidance, minimization and mitigation measures described in Chapter V of the NBHCSP, including the performance of pre-construction surveys (A1) and measures to reduce take of giant garter snake (A.5.a). Implementation of these measures would also comply the Policy ERC-2.2 (Sensitive Biological Resources). The following avoidance and minimization measures, shall be required as conditions of project approval:

The East Drainage Canal represents a site-specific condition that warrants focused evaluation because it may function as a temporary movement corridor for giant garter snake. However, implementation of Policies ERC-2.2 (Biological Resources), ERC-2.8 (Wildlife Corridors), ERC-2.9 (Habitat Assessments), ERC-2.10 (Agency Coordination), and ERC-2.11 (Natomas Basin Habitat Conservation Plan), would substantially reduce the potential for disturbance of giant garter snake.

These implementing actions shall be incorporated into the project as conditions of approval and monitored by City staff through review of biological surveys, worker training records, monitoring reports, and agency coordination documentation.

Because these uniformly applied General Plan policies and implementing actions substantially mitigate the identified effect, consistent with the findings of the Sacramento 2040 General Plan Master EIR, potential impacts to giant garter snake are not considered peculiar to the project or project parcel pursuant to CEQA Guidelines Sections 15183(c) and 15183(f).

Northwestern pond turtle

Although northwestern pond turtle may occur within the East Drainage Canal adjacent to the project site, construction activities would occur within the disturbed upland portion of the site and would not modify or disturb aquatic habitat within the canal. Implementation of Policies ERC-2.2, ERC-2.8, ERC-2.9, and ERC-2.10, including preconstruction biological surveys, biological monitoring where appropriate, agency consultation if necessary, and protection of adjacent aquatic habitat, would substantially reduce potential effects.

Pursuant to CEQA Guidelines Section 15183(f), the effect on northwestern pond turtle would not be considered peculiar to the Proposed Project or project parcel because the City's uniformly applied development policies and implementing requirements would substantially mitigate the effect. Consistent with Section 15183(c), preparation of an additional EIR is therefore not required solely on the basis of that effect.

Uniformly Applied General Plan Policies and Standards Pursuant to CEQA Guidelines Section 15183(f)

CEQA Guidelines Section 15183(f) provides that an environmental effect shall not be considered peculiar to a project or project parcel if uniformly applied development policies or standards have been previously adopted by the City with a finding, based on substantial evidence, that the policies or standards will substantially mitigate that environmental effect when applied to future projects, unless substantial new information shows that the policies or standards will not substantially mitigate the effect.

The Sacramento 2040 General Plan Master EIR evaluated the potential for buildout under the General Plan to affect special-status species, wetlands, sensitive natural communities, annual grasslands, wildlife movement corridors, and other biological resources. In certifying the Master EIR and adopting the General Plan, the City identified General Plan policies that require avoidance, minimization, surveys, agency coordination, compliance with applicable state and federal resource protection requirements, and mitigation of biological resource impacts as development occurs. These policies function as uniformly applied development policies or standards for purposes of CEQA Guidelines Section 15183(f), where the biological resource effect at issue is the type of effect addressed by the policy and where no substantial new information demonstrates that the policy would fail to substantially mitigate the effect.

As described above, the Proposed Project would be consistent with the development density and land use framework established by the Sacramento 2040 General Plan, applicable community plans, and zoning regulations. Accordingly, to the extent the Proposed Project could result in site-specific biological resource effects associated with nesting birds, special-status species habitat, wetlands, annual grasslands, wildlife movement, or Natomas Basin resources, the following General Plan policies are relevant uniformly applied development policies or standards under CEQA Guidelines Section 15183(f). These policies are applicable because they directly address the biological resource impact mechanisms identified

for the 401 I Street and Airport Road sites and provide the City's adopted framework for avoiding, minimizing, or substantially mitigating those effects.

ERC-2.2 Biological Resources

The City shall ensure that adverse impacts on sensitive biological resources, including special-status species, sensitive natural communities, sensitive habitat, and wetlands are avoided, minimized, or mitigated to the greatest extent feasible as development takes place.

ERC-2.8 Wildlife Corridors

The City shall preserve, protect, and avoid impacts to natural, undisturbed habitats that provides 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.

ERC-2.9 Habitat Assessments

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.

ERC-2.10 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 of plants and animals.

ERC-2.11 Natomas Basin Habitat Conservation

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

The City adopted these policies as part of the Sacramento 2040 General Plan and relied on them in the Master EIR's evaluation of biological-resource effects. To the extent the City's adoption findings establish, based on substantial evidence, that these policies and their implementing requirements would

substantially mitigate the identified biological-resource effects when applied to future projects, the policies constitute uniformly applied development policies or standards for purposes of CEQA Guidelines Section 15183(f).

Conclusion

The Sacramento 2040 General Plan Master EIR evaluated the potential for development under the General Plan to affect special-status species, nesting birds, sensitive habitat, annual grasslands, wetlands, wildlife movement corridors, and biological resources. The Master EIR also evaluated the application of General Plan policies requiring habitat assessment, avoidance and minimization of impacts, coordination with state and federal resource agencies, and protection of sensitive species and movement corridors.

The site-specific biological conditions relevant to the Proposed Project are limited to potential temporary construction-related effects on nesting birds near the 401 I Street site and potential effects on giant garter snake and northwestern pond turtle at the Airport Road site. The August 6, 2026 biological reconnaissance did not identify active purple martin nests, giant garter snake occupancy, burrowing owl occupancy, or other special-status-species use within the proposed billboard footprints. Construction would not modify the Interstate 5 overpass features used by roosting bats, aquatic habitat within the East Drainage Canal.

Implementation of Policies ERC-2.2, ERC-2.8, ERC-2.9, ERC-2.10, and ERC-2.11, as applicable to individual sites, together with the implementing actions incorporated into the project's conditions of approval, would avoid or substantially reduce the identified biological-resource effects. City staff will monitor compliance with conditions of approval implementing mitigating actions pursuant to compliance with these General Plan policies during project implementation. These actions will include pre-construction surveys and take avoidance. To the extent the City's prior adoption findings establish that these policies and standards would substantially mitigate the respective effects when applied to future projects, the effects would not be considered peculiar to the Proposed Project or project parcels pursuant to CEQA Guidelines Section 15183(f). Consistent with Section 15183(c), an additional EIR would not be required solely on the basis of those effects.

The Proposed Project would not result in significant effects on biological resources that were not analyzed in the Sacramento 2040 General Plan Master EIR, potentially significant off-site or cumulative impacts not discussed in the Master EIR, or previously identified significant effects that would be substantially more severe because of substantial new information. Therefore, the Proposed Project would not result in biological-resource effects requiring additional environmental review under CEQA Guidelines Section 15183.

Cultural Resources

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Is Impact Peculiar to the Project or Project Site	Any New Significant Impacts or Substantially More-Severe Impacts than Was Analyzed in Prior Environmental Documents?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
4. Cultural Resources. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	Draft Master EIR, Pages 4.5-9 to 4.5-12	No	No	No
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Draft Master EIR, Pages 4.5-12 to 4.5-15	No	No	No
c. Disturb any human remains, including those interred outside the formal cemeteries?	Draft Master EIR, Pages 4.5-12 to 4.5-15	No	No	No

Environmental Setting

The City of Sacramento contains a substantial record of prehistoric and historic-period occupation and development. Cultural resources that may occur within the City include prehistoric and historic-period archaeological resources, historic buildings and structures, and other resources that may qualify as historical resources under CEQA.

The Proposed Project would develop seven digital billboards at separate locations within the City. Construction would require localized ground disturbance for installation of billboard foundations and associated electrical infrastructure. Because foundation construction could extend below previously disturbed surface soils, the principal cultural resources consideration is whether construction could disturb known or previously unidentified archaeological resources. Potential effects on historical resources also warrant consideration where billboard sites are located near known historic resources.

Cultural resources records searches and field surveys were conducted for the proposed billboard sites. Based on these investigations, no known prehistoric or historic-period archaeological resources were identified within the areas that would be disturbed by construction of the Proposed Project. Similarly, none of the proposed billboard sites contains a known historical resource that would be demolished, relocated, or physically altered by billboard construction.

The 401 I Street site is located within the former Southern Pacific/Union Pacific Railyards area. The broader Railyards area contains a long history of railroad development, industrial activity, landfilling, remediation, archaeological investigations, and environmental review. The Railyards Specific Plan Update SEIR documented numerous historic-period resources, archaeological investigations, historic districts, and areas of archaeological sensitivity within portions of the larger Railyards property. The Central Shops Historic District and Sacramento Valley Station are among the most prominent historic resources within the broader Railyards area. Numerous archaeological investigations and remediation-related excavations have occurred throughout the Railyards over several decades. Extensive excavation and remediation activities have exposed more than 50 percent of the Railyards area, with monitoring

identifying primarily railroad-related industrial materials and only limited potentially significant archaeological resources.

The proposed billboard site is located near Interstate 5 and the I Street Viaduct and is physically separated from the Central Shops Historic District. A site-specific evaluation performed by qualified architectural historians concluded that the proposed billboard would not adversely affect historic resources under applicable significance criteria.

The 1876 Stockton Boulevard (Stewart) site is located within an established urban corridor containing commercial, transportation-related, and institutional development. A historic-age structure associated with the Stewart Automotive property is located adjacent to the proposed billboard location. Because of the presence of a historic-age resource in the immediate vicinity of the proposed billboard site, the site was evaluated by a qualified architectural historian to determine whether installation and operation of the proposed billboard would adversely affect the significance, integrity, setting, design, materials, workmanship, feeling, or association of the resource under applicable federal, state, and local historical-resource criteria.

Consistency with the 2040 General Plan and Master EIR

The Sacramento 2040 General Plan Master EIR evaluated impacts to historical resources, archaeological resources, tribal cultural resources, paleontological resources, and human remains associated with implementation of future development throughout Sacramento. The Master EIR concluded that potential impacts could result from demolition or alteration of historical resources, disturbance of archaeological deposits, and inadvertent discovery of archaeological materials or human remains during excavation activities. The Master EIR also identified General Plan policies requiring historic-resource identification, cultural-resource assessment, consultation, agency coordination, and implementation of discovery protocols.

Because the construction and operation of the proposed billboards does not include demolition, relocation, or alteration of any known historical resource and would involve only limited excavation associated with billboard foundations, the principal cultural-resource question under CEQA Guidelines Section 15183 is whether site-specific circumstances create cultural-resource effects that remain peculiar to the project sites after application of the City's uniformly applied cultural-resource policies and standards.

Analysis of Peculiar Cultural Resources Effects

The analysis of peculiar cultural resources effects is based on a Cultural Resources Inventory Report (CRIR) included as **Appendix B**. The CRIR evaluated each project site conducting a search of available records and review of existing site conditions to determine the likelihood of effects to historic and pre-contact resources.

Historical Resources

Construction and operation of the proposed billboards would not demolish, relocate, physically alter, or materially impair any known historic building, structure, object, district, or landscape.

At the 401 I Street site, the proposed billboard is located within the broader former Railyards area, which contains numerous historic resources and areas of archaeological sensitivity documented in the Railyards Specific Plan Update SEIR. A site-specific evaluation prepared by a qualified architectural historian determined that the proposed billboard would not adversely affect the significance or integrity of nearby historic resources.

At the 1876 Stockton Boulevard (Stewart) site, a historic-age structure is located adjacent to the proposed billboard location. Because of the proximity of the proposed billboard to this resource, the site was evaluated by a qualified architectural historian using the applicable historical-resource significance criteria. The evaluation concluded that the billboard would not result in a substantial adverse change in the significance of the resource and would not materially impair the characteristics that convey its historical significance. Accordingly, the proposed billboard would not adversely affect a historical resource as defined by CEQA Guidelines Section 15064.5.

Although the presence of historic resources or historic-age structures near the 401 I Street and 1876 Stockton Boulevard (Stewart) sites represents a site-specific condition warranting consideration under CEQA Guidelines Section 15183, the site-specific historic resource evaluations concluded that the proposed billboard installations would not adversely affect those resources. Therefore, no historic-resource impact has been identified that would constitute a peculiar effect of the project or project parcels.

Pursuant to CEQA Guidelines Section 15183(b), the proposed project would not result in a project-specific significant effect on a historical resource. Because no substantial adverse change in the significance of a historical resource would occur, no additional environmental review is required on the basis of historic-resource impacts. Consistent with CEQA Guidelines Section 15183(c), preparation of an additional EIR is not required solely on the basis of this effect.

The remaining billboard sites similarly would not physically affect known historical resources. Therefore, the Proposed Project would not result in a historical-resource effect peculiar to the project or project parcels.

Archaeological Resources and Human Remains

Although record searches identified no known archaeological resources within the project footprints, excavation associated with billboard foundations has the potential to encounter previously unidentified archaeological resources, tribal cultural resources, or human remains.

The possibility of encountering previously unidentified archaeological resources is not unique to the Billboard Program and was expressly evaluated in the Sacramento 2040 General Plan Master EIR and, for the 401 I Street site, in the Railyards Specific Plan Update SEIR. The RSPU SEIR identified archaeological sensitivity in portions of the broader Railyards area and established procedures for archaeological investigation, monitoring, evaluation, treatment, and inadvertent discovery. The RSPU SEIR also recognized that archaeological resources and human remains may be encountered unexpectedly during future ground-disturbing activities and established procedures for addressing such discoveries.

Potential impacts associated with inadvertent discovery of archaeological resources would be addressed through implementation of the City's uniformly applied cultural-resource protection policies. The most directly applicable policies include:

Policy HCR-2.1.1 (Identification), which requires the City to identify historic and cultural resources, including archaeological sites, to ensure adequate protection of those resources; **Policy HCR-2.1.3 (Consultation)**, which requires consultation with appropriate organizations and individuals to minimize impacts to historic and cultural resources; and **Policy HCR-2.1.16 (Archaeological and Cultural Resources)**, which requires development of or compliance with protocols that protect or mitigate impacts to archaeological and cultural resources, including prehistoric resources. These policies provide the City's adopted framework for archaeological resource evaluation, agency consultation, treatment of discovered resources, and implementation of resource-protection procedures during project construction.

Implementation of these policies would occur through conditions of approval requiring compliance with applicable cultural-resource discovery procedures, agency coordination requirements, and state law governing archaeological resources and human remains, including Health and Safety Code Section 7050.5 and Public Resources Code Sections 5097.98 and 5097.5. If archaeological resources or human remains are encountered during excavation, work would cease in the vicinity of the discovery and the resource would be evaluated and treated in accordance with the applicable procedures established by these policies and regulatory requirements. These implementing actions would be monitored by City staff during project construction.

Although the potential for inadvertent discovery of archaeological resources or human remains represents a site-specific condition warranting consideration under CEQA Guidelines Section 15183, implementation of Policies HCR-2.1.1, HCR-2.1.3, and HCR-2.1.16, together with the discovery-response procedures required by state law, would substantially reduce potential impacts associated with such discoveries. Because implementation of these uniformly applied General Plan policies and standards would substantially mitigate the identified effect, the potential inadvertent discovery of archaeological resources or human remains would not constitute an impact peculiar to the Proposed Project or project parcels pursuant to CEQA Guidelines Section 15183(f). Consistent with CEQA Guidelines Section 15183(c), preparation of an additional EIR is therefore not required solely on the basis of that effect.

Tribal Cultural Resources

No tribal cultural resources have been identified within the proposed billboard footprints. Record searches conducted for the project sites did not identify known tribal cultural resources within the areas proposed for disturbance. Similarly, the proposed billboards would not physically alter any identified tribal cultural resource, cultural landscape, sacred site, or other known resource of cultural significance to Native American tribes.

The possibility of encountering previously unidentified tribal cultural resources during excavation is not unique to the Billboard Program and was evaluated in the Sacramento 2040 General Plan Master EIR and, for the 401 I Street site, in the Railyards Specific Plan Update SEIR. The RSPU SEIR recognized that previously unidentified archaeological resources and tribal cultural resources could be encountered during future ground-disturbing activities and established procedures for resource evaluation, consultation, treatment, and protection if discoveries occur during construction.

Potential impacts associated with inadvertent discovery of tribal cultural resources would be addressed through implementation of the City's uniformly applied cultural-resource protection policies, including Policy **HCR-2.1.1 (Identification)**, **Policy HCR-2.1.3 (Consultation)**, and **Policy HCR-2.1.16**

(Archaeological and Cultural Resources). These policies provide the City's adopted framework for tribal cultural resource identification, evaluation, consultation, and protection.

Implementation of these policies would occur through conditions of approval requiring compliance with applicable cultural-resource discovery procedures, and state law governing the treatment of cultural resources and human remains. If a previously unidentified tribal cultural resource is encountered during construction, work would cease in the vicinity of the discovery and the resource would be evaluated by a qualified professional in coordination with appropriate Native American tribal representatives and applicable agencies, consistent with the City's established cultural-resource protection procedures. These implementing actions would be monitored by City staff during project construction.

Although the potential for inadvertent discovery of a previously unidentified tribal cultural resource represents a site-specific condition warranting consideration under CEQA Guidelines Section 15183, implementation of Policies HCR-2.1.1, HCR-2.1.3, and HCR-2.1.16, together with the City's established discovery-response procedures, would substantially reduce potential impacts associated with such discoveries. These policies and implementing actions constitute uniformly applied development standards designed to avoid, minimize, and mitigate impacts to cultural resources.

Accordingly, pursuant to CEQA Guidelines Section 15183(f), the potential effect on previously unidentified tribal cultural resources would not be considered peculiar to the Proposed Project or project parcels because the City's uniformly applied development policies and implementing requirements would substantially mitigate the effect. Consistent with CEQA Guidelines Section 15183(c), preparation of an additional EIR is therefore not required solely on the basis of that effect.

Uniformly Applied General Plan Policies and Standards Pursuant to CEQA Guidelines Section 15183(f)

The Sacramento 2040 General Plan contains policies requiring protection of historical, archaeological, and cultural resources and requiring consultation and evaluation when sensitive resources may be present.

The policies most directly applicable to the proposed Billboard Program include:

HCR-2.1.1 Identification

> The City shall identify historic and cultural resources, including individual properties, districts, and sites, to ensure adequate protection of these resources.

HCR-2.1.3 Consultation

> The City shall consult with appropriate organizations and individuals to minimize potential impacts to historic and cultural resources.

HCR-2.1.6 Planning

> The City shall take historical and cultural resources into consideration in planning studies and development review.

HCR-2.1.16 Archaeological and Cultural Resources

> The City shall develop or ensure compliance with protocols that protect or mitigate impacts to archaeological and cultural resources, including prehistoric resources.

These policies were relied upon in the Master EIR's cultural-resource analysis and constitute uniformly applied development policies and standards for purposes of CEQA Guidelines Section 15183(f). To the extent the City's adoption findings establish that these policies substantially mitigate cultural-resource effects when applied to future projects, the policies support the conclusion that the identified effects are not peculiar to the Proposed Project.

Conclusion

The Sacramento 2040 General Plan Master EIR evaluated impacts to historical resources, archaeological resources, tribal cultural resources, and human remains associated with future development throughout the City. Record searches conducted for the Billboard Program did not identify previously recorded cultural resources within the proposed billboard footprints. In addition, site-specific reviews prepared by qualified architectural historians concluded that the proposed billboards at the 401 I Street and 1876 Stockton Boulevard (Stewart) locations would not adversely affect historic resources.

The only cultural-resource impact mechanism identified for the Proposed Project is the potential inadvertent discovery of previously unknown archaeological resources, tribal cultural resources, or human remains during foundation excavation. Implementation of the City's uniformly applied cultural-resource policies, discovery procedures, consultation requirements, and resource-protection protocols would substantially reduce those effects. Accordingly, the identified effects are not considered peculiar to the Proposed Project or project parcels pursuant to CEQA Guidelines Section 15183(f). Consistent with Section 15183(c), an additional EIR is not required solely on the basis of those effects.

The Proposed Project would not result in significant cultural-resource impacts that were not analyzed in the Sacramento 2040 General Plan Master EIR, would not create new significant off-site or cumulative cultural-resource impacts, and would not result in previously identified significant effects becoming substantially more severe. Therefore, no additional environmental review is required under CEQA Guidelines Section 15183.

Geology, Soils, Mineral Resources, Paleontological Resources

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Is Impact Peculiar to the Project or Project Site	Any New Significant Impacts or Substantially More-Severe Impacts than Was Analyzed in Prior Environmental Documents?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
6. Geology and Soils. Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? ii. Strong seismic ground shaking? iii. Seismic-related ground failure, including liquefaction and lateral spreading? iv. Seismically induced landslides?	Draft Master EIR, Pages 4.7-5 to 4.7-6	No	No	No
b. Result in substantial soil erosion capable of causing significant property damage or the loss of useable topsoil?	Draft Master EIR, Pages 4.7-5 to 4.7-6	No	No	No
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslides, subsidence, soil failure or soil compaction?	Draft Master EIR, Pages 4.7-5 to 4.7-6	No	No	No
d. Be located on problematic soils such as those characterized as expansive, as defined in 24 CCR 1803.5.3 of the California Building Code (2013), or corrosive?	Draft Master EIR, Pages 4.7-5 to 4.7-6	No	No	No
e. Be located on soils that are incapable of adequately supporting alternative methods of wastewater disposal where sewers are not available for the disposal of wastewater?	Draft Master EIR, Pages 4.7-5 to 4.7-6	No	No	No
f. Result in the loss of a known mineral resource that would be of value to the region and the state?	Draft Master EIR, Page 4.7-7	No	No	No
g. Result in the loss of designated locally important mineral resource recovery sites	Draft Master EIR, Page 4.7-7	No	No	No
h. Directly or indirectly destroy a unique paleontological resource or unique geologic feature	Draft Master EIR, Pages 4.7-7 to 4.7-8	No	No	No

Environmental Setting

The City of Sacramento is located within the Great Valley geomorphic province, a broad alluvial valley underlain by a deep sequence of sedimentary deposits derived principally from the Sierra Nevada and Coast Ranges. The Sacramento area is generally characterized by relatively flat terrain and alluvial sediments associated with the Sacramento and American River systems. The Technical Background Data Report for the Sacramento 2040 General Plan, which provides useful context for regional geologic

conditions within Sacramento, describes the area as underlain by substantial sequences of silt, clay, sand, gravel, and locally artificial fill.[2]

No known active fault occurs in or immediately adjacent to the City of Sacramento. Earthquake ground shaking in Sacramento is principally associated with faults outside the City, including faults within the Coast Ranges to the west and the Sierra Nevada foothills to the east. Therefore, surface fault rupture is not considered a substantial regional hazard; however, strong seismic shaking generated by earthquakes elsewhere in Northern California could occur within the project area.

Because much of Sacramento is underlain by alluvial sediments and locally artificial fill, the potential for liquefaction, settlement, subsidence, expansive soils, or other soil-instability conditions varies by location and depends on site-specific subsurface conditions. The Railyards area in particular contains substantial historic fill and alluvial deposits. Previous environmental review for the Railyards documented that portions of the area could be susceptible to liquefaction, settlement, lateral spreading, or instability where loose fill, alluvium, or shallow groundwater are present. These Railyards-specific conditions are not assumed to apply to the other billboard sites but illustrate the types of subsurface conditions that may require consideration in foundation design.

The Sacramento 2040 General Plan Master EIR also recognizes that geology and soil conditions vary substantially over relatively short distances and that seismic and soil hazards are principally dependent on site-specific conditions.

Consistency with 2040 General Plan and Master EIR

The Sacramento 2040 General Plan Master EIR evaluated potential impacts associated with soil erosion, seismic and geologic hazards, unstable and expansive soils, mineral resources, and paleontological resources. The Master EIR found potential soil-erosion impacts less than significant with compliance with the City's Grading Ordinance, stormwater requirements, and Policy ERC-1.4. It similarly found geologic and seismic hazards less than significant with implementation of applicable building-code requirements and Policies ERC-7.1 and ERC-7.2. No mitigation measures were required for either impact.

The Master EIR's analysis recognizes that development involving grading, excavation, and trenching could expose soil to erosion, but identifies Sacramento City Code Chapter 15.88, applicable stormwater requirements, and Policy ERC-1.4 as the regulatory and policy framework for controlling such effects.

The Master EIR also recognizes that Sacramento development may be subject to geologic and seismic hazards and identifies the California Building Code, Sacramento City Code Chapter 15.20, and General Plan policies requiring geotechnical investigation and seismic design where applicable as the framework for addressing those conditions.

Because construction of the proposed billboards would involve considerably less grading and site alteration than typical development evaluated in the Master EIR, the principal question under CEQA Guidelines Section 15183 is whether the deep foundation construction or site-specific subsurface conditions at an individual billboard site would create a geology or soils effect peculiar to the project or

[2] City of Sacramento. 2020. Sacramento 2040 Technical Background Report. November, 2020. Pages 6-92 to 7-8.

parcel that would not be adequately addressed by the City's uniformly applicable requirements and General Plan policies.

Analysis of Peculiar Geology and Soil Related Effects

Surface Fault Rupture

The project sites are not known to be crossed by an active fault or located within an Alquist-Priolo Earthquake Fault Zone. Regional information indicates that there are no known active faults within or immediately adjacent to the City of Sacramento. Accordingly, construction of the proposed billboards would not expose people or structures to substantial hazards associated with rupture of a known earthquake fault. No peculiar project- or parcel-specific impact would occur.

Strong Seismic Ground Shaking

Like other development within Sacramento, the proposed billboard structures could experience strong ground shaking generated by earthquakes on regional faults. This condition is not peculiar to the proposed project or individual billboard sites and was expressly evaluated in the Sacramento 2040 General Plan Master EIR as part of Impact 4.7-2. The Master EIR identified the California Building Code, Sacramento City Code Chapter 15.20, and General Plan Policies ERC-7.1 and ERC-7.2 as the framework for addressing seismic and geologic hazards and concluded that the impact would be less than significant.

Although the billboards are not structures intended for human occupancy, they would be tall freestanding structures whose foundations and structural components would be subject to applicable structural design requirements. Final foundation and structural design would therefore be required to incorporate applicable seismic design parameters and geotechnical recommendations required through the City's building-permit process.

Large digital billboard structures are required to be supported by foundations designed in accordance with CBC Chapter 18 and the structural loading requirements of CBC Chapter 16 and ASCE 7. For a tall, single-column billboard, foundation design is principally influenced by the substantial wind- and seismic-induced lateral loads and overturning moments transmitted through the supporting column. A project-specific geotechnical investigation (CBC §1803.2) would typically establish subsurface conditions and provide parameters for allowable bearing capacity, lateral soil resistance, settlement, foundation rotation, groundwater conditions, expansive or compressible soils, liquefaction and other seismic hazards, and recommendations for the anticipated drilled-shaft or other foundation system. The structural engineer would then design the billboard foundation using these geotechnical parameters and the applicable CBC/ASCE design loads. This design process is a regulatorily required component of the proposed project.

Consequently, regional seismic ground shaking would not constitute an environmental effect peculiar to the project or project parcels.

Liquefaction, Settlement, and Other Ground Failure

Site-specific subsurface conditions have greater relevance to the proposed project because each billboard would be supported by a deep foundation. Depending on local soil density, composition, fill conditions, groundwater depth, and seismic loading, potentially adverse conditions could include liquefaction, settlement, subsidence, soil collapse, or other forms of ground instability.

The Sacramento 2040 General Plan expressly addresses this issue through **Policy ERC-7.1 (Expansive Soils and Liquefaction)**, which requires geotechnical investigation reports in areas of expansive soils and high liquefaction risk and requires projects to demonstrate conformance with recommended measures prior to City approval.

Deep foundation construction is a conventional engineering response to weak or variable near-surface soils. Structures in areas with unsuitable fill or weak soils may be supported by foundations extending below those materials through drilled piers, driven piles, or similar deep-foundation systems. Site-specific geotechnical investigations establish appropriate foundation and earthwork recommendations.

For the Proposed Project, the final foundation design at each location would therefore be based on geotechnical information sufficient to identify subsurface conditions affecting the structural design of the billboard. Where required by the California Building Code, City Code, or Policy ERC-7.1, a geotechnical investigation would identify appropriate foundation parameters and measures necessary to address liquefaction, settlement, expansive or compressible soils, corrosive soils, groundwater, or other unstable subsurface conditions. Recommendations applicable to foundation design and construction would be required to be incorporated into the final project plans.

Because these requirements apply to development based on the geotechnical conditions actually encountered and are specifically intended to address the geologic mechanisms potentially associated with billboard foundation construction, potential ground-failure effects would not constitute effects peculiar to the project or project parcels pursuant to CEQA Guidelines Section 15183(f).

401 I Street Site

The 401 I Street site warrants particular attention because the broader former Railyards area contains extensive artificial fill and alluvial deposits associated with historic filling and development of the area. Previous geologic investigation of the Railyards in the Railyards Specific Plan Update Subsequent EIR[3], has identified loose or variable fill, alluvial materials, locally shallow groundwater, and the potential for settlement or liquefaction under certain conditions.[4]

These conditions are relevant because construction of the billboard would involve a deep foundation. However, they are precisely the types of geotechnical conditions addressed through foundation investigation and design. Previous Railyards analysis concluded that site-specific evaluation of soil conditions and incorporation of the resulting recommendations into foundation design can address weak or unstable subsurface materials, including through removal or improvement of unsuitable material or extension of foundations below unsuitable soil.[5]

Accordingly, the 401 I Street site's subsurface conditions warrant site-specific consideration but would not result in a peculiar geology or soils effect after application of the City's geotechnical investigation, building-code, and foundation-design requirements.

---

[3] City of Sacramento. 2016. Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium, & Stormwater Outfall Subsequent Environmental Impact Report. Certified November 10, 2016. Pp. 4.6-29 to 4.6-35.

[4] City of Sacramento. 2016. Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium, & Stormwater Outfall Subsequent Environmental Impact Report. Certified November 10, 2016. Pp. 4.6-29 to 4.6-35.

[5] City of Sacramento. 2016.

Landslides and Lateral Spreading

The proposed billboard sites are located primarily within developed or disturbed portions of the relatively flat Sacramento Valley and are not situated on steep natural slopes where seismically induced landsliding would be expected. The project would not create substantial cut or fill slopes. Accordingly, landslide hazards are not relevant to the proposed development and would not constitute a peculiar project or parcel effect.

Lateral spreading is generally associated with liquefiable soils located adjacent to an unsupported face, waterway, levee, or excavation. Because most billboard sites are not associated with such conditions, lateral spreading would not represent a material project issue at those locations. Where local subsurface or topographic conditions indicate potential lateral-spreading susceptibility, such conditions would be evaluated as part of the geotechnical investigation required pursuant to **Policy ERC-7.1** and applicable building standards. Thus, potential lateral-spreading hazards would be addressed through the same uniformly applicable geotechnical framework described above.

Soil Erosion and Loss of Topsoil

Construction would disturb only a limited area surrounding each billboard foundation and associated utility connections. The project would not involve mass grading or substantial alteration of existing terrain. Therefore, the amount of exposed soil and corresponding potential for erosion would be substantially less than typical development evaluated in the Sacramento 2040 General Plan Master EIR.

The Master EIR found soil-erosion effects less than significant based on Sacramento City Code Chapter 15.88, applicable stormwater requirements, and Policy ERC-1.4 (Construction Site Impacts), which requires development to implement measures protecting against erosion and sediment loss and to comply with the City's erosion, sediment-control, and stormwater requirements.

These requirements would apply to project construction as applicable. Because soil disturbance would be limited in extent and duration and existing regulatory requirements would control erosion and sediment transport, construction would not result in substantial soil erosion or loss of topsoil and would not create an environmental effect peculiar to the project or parcels.

Expansive, Compressible, Corrosive, or Otherwise Unstable Soils

The suitability of subsurface materials to support the proposed billboard foundations would depend on site-specific conditions. Because the billboards would use engineered deep foundations rather than shallow conventional building foundations, the relevant engineering consideration is whether the foundation system can safely transfer structural loads through or below unsuitable materials.

Policy ERC-7.1 expressly requires geotechnical investigation in areas of expansive soils or high liquefaction risk. The California Building Code also establishes requirements for structural and foundation design based on site-specific soil and seismic conditions.

Accordingly, where expansive, compressible, corrosive, undocumented fill, or other potentially unsuitable soil conditions occur, they would be identified and accounted for in foundation design. Such conditions would not create an effect peculiar to the proposed project or project parcels after application of these requirements.

Alternative Wastewater Disposal

The proposed billboards would not contain restrooms, occupied floor area, plumbing fixtures, or other facilities generating wastewater. The project would therefore require no septic system, leach field, or other alternative wastewater-disposal system. The Appendix G criterion concerning soils incapable of supporting alternative wastewater disposal is not applicable, and no impact would occur.

Paleontological Resources and Unique Geologic Features

The Sacramento 2040 General Plan Master EIR determined that the Planning Area contains no known unique geologic features or known unique paleontological resources. However, the alluvial sediments underlying the Sacramento Valley can contain preserved vertebrate and plant fossils, and excavation associated with future development could potentially encounter previously unknown paleontological resources.

The proposed billboards would not involve broad excavation or mass grading, but foundation drilling would penetrate subsurface sediments and could produce excavated soil from depth. The possibility of encountering a previously unknown fossil resource therefore cannot be excluded entirely. However, this circumstance is not peculiar to the billboard sites; it is a characteristic of the alluvial deposits underlying the broader Sacramento Planning Area and was expressly considered in the Master EIR.

The Master EIR concluded that applicable paleontological resource protections and **Policy HCR-1.1** would reduce potential effects to less than significant and required no additional mitigation. Accordingly, if paleontological resources are encountered during foundation drilling or other earth disturbance, applicable City and State resource-protection requirements shall be followed. Potential effects on paleontological resources would not constitute an effect peculiar to the proposed project or project parcels pursuant to CEQA Guidelines Section 15183(f).

Uniformly Applied General Plan Policies and Standards Pursuant to CEQA Guidelines Section 15183(f)

CEQA Guidelines Section 15183(f) provides that an environmental effect shall not be considered peculiar to a project or project parcel if uniformly applied development policies or standards have been previously adopted with a finding, based on substantial evidence, that those policies or standards will substantially mitigate the environmental effect when applied to future projects, unless substantial new information demonstrates otherwise.

The Sacramento 2040 General Plan Master EIR evaluated soil erosion, seismic and geologic hazards, unstable soils, and paleontological resources and found these effects less than significant following application of existing regulations and adopted General Plan policies. No project-specific mitigation was required. The following policies directly address the potential geology and soils effects associated with construction of the proposed billboards.

Policy ERC-1.4 – Construction Site Impacts

> The City shall require new development to 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 ERC-7.1 – Expansive Soils and Liquefaction

In areas of expansive soils and high liquefaction risk, the City shall continue to require that project proponents submit geotechnical investigation reports and demonstrate that the project conforms to all recommended mitigation measures prior to City approval.

Policy ERC-7.2 – Seismic Stability

In accordance with the California Building Code, the City shall regulate structures intended for human occupancy to ensure they are designed and constructed to retain their structural integrity when subjected to seismic activity.

Although the proposed billboard structures are not intended for human occupancy, applicable California Building Code and City structural requirements governing the design of the billboard foundations and support structures would independently apply.

Policy HCR-1.1 – Preservation of Historic and Cultural Resources Site Features and Landscaping

The Master EIR relies on Policy HCR-1.1, together with applicable State and federal resource-protection requirements, to address potential disturbance of paleontological resources during excavation. The Master EIR concluded that application of these requirements would result in a less-than-significant paleontological-resource impact.

For the Billboard Program, implementation of these policies and standards would include erosion and sediment controls during construction; geotechnical investigation where required by site conditions, City requirements, or Policy ERC-7.1; incorporation of geotechnical recommendations into foundation design; compliance with applicable structural and seismic design requirements; and compliance with applicable procedures if paleontological resources are encountered.

In addition to the General Plan policies, California Building Code (CBC) includes design standards relevant to site investigation (CBC §1803), seismic provisions (CBC §1803.5.11), embedded posts and holes (CBC §1807), foundation capacity and settlement (CBC §1808.2), design loads (CBC §1808.3), and shallow versus deep foundations (CBC §1809 and 1810), which are uniformly applicable to the proposed billboard projects.

Conclusion

The Sacramento 2040 General Plan Master EIR evaluated soil erosion, unstable and expansive soils, liquefaction and other seismic or geologic hazards, and paleontological resources associated with future development throughout the City and determined that these effects would be less than significant with implementation of existing regulations and applicable General Plan policies. No mitigation measures were required.

The Proposed Project would involve substantially less grading and surface disturbance than typical development evaluated in the Master EIR. Surface fault rupture and landslide hazards are not substantial concerns for the proposed sites, and the project would not involve wastewater disposal systems. Potential

soil erosion would be localized and temporary. The principal geology and soils consideration is the suitability of site-specific subsurface materials to support the proposed deep billboard foundations, including potential liquefaction, settlement, expansive soils, or other unstable conditions. These issues are addressed through the City's existing geotechnical investigation, foundation-design, building-code, and General Plan requirements.

Although the Railyards site contains subsurface conditions warranting particular consideration because of historic fill and alluvial deposits, those conditions are amenable to evaluation and treatment through the same geotechnical investigation and engineered-foundation process that applies to development throughout the City. Similarly, potential encounters with paleontological resources during foundation drilling are not peculiar to the billboard sites and were evaluated in the Master EIR as a potential consequence of excavation within Sacramento Valley alluvial deposits.

Accordingly, implementation of applicable General Plan policies and regulatory requirements would substantially mitigate the potential geology and soils effects associated with the Proposed Project. Pursuant to CEQA Guidelines Section 15183(f), these effects would not constitute environmental effects peculiar to the Proposed Project or project parcels. The Proposed Project would not result in significant geology or soils effects that were not analyzed in the Sacramento 2040 General Plan Master EIR, potentially significant off-site or cumulative impacts not discussed in the Master EIR, or previously identified significant effects that would be substantially more severe because of substantial new information. Therefore, the Proposed Project would not result in geology and soils effects requiring additional environmental review under CEQA Guidelines Section 15183.

Hazards and Hazardous Materials

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Is Impact Peculiar to the Project or Project Site	Any New Significant Impacts or Substantially More-Severe Impacts than Was Analyzed in Prior Environmental Documents?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
8. Hazards and Hazardous Materials. **Would the project:**				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Draft Master EIR, Pages 4.9-5 to 4.9-8	No	No	No
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Draft Master EIR, Pages 4.9-5 to 4.9-8	No	No	No
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Draft Master EIR, Pages 4.9-5 to 4.9-18	No	No	No
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Draft Master EIR, Pages 4.9-5 to 4.9-18	No	No	No
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	Draft Master EIR, Pages 4.9-5 to 4.4-18	No	No	No
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working on the project area?	Draft Master EIR, Pages 4.9-5 to 4.4-18	No	No	No
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Draft Master EIR, Pages 4.9-8 to 4.9-9	No	No	No
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	Draft Master EIR, Pages 4.9-9 to 4.9-10	No	No	No

Environmental Setting

The Proposed Project would involve installation of billboard foundations, support structures, electrical connections, and communications infrastructure at seven locations within the City of Sacramento.

Construction activities would include excavation, drilling, concrete placement, installation of structural supports, and limited utility connections. Other than routine construction fuels, lubricants, hydraulic fluids, paints, coatings, and electrical equipment commonly used during construction and operation, the project would not involve the routine transport, use, storage, or disposal of substantial quantities of hazardous materials.

To evaluate the potential for existing hazardous materials contamination, searches of the DTSC EnviroStor and GeoTracker databases were conducted for each billboard site. The searches identified several hazardous material cleanup, investigation, and remediation sites in the general vicinity of certain billboard locations. However, only one of the listed cleanup sites overlap the proposed billboard site parcels.

Two locations warrant additional consideration because of site-specific contamination conditions: the 401 I Street site, because it is located within former Union Pacific Railyards property, and the 1876 Stockton Boulevard (Stewart) site, because the City-owned parcel on which the billboard would be constructed is immediately adjacent to the Savarino Trust Property, an active environmental cleanup site associated with trichloroethene (TCE) contamination.

401 I Street Site

The 401 I Street site is located within former Union Pacific Railyards property, an area with a documented history of railroad-related contamination and environmental remediation. DTSC EnviroStor and GeoTracker records identify numerous active and closed cleanup, corrective action, state response, and voluntary cleanup sites throughout the larger Railyards area associated with historic railroad maintenance, manufactured gas plant operations, groundwater contamination, drum storage, and related industrial activities. No listed cleanup site was identified as overlapping the proposed billboard footprint.

The proposed billboard site is also within the Sacramento Valley Station Area Plan area. Applicable environmental review for that area incorporates hazardous materials requirements from the Railyards Specific Plan Update SEIR addressing investigation and management of contaminated media during development.

1876 Stockton Boulevard (Stewart) Site

The proposed billboard at the 1876 Stockton Boulevard (Stewart) site would be constructed on a City-owned parcel immediately adjacent to the Savarino Trust Property at 1876 Stockton Boulevard. The Savarino Trust Property is identified in GeoTracker as a cleanup site (Global ID T0606721345).[6] The GeoTracker case summary identifies gasoline and TCE as contaminants of concern and indicates that lead regulatory responsibility was transferred to the Central Valley Regional Water Quality Control Board (Central Valley Water Board) in 2007, with TCE identified as the principal groundwater contaminant.

According to the Central Valley Water Board, historical leaks and spills of TCE at the Savarino Trust Property resulted in contamination of soil and groundwater. Remedial activities have included operation of a soil vapor extraction (SVE) system from November 2017 through July 2019 and in-situ groundwater remediation conducted in 2019. The SVE system removed approximately four pounds of volatile organic

[6] State Water Resources Control Board (SWRCB). 2026. *GeoTracker Database*. Available: https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0606721345. Accessed August 24, 2026.

compounds from the subsurface, and groundwater treatment included injection of amendments intended to remediate TCE.

Post-remediation monitoring subsequently identified rebound of TCE in soil vapor. In August 2020, TCE was detected in sub-slab soil vapor beneath the building on the Savarino Trust Property at 440 micrograms per cubic meter (µg/m³), above the then-applicable commercial/industrial Environmental Screening Level (ESL) of 100 µg/m³. February 2021 sampling detected TCE at 390 µg/m³ and vinyl chloride at 28 µg/m³, also above the respective screening levels identified by the Central Valley Water Board. The Water Board concluded that TCE concentrations in the vadose zone had rebounded following shutdown of the SVE system and groundwater treatment and required additional evaluation of vapor intrusion.

Of particular relevance to the proposed billboard, post-remediation investigation extended beyond the Savarino Trust Property. A passive soil-vapor sampler was installed in a 5-foot boring on adjacent Caltrans property, and the Water Board's July 2021 letter also identifies TCE in the deeper groundwater zone at the adjacent Caltrans property. Passive soil-vapor sampling at the Caltrans location did not identify VOC concentrations exceeding commercial/industrial ESLs in December 2019 or September 2020, although TCE increased from nondetect in December 2019 to 11 µg/m³ in September 2020.

The available regulatory information therefore establishes TCE contamination and remediation at the adjacent Savarino Trust Property and provides evidence that TCE has been detected in environmental media beyond that property's immediate developed footprint. However, the available information does not establish that soil, soil vapor, or groundwater within the proposed City-owned billboard footprint contains TCE or other contaminants at concentrations requiring remediation. The proximity of the billboard foundation to the cleanup site, combined with the depth of foundation construction and evidence of TCE in groundwater on adjacent property, nevertheless warrants consideration of the potential to encounter contaminated soil, soil vapor, or groundwater during construction.

Consistency with Sacramento 2040 General Plan and Master EIR

The Sacramento 2040 General Plan Master EIR evaluated hazardous materials risks associated with future development throughout the City, including exposure to contaminated soils, contaminated groundwater, hazardous building materials, accidental releases of hazardous materials, and human health risks associated with historic contamination sites. The Master EIR concluded that implementation of applicable General Plan policies, regulatory requirements, agency oversight programs, investigation requirements, and cleanup procedures would substantially reduce these impacts.

Because the construction and operation of the proposed billboards would not introduce industrial uses, hazardous waste facilities, fuel storage facilities, or other ongoing sources of hazardous materials, the principal hazards question under CEQA Guidelines Section 15183 is whether site-specific contamination conditions create hazards impacts that remain peculiar to the project sites after application of existing regulatory requirements, General Plan policies, and established cleanup procedures.

Analysis of Peculiar Hazards and Hazardous Materials Related Effects

Construction of the proposed billboards would involve localized subsurface disturbance associated with foundation drilling and installation of underground electrical connections. Construction would also

involve the temporary use of fuels, lubricants, hydraulic fluids, paints, coatings, and other materials routinely associated with construction equipment. Following construction, operation of the billboards would not involve the routine use, transport, storage, or disposal of substantial quantities of hazardous materials and would not introduce industrial, manufacturing, fueling, hazardous-waste, or other uses associated with substantial quantities of hazardous materials.

Routine Transport , Use, or Disposal of Hazardous Materials and Accidental Releases

The Sacramento 2040 General Plan Master EIR evaluated the potential for development under the General Plan to involve the routine use, transport, and storage of hazardous materials and associated risks from accidental spills or releases. The Master EIR concluded that these activities are governed by existing federal, State, and local hazardous materials regulations, including requirements governing hazardous materials transportation, storage, worker safety, emergency response, and hazardous materials business plans where applicable. The Master EIR also identified General Plan policies addressing compatibility with hazardous materials facilities and transportation of hazardous materials.

The Proposed Project would involve substantially less hazardous materials use than the residential, commercial, industrial, and other development evaluated in the Master EIR. Hazardous materials use would be limited primarily to small quantities of fuels, lubricants, hydraulic fluids, coatings, and similar materials during the approximately five- to seven-day construction period at each site. Operation of the billboards would not require storage or routine transportation of hazardous materials. Consequently, the Proposed Project would not create a significant hazard through the routine transport, use, or disposal of hazardous materials or through reasonably foreseeable upset or accident conditions involving hazardous materials.

To the extent applicable to construction activities, implementation of General Plan policies addressing hazardous materials transportation and compatibility, including **Policy EJ-1.7 (Transportation Routes)**, together with existing federal, State, and local hazardous materials regulations, would further ensure that these effects remain less than significant. The project would not involve the type or quantity of hazardous materials use for which additional project-specific mitigation would be warranted.

Existing Soil and Groundwater Contamination

Foundation construction would involve drilling below the ground surface and therefore could encounter previously unidentified contaminated soil, soil vapor, groundwater, buried tanks, or other hazardous materials beneath developed urban properties. The Sacramento 2040 General Plan Master EIR specifically evaluated exposure to contaminated soil during excavation and other ground-disturbing construction activities and concluded that compliance with existing regulatory requirements and Policy EJ-1.8 (Site Contamination) would reduce such impacts to a less-than-significant level. Policy EJ-1.8 requires sites under consideration for development or redevelopment to be investigated for hazardous materials prior to development activities and provides for regulatory oversight where contamination is identified. The Master EIR further recognizes that investigation and remediation of known contaminated sites would occur under the supervision of DTSC, the applicable Regional Water Quality Control Board, Sacramento County Environmental Management Department (SCEMD), or another appropriate oversight agency.

The Master EIR similarly evaluated the potential for construction to encounter contaminated groundwater, including where excavation or dewatering occurs at or below the groundwater table. For sites with known contamination, construction is required to proceed in accordance with the direction of the regulatory oversight agency and, where appropriate, pursuant to a soil and groundwater management plan. Dewatering is additionally subject to City requirements governing groundwater discharge and water quality.

For most billboard locations, no known contamination condition has been identified within or immediately adjacent to the proposed foundation footprint that would create a unique or unusual hazardous materials risk beyond the conditions evaluated in the Master EIR. Compliance with **Policy EJ-1.8** and applicable regulatory requirements would address previously unidentified contamination encountered during construction. The 401 I Street and 1876 Stockton Boulevard (Stewart) sites present site-specific conditions warranting additional analysis and are therefore addressed separately below.

Hazardous Building Materials

The Master EIR evaluated potential exposure to asbestos-containing materials, lead-based paint, PCBs, mercury, and other hazardous building materials primarily in connection with demolition or alteration of existing structures. It concluded that compliance with applicable SMAQMD, Cal/OSHA, USEPA, and State hazardous materials regulations would reduce such effects to less than significant.

The proposed construction and operation of the proposed billboards would not require demolition or substantial alteration of existing buildings. Construction would generally occur within parking areas, disturbed land, transportation-related property, or other portions of existing parcels selected for billboard foundations. Accordingly, construction would not be expected to disturb asbestos-containing materials, lead-based paint, PCBs, mercury-containing building components, or similar hazardous building materials. This impact pathway evaluated in the Master EIR is therefore not applicable to the Proposed Project, except in the unlikely event that previously unidentified subsurface structures or materials are encountered, in which case applicable hazardous materials regulations would govern their handling and disposal.

Schools

There are no schools in the vicinity of the proposed billboard locations. Therefore, no effects associated with hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school would occur.

Airport and Airstrip Hazards

The proposed billboards would not contain residences, offices, commercial spaces, or other permanently occupied uses and therefore would not expose new residents or employees to aircraft safety hazards. Although the billboard structures would range from approximately 60 to 85 feet in height, any structure located within an area subject to Federal Aviation Administration or Airport Land Use Commission review would remain subject to applicable height, airspace, and airport compatibility requirements, including **Policy ERC-10.10** where applicable. Accordingly, the project would not result in a peculiar airport-related safety impact.

No project component involves development of an occupied land use in the vicinity of a private airstrip, and no project-specific condition has been identified indicating that construction or operation of the billboards would create a safety hazard associated with a private airstrip. This criterion would therefore not result in an environmental effect peculiar to the Proposed Project or project parcels.

Emergency Response and Evacuation

The Master EIR determined that construction-related roadway restrictions could potentially affect emergency response and evacuation, but concluded that compliance with City requirements governing temporary traffic control, applicable building and fire codes, and Policy PFS-2.3 (Evacuation Routes) would reduce potential effects to less than significant. City Code Sections 12.20.020 and 12.20.030 require traffic management planning where construction activities affect public roadways.

Billboard construction would occur over approximately five to seven days at each site and would be confined primarily to the proposed billboard footprint and associated staging area. The project would not construct new roadways, alter the City's circulation network, permanently close or restrict an emergency route, or create a substantial new population requiring evacuation. Where construction equipment, crane operations, deliveries, or utility connections require temporary use of a public right-of-way, applicable City traffic-control and encroachment requirements would continue to apply.

Because construction would be short-term and localized, and because applicable City requirements and **Policy PFS-2.3 (Evacuation Routes)** would ensure maintenance of emergency access where roadway activities occur, the project would not impair implementation of or physically interfere with an adopted emergency response or evacuation plan. This effect would not be peculiar to the Proposed Project or project parcels.

Wildland Fire

The Proposed Project would not construct residences, workplaces, or other continuously occupied structures and would not introduce a permanent population into areas potentially subject to wildfire. The proposed billboards would consist principally of steel support structures, concrete foundations, and digital display equipment and would not constitute a substantial source of combustible material. Most proposed billboard sites are within highly urbanized freeway, commercial, industrial, or transportation corridor settings.

Although certain sites, including the Airport Road location, occur closer to vegetated open-space areas than the other billboard locations, construction would be short-term and operation would not create an occupied land use. The billboards would remain subject to applicable California Fire Code requirements and General Plan policies addressing hazard mitigation and vegetation-related fire risks. Accordingly, the Proposed Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fire and would not result in a wildfire effect peculiar to the project or project parcels.

401 I Street Site Exposure of Contaminated Soils and Groundwater

The 401 I Street site warrants focused evaluation because it is located within the former Union Pacific Railyards property, an area with a documented history of railroad-related contamination and

environmental remediation activities. DTSC and SWRCB database records[7,8] identify numerous active and closed cleanup, corrective action, state response, and voluntary cleanup sites throughout the larger Railyards area associated with historic railroad maintenance, manufactured gas plant operations, rail yard activities, groundwater contamination, drum storage areas, and related industrial uses.

Although the proposed billboard site occurs within the broader Railyards Specific Plan area, no DTSC-listed cleanup site was identified as overlapping the proposed billboard footprint. The potential hazards issue associated with the site therefore consists primarily of the possibility that excavation required for billboard foundation installation could encounter previously identified or previously unknown contaminated soil, groundwater, debris, or other remnants of historical rail yard activities.

Potential exposure to contaminated soil or groundwater is not unique to the proposed billboard project and was previously evaluated in the Sacramento 2040 General Plan Master EIR and the Railyards Specific Plan Update SEIR, both of which identified hazardous materials management, site investigation, agency oversight, and remediation procedures as the framework through which contamination-related risks would be addressed during future development of the Railyards area.

Consistent with **Policy EJ-1.8 (Site Contamination)**, and other applicable public-health and safety policies of the Sacramento 2040 General Plan, any contaminated soil, groundwater, or hazardous materials encountered during construction would be managed in accordance with applicable DTSC requirements, RWQCB requirements, worker-protection regulations, and any applicable Railyards remediation requirements. These actions would be incorporated into Conditions of Approval and monitored by City staff during project implementation and are included here for reference:

RSPU SEIR Mitigation Measure 4.8-3 Which Implements Mitigation Measure 4.8-1

If unidentified or suspected contaminated soil or groundwater evidenced by stained soil, noxious odors, or other factors, is encountered during site preparation or construction activities work shall stop in the area of potential contamination, and the type and extent of contamination shall be identified by a qualified professional. The qualified professional shall prepare a report that includes, but is not limited to, activities performed for the assessment, summary of anticipated contaminants and contaminant concentrations, and recommendations for appropriate handling and disposal. Site preparation or construction activities shall not recommence within the contaminated areas until remediation is complete and a "no further action" letter is obtained from the appropriate regulatory agency.

Implementation of the above measure would constitute compliance with Sacramento 2040 General Plan Policy EJ-1.8 (Site Contamination), which was found the Master EIR to substantially reduce impacts related to exposure to hazardous materials groundwater contamination.

Because implementation of these uniformly applied policies, regulations, remediation requirements, and agency oversight procedures would substantially reduce the potential for exposure to hazardous materials, any resulting hazards effect would not constitute an impact peculiar to the Proposed Project or project

[7] California Department of Toxic Substances Control (DTSC). 2026. EnviroStor Database. Available: https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=Sacramento. Accessed August 24, 2026.

[8] State Water Resources Control Board (SWRCB). 2026. *GeoTracker Database*. Available: https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=Search+GeoTracker. Accessed August 24, 2026.

parcel pursuant to CEQA Guidelines Sections 15183(c) and 15183(f). Accordingly, preparation of an additional EIR is not required solely on the basis of that effect.

1876 Stockton Boulevard (Stewart) Site Exposure of Contaminated Soils and Groundwater

The 1876 Stockton Boulevard (Stewart) site presents a different circumstance because a documented TCE cleanup site occurs immediately adjacent to the City-owned parcel proposed for billboard construction. Although the billboard footprint itself is not identified as part of the Savarino Trust Property cleanup site, the regulatory record demonstrates that TCE has affected soil and groundwater at the Savarino property, that TCE concentrations rebounded in soil vapor following remediation, and that TCE has been detected in deeper groundwater on adjacent Caltrans property.

Installation of the billboard foundation would require subsurface disturbance substantially different from ordinary surface construction. Because the lateral and vertical extent of TCE-affected environmental media relative to the proposed foundation has not been established by the available information, foundation drilling could potentially encounter or create a pathway for contaminated soil vapor or groundwater. This represents a site-specific condition warranting focused evaluation under CEQA Guidelines Section 15183.

However, this potential effect can be substantially mitigated through implementation of the City's uniformly applied hazardous materials policies and the existing regulatory framework governing investigation and management of contaminated sites. Consistent with General Plan P**olicy EJ-1.8**, construction would be required to protect workers and the public from hazardous materials and comply with applicable hazardous materials management requirements. Because the known contamination is subject to Central Valley Water Board oversight, coordination with the Water Board prior to subsurface disturbance would provide the mechanism for determining whether additional investigation or construction controls are necessary based on the final location and depth of the billboard foundation.

Accordingly, prior to issuance of a grading or building permit authorizing subsurface disturbance at the 1876 Stockton Boulevard (Stewart) site, the project applicant will be required to provide the Central Valley Water Board with the proposed billboard foundation plans, including the location and anticipated depth of drilling or excavation relative to the Savarino Trust Property. The City shall require implementation of any investigation, soil, groundwater, or vapor management measures, worker-protection measures, monitoring requirements, or other construction controls determined necessary through coordination with the Central Valley Water Board. If the Water Board determines that a site-specific soil, groundwater, and/or vapor management plan is necessary, such plan shall be prepared by a qualified environmental professional and implemented during construction.

Further, just as was identified as applicable to the 401 I Street site, a necessary implementing action of Policy EJ-1.8 would be the enactment of protocols if the inadvertent discovery of potentially contaminated soils or groundwater occurs. The following action will be required as a condition of approval:

> *If unidentified or suspected contaminated soil or groundwater evidenced by stained soil, noxious odors, or other factors, is encountered during site preparation or construction activities work shall stop in the area of potential contamination, and the type and extent of contamination shall be identified by a qualified professional. The qualified professional shall prepare a report that*

includes, but is not limited to, activities performed for the assessment, summary of anticipated contaminants and contaminant concentrations, and recommendations for appropriate handling and disposal. Site preparation or construction activities shall not recommence within the contaminated areas until remediation is complete and a "no further action" letter is obtained from the appropriate regulatory agency.

These requirements would be incorporated into the project's conditions of approval and monitored by City Staff. They do not require completion or closure of the separate Savarino Trust Property cleanup case as a condition of billboard construction; rather, they require that construction of the billboard proceed in a manner consistent with the regulatory agency's requirements for protection of human health and the environment and without interfering with investigation or remediation of the adjacent cleanup site.

With implementation of these requirements, the proximity of the 1876 Stockton Boulevard (Stewart) site to the Savarino Trust Property would not result in a hazardous materials effect peculiar to the Proposed Project or project parcel pursuant to CEQA Guidelines Section 15183(f).

Uniformly Applied General Plan Policies and Standards Pursuant to CEQA Guidelines Section 15183(f)

CEQA Guidelines Section 15183(f) provides that an environmental effect shall not be considered peculiar to a project or project parcel if uniformly applied development policies or standards have been previously adopted with a finding, based on substantial evidence, that those policies or standards will substantially mitigate the environmental effect when applied to future projects, unless substantial new information demonstrates otherwise.

The Sacramento 2040 General Plan Master EIR evaluated hazards associated with contaminated soil and groundwater, hazardous materials releases, and development on or near historically contaminated properties. For the proposed Billboard Program, the following General Plan policies are relevant uniformly applied development policies or standards because they directly address the hazardous materials impact mechanisms associated with construction of the billboard foundations:

Policy EJ-1.7 Transportation Routes

The City shall restrict transport of hazardous materials within Sacramento to designated routes.

Policy EJ-1.8 Site Contamination.

The City shall ensure buildings and sites are or have been investigated for the presence of hazardous materials and/or waste contamination before development, where applicable. The City shall continue to require remediation and construction techniques for adequate protection of construction workers, future occupants, adjacent residents, and the environment, and ensure they are adequately protected from hazards associated with contamination.

Policy PFS-2.3 Evacuation Routes

The City shall partner with Caltrans and neighboring jurisdictions on measures to protect critical evacuation routes such as I-5, I-80, Highway 50, and State Route 99 and work with local agencies to develop contingency plans for operations when these and other roads are inoperable due to flooding or wildfire.

Implementation of these policies would include the proper handling and transport of hazardous materials, maintain emergency evacuation routes and compliance with applicable DTSC and Regional Water Quality Control Board requirements; investigation and remediation requirements imposed by regulatory oversight agencies; protocols for previously unidentified contamination; worker health and safety requirements; and, at the 401 I Street site, applicable Railyards-specific investigation and remediation requirements. These categories of requirements are already identified in the draft Section 15183 analysis as the mechanisms through which construction-related contamination risks would be managed.

For the 1876 Stockton Boulevard (Stewart) site, implementation of Policy EJ-1.8 would specifically include preconstruction coordination with the Central Valley Water Board concerning the location and depth of the proposed billboard foundation relative to the adjacent Savarino Trust Property cleanup site and implementation of any investigation, monitoring, contaminated-media management, or other protective measures determined necessary through that coordination.

Conclusion

The Sacramento 2040 General Plan Master EIR evaluated hazardous materials effects associated with future development, including potential exposure to contaminated soil and groundwater and development in areas affected by historical hazardous materials releases. The Proposed Project would not introduce substantial quantities of hazardous materials or create a new ongoing source of hazardous materials.

The 401 I Street and 1876 Stockton Boulevard (Stewart) sites contain or are adjacent to site-specific contamination conditions warranting focused consideration. At the 401 I Street site, existing General Plan policies, Railyards-specific mitigating actions that would implement existing General Plan policies, and regulatory oversight provide an established framework for addressing contaminated media potentially encountered during construction. At the 1876 Stockton Boulevard (Stewart) site, the adjacent Savarino Trust Property has documented TCE contamination and post-remediation rebound in soil vapor, and TCE has also been identified in deeper groundwater on adjacent property. However, the available regulatory record does not establish that contamination requiring remediation occurs within the proposed billboard footprint. Regardless, the depth of proposed construction may result in contact with groundwater that may have contaminants based on proximity to the known site identified above.

Implementation of applicable General Plan policies and regulatory requirements, including preconstruction coordination with the Central Valley Water Board for the 1876 Stockton Boulevard (Stewart) site and implementation of any construction controls determined necessary through that coordination, would substantially mitigate the potential for construction to expose workers or the public to contaminated environmental media or interfere with ongoing cleanup activities. Accordingly, pursuant to CEQA Guidelines Section 15183(f), these effects would not constitute environmental effects peculiar to the Proposed Project or project parcels.

The Proposed Project would not result in significant hazards or hazardous materials effects that were not analyzed in the Sacramento 2040 General Plan Master EIR, potentially significant off-site or cumulative impacts not discussed in the Master EIR, or previously identified significant effects that would be substantially more severe because of substantial new information. Therefore, the Proposed Project would not result in hazards and hazardous materials effects requiring additional environmental review under CEQA Guidelines Section 15183.

Transportation/Traffic

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Is Impact Peculiar to the Project or Project Site	Any New Significant Impacts or Substantially More-Severe Impacts than Was Analyzed in Prior Environmental Documents?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
15. Transportation/Traffic. Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Draft Master EIR, Pages 4.9-5 to 4.9-8	No	No	No
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b)	2021 DSEIR pages IV.C-7 to IV.C-19	No	No	No
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) (evaluated in 2022 SEIR Chapter VI, *Effects Found Not to Be Significant*)?	2021 DSEIR pages IV.C-7 to IV.C-19	No	No	No
d. Result in inadequate emergency access (evaluated in Chapter VI, *Effects Found Not to Be Significant*)?	2021 DSEIR pages IV.C-7 to IV.C-19	No	No	No

Environmental Setting

The Proposed Project sites are located within developed urban areas adjacent to major regional freeway corridors, including I-5 (401 I Street), I-80 (Taylor Street and Airport Road), Highway 50 (1876 Stockton Boulevard and 1922 Stockton Boulevard), and SR-99 (Massie Court). The surrounding transportation environment is characterized primarily by high-volume freeway travel, associated ramps and interchanges, and local streets that provide access to the individual project parcels.

The Sacramento 2040 General Plan Master EIR describes the City's transportation-safety framework as including compliance with applicable design standards, traffic-safety investigations, collision-history and risk analysis, traffic-calming programs, and implementation of the City's Vision Zero Action Plan.

Consistency with Sacramento 2040 General Plan and Master EIR

The Sacramento 2040 General Plan Master EIR evaluated transportation effects associated with implementation of the General Plan, including vehicle miles traveled (VMT) and effects on transit, bicycle, and pedestrian facilities. The Master EIR's transportation thresholds focus on whether General Plan implementation would achieve the City's VMT-reduction target or adversely affect transit, bicycle, or pedestrian facilities.

The Master EIR also describes the City's transportation-safety framework, including compliance with applicable transportation design standards, traffic-safety investigations, traffic calming, collision-history analysis, and implementation of the City's Vision Zero Action Plan. General Plan Policy M-4.1

(Application of Safety) directs the City to design, plan, and operate streets using complete-streets principles to ensure the safety and mobility of all users, while Policy M-4.3 (Vision Zero) directs the City to use a data-driven approach to eliminate traffic fatalities and severe injuries.

The Proposed Project would generate substantially less transportation-related activity than the residential, commercial, employment, and infrastructure development evaluated in the Master EIR. Because the Proposed Project would not materially alter the transportation network or generate material vehicle travel beyond 5-7 days of construction activity, the principal project-specific transportation question under CEQA Guidelines Section 15183 is whether placement and operation of freeway-oriented digital billboards could substantially increase traffic hazards by creating an incompatible roadside use or distracting motorists.

Analysis of Transportation Impacts Peculiar to the Project or Project Parcels

Conflict with a Transportation Program, Plan, Ordinance, or Policy

The Proposed Project would not modify the City's roadway network, public transit system, bicycle facilities, pedestrian facilities, or other transportation infrastructure. Construction at each site would be temporary and localized and would occur primarily within the individual project parcels. Following construction, the billboards would generate only occasional maintenance trips.

The Proposed Project would therefore not adversely affect implementation or operation of planned transit, bicycle, pedestrian, or roadway facilities and would not conflict with a transportation program, plan, ordinance, or policy addressing the circulation system. The limited project-generated traffic would not constitute an environmental effect peculiar to the Proposed Project or project parcels.

Vehicle Miles Traveled

Construction would generate a small number of temporary worker, equipment, and material-delivery trips during the approximately five- to seven-day construction period at each site. Operational vehicle travel would consist only of periodic inspection and maintenance trips.

Operation of the proposed billboards would only require vehicle trips associated with periodic maintenance and would otherwise operate as digital billboard sites with little activity at those sites. Therefore, project operation would not be anticipated to have substantive daily vehicle trips or associated VMT. In addition, the project would be consistent with the general plan land use designations for each site. Projects that are consistent with the general plan land use for a project site are not anticipated to adversely impact regional VMT. Accordingly, the Proposed Project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b), and no peculiar VMT effect would occur.

Transportation Hazards or Incompatible Uses

The proposed billboards would be located adjacent to freeways and specifically oriented to be visible to motorists traveling on those facilities. Each billboard would contain two faces oriented toward approaching traffic traveling in opposite directions. Therefore, although the project would not introduce a hazardous roadway geometric feature, the potential for the digital displays to affect driver attention warrants focused consideration under the Appendix G criterion addressing transportation hazards associated with design features or incompatible uses.

The billboard structures themselves would be located outside the roadway and would not alter freeway lanes, ramps, shoulders, intersections, traffic-control devices, roadway sight distance, or vehicle movements. The Proposed Project therefore would not create a transportation hazard through roadway geometry.

The relevant question is whether operation of the digital displays could constitute an incompatible roadside use because of effects on driver attention.

Driver Visual Attention

The Federal Highway Administration (FHWA) evaluated driver visual behavior near digital billboards using instrumented vehicles and eye-tracking technology on freeways and arterial roadways.[9] The digital billboards studied displayed static images, did not include video or animation, and changed messages approximately every 8 to 10 seconds, which is generally comparable to the Proposed Project's static digital displays and controlled message-change intervals.

FHWA found that drivers continued to devote most of their visual attention to the road ahead under both digital- and conventional-billboard conditions. Average fixation durations for digital billboards were well below the 2,000-millisecond glance duration identified in the study as associated with increased crash risk, and the study did not find evidence that the digital billboards tested resulted in unacceptably long glances away from the roadway. Although FHWA observed that digital billboards may attract driver glances more frequently than conventional billboards in some settings, the study supports the conclusion that static, non-video digital displays operated with controlled message changes do not inherently create prolonged driver distraction.

Display Brightness and Directional Lighting

The proposed digital displays would automatically adjust brightness in response to ambient light conditions and would incorporate directional LED technology intended to concentrate illumination toward the intended viewing area rather than disperse light broadly. The lighting studies prepared for the Taylor Street, 1876 Stockton Boulevard (Stewart), and 1922 Stockton Boulevard (Dialysis) (see **Appendix A**) sites explain that the proposed technology uses automatic brightness controls and louver panels that limit vertical light output.

The studies apply an industry guideline limiting digital-billboard illumination to no more than 0.3 foot-candles above ambient light levels and requiring automatic dimming capability.

At the 1922 Stockton Boulevard (Dialysis) site, the lighting study evaluates a 25-by-48-foot display. Modeled nighttime illuminance decreases substantially with distance and viewing angle. At a perpendicular viewing angle, illuminance decreases from 1.26 foot-candles at 100 feet to 0.31 at 200 feet, 0.14 at 300 feet, 0.08 at 400 feet, and 0.05 at 500 feet. At a 70-degree viewing angle, the modeled values decrease from 0.43 foot-candles at 100 feet to 0.02 at 500 feet. The mapped analyses on pages 4 and 5 show the directional distribution of light relative to Highway 50 and surrounding development.

[9] U.S. Department of Transportation, Federal Highway Administration (FHWA). 2012. Driver Visual Behavior in the Presence of Commercial Electronic Variable Message Signs (CEVMS) (FHWA-HEP-16-03). September 2012. Available: https://rosap.ntl.bts.gov/view/dot/49029. Accessed August 24, 2026.

The 1876 Stockton Boulevard (Stewart) site study evaluates the same 25-by-48-foot display size and identifies the same modeled attenuation with distance and viewing angle. The mapped analyses show the relationship of the two billboard faces to Highway 50 and surrounding land uses.

The Taylor Street site study evaluates a 14-by-48-foot display and calculates correspondingly lower illuminance levels, ranging at a perpendicular viewing angle from 0.68 foot-candles at 100 feet to 0.03 at 500 feet. The mapped analyses on pages 4 and 5 of the light study shows the directional light distribution relative to I-80 and surrounding development.

Overall Transportation Safety

The FHWA driver-behavior research, project operating characteristics, and site-specific lighting analyses collectively provide substantial evidence that the proposed freeway-oriented displays would not substantially increase transportation hazards.

The displays would use static images rather than video or moving imagery, image changes would occur at controlled intervals, brightness would automatically adjust to ambient conditions, and directional LED technology would limit unnecessary light distribution. The project description also identifies applicable Caltrans restrictions prohibiting billboard lighting that is sufficiently intense or directed so as to temporarily blind or confuse motorists or interfere with recognition of the roadway or official traffic-control signage.

Accordingly, although the freeway orientation of the billboards warrants project-specific consideration, operation of the Proposed Project would not substantially increase transportation hazards because of an incompatible use. This effect would not constitute a significant environmental effect peculiar to the Proposed Project or project parcels.

Emergency Access

Construction activities would occur within the individual billboard sites and would not require permanent closure, reconfiguration, or obstruction of adjacent freeways, local roadways, or emergency access routes. Construction traffic would consist of a limited number of worker vehicles, equipment deliveries, concrete and material deliveries, and delivery of billboard components over approximately five to seven days at each location.

The Proposed Project would not alter the City's roadway network or reduce roadway capacity following construction, and periodic maintenance would generate negligible traffic. The proposed billboard structures would remain outside the traveled roadway and would not obstruct emergency vehicle access.

General Plan Policy PFS-2.3 (Evacuation Routes) specifically identifies I-5, I-80, Highway 50, and SR-99 as critical evacuation routes and directs the City to coordinate with Caltrans and neighboring jurisdictions to protect those facilities. Because the Proposed Project would not modify or obstruct those facilities, it would not conflict with that policy or impair emergency response or evacuation.

The Proposed Project would therefore not result in inadequate emergency access, and no peculiar emergency-access impact would occur.

Uniformly Applied General Plan Policies and Standards Pursuant to CEQA Guidelines Section 15183(f)

CEQA Guidelines Section 15183(f) provides that an environmental effect shall not be considered peculiar to a project or project parcel where uniformly applied development policies or standards have been adopted with a finding, based on substantial evidence, that the policies or standards would substantially mitigate the environmental effect when applied to future projects, unless substantial new information demonstrates otherwise.

The following Sacramento 2040 General Plan policies are relevant:

Policy M-4.1 – Application of Safety

> The City shall design, plan, and operate streets using complete streets principles to ensure the safety and mobility of all users.

Policy M-4.3 – Vision Zero

> The City shall utilize a data-driven Vision Zero approach to eliminate traffic fatalities and severe injuries while increasing safety, health, and equitable mobility for all.

Policy PFS-2.3 – Evacuation Routes

> The City shall partner with Caltrans and neighboring jurisdictions to protect critical evacuation routes, including I-5, I-80, Highway 50, and SR-99.

Implementation of these policies, together with Sacramento Municipal Code requirements governing digital signage, applicable Caltrans outdoor-advertising requirements, and project design requirements concerning static imagery, message-change intervals, automatic brightness control, directional illumination, and display malfunction controls, would ensure that the Proposed Project is implemented consistently with transportation-safety objectives.

Conclusion

The Proposed Project would generate only minor temporary construction traffic and negligible operational traffic and would not materially affect roadway capacity, transit service, bicycle facilities, pedestrian facilities, VMT, or emergency access.

Because the digital billboards are specifically intended to be visible to freeway motorists, their potential effect on driver attention represents the principal transportation consideration. FHWA research evaluating non-video digital billboards with periodic static-image changes found that motorists continued to devote the substantial majority of their visual attention to the roadway and did not identify evidence that the digital billboards as tested were associated with unacceptably long glances away from the roadway.

The project-specific lighting studies provide additional evidence that the proposed displays would employ directional illumination, automatic brightness adjustment, and controlled nighttime light output. The 1876 Stockton Boulevard (Stewart) and 1922 Stockton Boulevard (Dialysis) analyses evaluate the proposed displays and demonstrate substantial attenuation of illuminance with distance and off-axis viewing angle.

The Taylor study similarly demonstrates limited illumination for the configuration evaluated, although confirmation of consistency between that analysis and the final Taylor billboard dimensions is required.

With implementation of the design characteristics described above and compliance with applicable City and Caltrans requirements, the Proposed Project would not substantially increase transportation hazards because of a geometric design feature or incompatible use. The Proposed Project would not result in a transportation effect peculiar to the project or project parcels, a significant transportation effect not analyzed in the Sacramento 2040 General Plan Master EIR, a potentially significant off-site or cumulative transportation effect not previously discussed, or a previously identified significant effect that would be substantially more severe because of substantial new information. Therefore, the Proposed Project would not result in transportation effects requiring additional environmental review under CEQA Guidelines Section 15183.

VI. Section 15183 Consistency Determination

The City of Sacramento has prepared this CEQA Guidelines Section 15183 Evaluation to determine whether the construction and operation of the proposed billboards may rely upon the environmental analysis contained in the certified Sacramento 2040 General Plan Master EIR and whether additional environmental review is required to evaluate project-specific environmental effects.

As discussed throughout this evaluation, the Proposed Project is consistent with the development density, land use framework, applicable General Plan land use designations, zoning regulations, infrastructure assumptions, and growth projections evaluated in the Sacramento 2040 General Plan Master EIR. The Proposed Project would not alter General Plan land use designations, increase development intensity, induce population growth, expand the City's urban footprint, require substantial new public infrastructure, or otherwise alter the assumptions upon which the Master EIR was based. The Proposed Project therefore satisfies the threshold consistency requirements of CEQA Guidelines Section 15183.

Consistent with CEQA Guidelines Section 15183, this evaluation focused on whether the Proposed Project would result in environmental effects that are peculiar to the project or project parcels; were not analyzed as significant effects in the Master EIR; constitute potentially significant off-site or cumulative impacts not discussed in the Master EIR; or represent previously identified significant effects that would be substantially more severe because of substantial new information. The evaluation also considered whether potentially peculiar effects would be substantially mitigated through implementation of uniformly applied development policies, standards, regulations, and requirements previously adopted by the City.

This evaluation determined that several environmental issue areas, including air quality, energy, greenhouse gas emissions, hydrology and water quality, land use and planning, noise, population and housing, public services, recreation, and utilities and service systems, do not involve environmental effects that are peculiar to the Proposed Project or project parcels. These topics were either fully addressed in the Sacramento 2040 General Plan Master EIR, would not occur as a result of the proposed billboard development, or would occur at a substantially lower level than the development activities evaluated in the Master EIR. Existing General Plan policies, regulatory requirements, and applicable standards or mitigation applied in the Master EIR were determined sufficient to address any limited impacts associated with these resource topics.

Environmental issue areas warranting focused Section 15183 evaluation included aesthetics, biological resources, cultural and tribal cultural resources, geology and soils, hazards and hazardous materials, and transportation. For each of these topics, this analysis identified the potential project-specific impact mechanisms associated with billboard construction and operation, evaluated the relevance of site-specific conditions, identified applicable Sacramento 2040 General Plan policies and other uniformly applied development standards, and determined whether any identified effects would remain peculiar to the project following implementation of those requirements. The analysis found that implementation of mitigating General Plan policies would substantially mitigate identified effects and that the potential effects of the Proposed Project are not considered peculiar to the project or project parcels pursuant to CEQA Guidelines Section 15183(f).

The implementing actions identified throughout this evaluation are not new project-specific CEQA mitigation measures. Rather, they are actions necessary to carry out applicable Sacramento 2040 General Plan policies, adopted development standards, permit requirements, regulatory requirements, and oversight procedures that were previously relied upon by the City in evaluating environmental effects in the Master EIR. These actions would be incorporated into the project's conditions of approval, where applicable, and compliance would be monitored by City staff during implementation of the Proposed Project.

Based on the analysis contained in this Section 15183 Evaluation, the City finds that:

- **Section 15183(b)(1).** The Proposed Project would not result in any significant environmental effects which are peculiar to the project or the parcel on which the project would be located.
- **Section 15183(b)(2).** The Proposed Project would not result in any significant environmental effects which were not analyzed as significant effects in the Sacramento 2040 Master EIR.
- **Section 15183(b)(3).** The Proposed Project would not result in any significant off-site impacts or cumulative impacts which were not discussed in the Sacramento 2040 Master EIR.
- **Section 15183(b)(4).** There would be no previously identified significant effects which, as a result of substantial new information not known at the time the Sacramento 2040 Master EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR.

This document satisfies the criteria described in Section 15183 of the CEQA Guidelines. An Environmental Checklist is the appropriate CEQA document for the current circumstances relevant to the Sacramento 2040 General Plan Master EIR, as none of the conditions described in Section 15183 calling for preparation of a subsequent EIR have occurred.

Having considered the analysis set forth in this document, the City of Sacramento has grounds to conclude that the analyses conducted and the conclusions reached in the Master EIR remain relevant and valid. Based on the record, there is no substantial evidence to support a fair argument that the Proposed Project may result in significant environmental impacts not previously studied in the Master EIR and, accordingly, the Proposed Project changes would not result in any conditions identified in CEQA Guidelines Section 15183. Thus, no further environmental analysis is required for the Proposed Project. The Proposed Project remains subject to all applicable previously required mitigating policies of the Sacramento 2040 General Plan.

Appendix A
Site Specific Light Studies

08/14/26

LIGHTING STUDY

Watchfire Signs has been manufacturing outdoor electric signs since 1932 and LED signs since 1996. Currently, we have more than 60,000 LED signs in operation worldwide.

History of Optical Measurements and Calculations

Outdoor signs using incandescent light bulbs commonly measured illuminance using meters that report brightness in foot-candles. This unit is the standard measurement partly because a light bulb is a source of light that illuminates equally in all directions. LED signs are measured with the same meter even though its light does not illuminate equally in all directions. LED signs are designed to be highly directional, which is an advantage. LEDs allow light to be directed toward an intended audience, rather than dispersed in a wider arc out from the face of the sign.

In the LED industry luminance, or the intensity of visible light, is measured by nits, where one candela per square meter is equal to one nit. However, luminance meters are expensive, difficult to use in the field, and are not ideal for lighting studies commonly used for meeting local permitting requirements. As a result, LED signs are often evaluated using foot-candle measurements.

A foot-candle is the amount of light produced by a single candle when measured from one foot away. For reference, a 100-watt light bulb produces 137 foot-candles from 1 foot away, .0548 foot-candles from 50 feet away, and .0137 foot-candles from 100 feet away.

Watchfire Signs is Compliant with National Lighting Requirements

Watchfire Signs has adopted brightness standards endorsed by both the International Sign Association (ISA) and Outdoor Advertising Association of America (OAAA). These standards were the result of detailed analysis and recommendations for lighting control completed by Dr. Ian Lewin of Lighting Sciences Inc. The studies are based on accepted practices by the Illuminating Engineering Society of North America (IESNA) for evaluating and controlling “light trespass”. Watchfire Signs’ products meet the requirements set forth by both associations, based on these studies and recommendations, which results in lighting impact of no more than 0.3 foot-candles above existing ambient light levels. This requirement to have light levels no more than 0.3 foot-candles above ambient light is also within the El Monte Sign Code. Total foot-candles are dependent on size and distance and can be adjusted as needed. Please see below for the site-specific lighting study and Exhibit A for details surrounding the OAAA lighting standards and practices. In addition to our compliance with OAAA and ISA, these regulations are more conservative than the City of West Covina regulations and California Vehicle Code.

Automatic Brightness Adjustment:

Watchfire’s billboard displays are set to have a maximum daytime brightness level of 7,500 nits and a maximum nighttime brightness level of 300 nits. All Watchfire signs automatically adjust brightness levels using a primary 100-step hardware photocell, with a software photocell backup. The hardware photocell will automatically adjust the sign’s brightness relative to changes in ambient light levels. If the software photocell is used, the sign will automatically adjust brightness based on the longitude and latitude location of the sign. The sign is appropriately dimmed or brightened based around daily sunrise and sunset. For both options, a sign operator can manually decrease the brightness from standard

Night Skies:

All Watchfire signs are designed with night skies in mind. To achieve the best image quality and power efficiency, we are interested in having light reach only the audience. We have implemented technology into our products that prevent them from being brightened in the field after installation and allow for downward adjustment when the impact is too great for a specific area or application. Watchfire has developed specially designed louver panels that not only protect the LEDs from damage but limit the vertical impact of the light output. This technology, coupled with the automated brightness adjustments, limits impact to vertical ambient lighting. Therefore, in accordance with CEC Sections 130.3 and 140.8, 140.7(a)

Title 24 Compliance:

Watchfire displays were the first in the industry to meet the requirements for UL Greenleaf certifications set forth by Title 24 of the California Code of Regulations. A copy of the Certificate of Conformance is available upon request.

Redundancy:

All Watchfire displays have intelligent control with Automated Diagnostics down to individual LED level. In the unlikely event that a lighting control fails, or a sign malfunction, the operator and Watchfire are immediately notified. If necessary, there are protocols in place to have the sign go dark along with hardware installed in each display to allow for remote power control.

Equipment used by Watchfire Signs to Measure Luminance
Foot-candles/Lux - Minolta Illuminance Meter T-10
Nits/candela/sq. m – Minolta Luminance Meter LS-100
Sign Calibration – Minolta CS-1000 Spectra radiometer

The proceeding study uses actual lab measurements made on modules using an illuminance meter. These measurements and extrapolations were then scaled up to the size of the billboard and distance corrections were made using the inverse square law.

SIGN LIGHTING STUDY

Sign Details

Size: 14’ x 48’ Digital Billboard

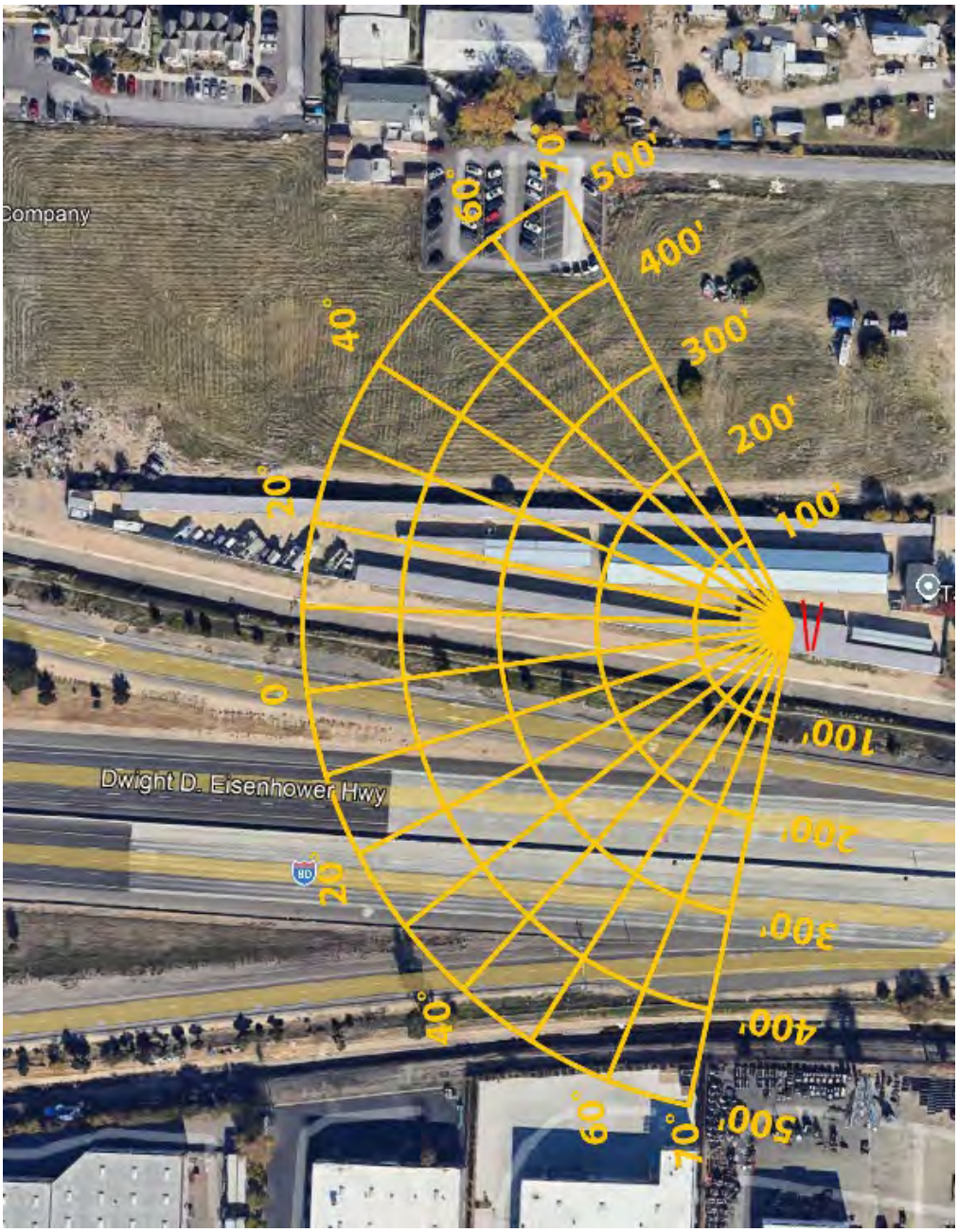
Location: 4051 Taylor St., Sacramento, CA

The table below represents a large LED sign, demonstrating the increase in illuminance from the sign during normal night operation. Smaller signs would have less effect than shown below. The values are within the standards of both the ISA and OAAA and indicate that the ambient light broadcast into the surrounding area has minimal effect.

Foot-candles at night under normal operation

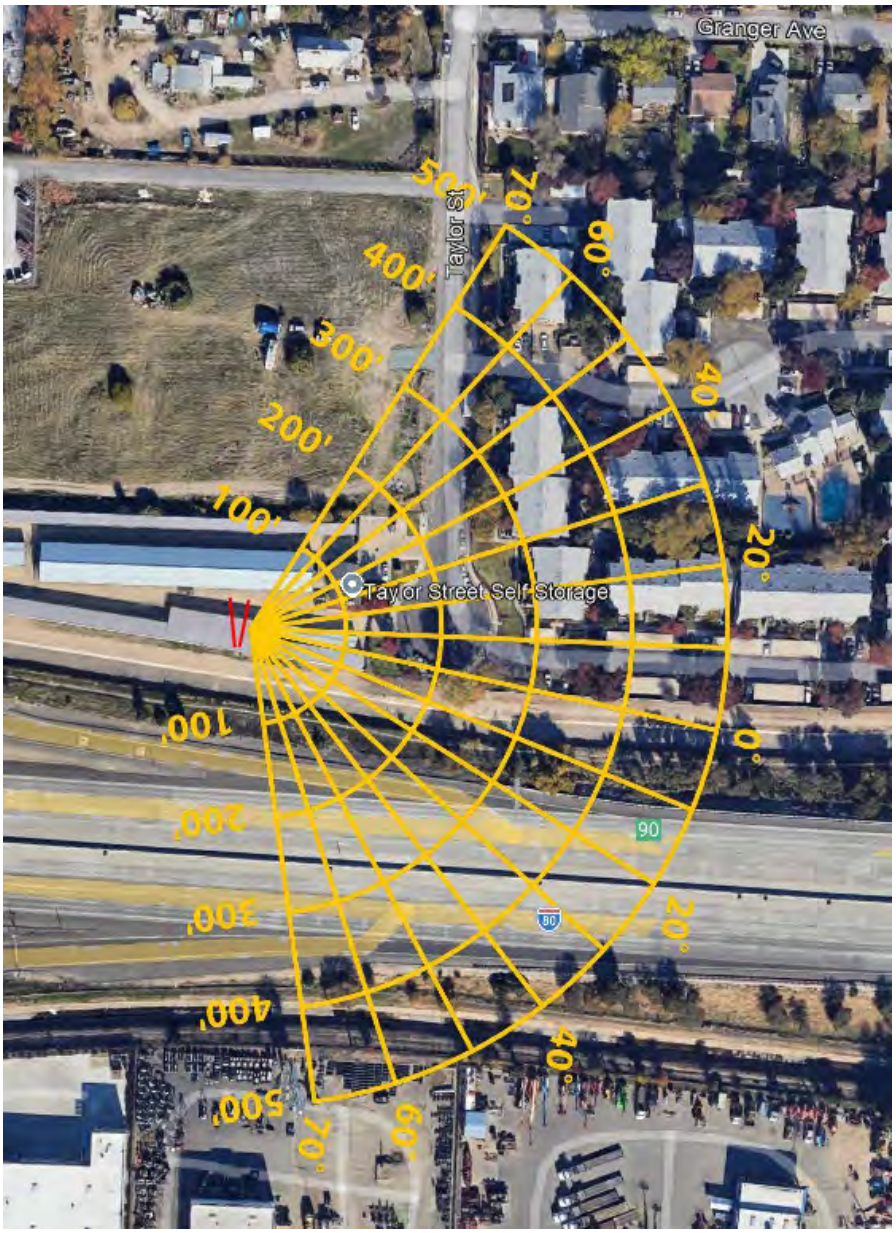
Display Size (ft) (H x W)	14	x	48		
Foot-candles at night under normal operation					
	Horizontal Viewing Angle				
Viewing Distance (ft)	**0°**	**20°**	**40°**	**60°**	**70°**
100	0.68	0.63	0.55	0.38	0.23
200	0.17	0.16	0.14	0.10	0.06
300	0.08	0.07	0.06	0.04	0.03
400	0.04	0.04	0.03	0.02	0.01
500	0.03	0.03	0.02	0.02	0.01

Example Broadcast of Light at Distances and Angles: West Face



Conclusion:
Given the above comparisons and measurements, the area will see an almost undetectable difference in ambient light after installation of the digital led billboards. This display will operate within the regulations of the OAAA and local ordinances.

Example Broadcast of Light at Distances and Angles: East Face



Conclusion:
Given the above comparisons and measurements, the area will see an almost undetectable difference in ambient light after installation of the digital led billboards. At 250' of distance, the light impact will be 0.3 foot candles. The impact of streetlights, porch lights, and surrounding decoration lighting will have a larger impact on ambient brightness in and around residential areas than the LED display. This display will operate within the regulations of the OAAA and local ordinances.

Exhibit A: OAAA Lighting Standards

Brightness Criteria

A. OAAA Guidelines: The OAAA recommended brightness criteria for digital billboards is as follows:
   - Light produced by a digital billboard should not exceed 0.3 Footcandles over ambient light levels.
   - Measurement should be taken utilizing a Footcandle meter from the following distances perpendicular to the face of the digital billboard):
     - Posters: 150 feet
     - 10'6x36 Bulletins: 200 feet
     - 14x48 Bulletins: 250 feet
     - 20x60 Bulletins: 350 feet

     The measured distances are based on the average minimum viewing distances for each type of billboard.
   - Digital billboards must have automatic dimming capability.

B. Basis for the Guidelines. These guidelines are based on recommendations by lighting expert Dr. Ian Lewin, Lighting Sciences Inc. (Scottsdale, AZ), in a March, 2008 report to the OAAA. Dr. Lewin developed brightness criteria to meet the following general guidelines:
   - Appropriately Legible Copy. Digital advertising copy is appropriately legible and not overly bright.
   - Simplicity. Provide a guideline that can be easily implemented and enforced. Measurement of the ambient light level of the sign on and off is conducted by a footcandle meter. If the difference in measurements is less than 0.3 footcandles, the digital billboard is in compliance.
   - Established Guidelines. The criteria are based on established scientific methodology and established industry standards from the Illuminating Engineering Society of North America (IESNA) publication TM- 11-00 “light trespass” theory which is an accepted standard in the lighting industry.
   - Flexibility. Ensure proper brightness levels in a variety of lighting environments.

C. Additional Issues/Clarification
   - Automatic Dimming Capability. A digital billboard must be able to automatically adjust as ambient light levels change. An automatic light sensing device (such as photocell or similar technology) should be utilized for adjusting the digital billboard’s brightness. Sunset-sunrise tables and manual methods of controlling brightness are not acceptable as a primary means of controlling brightness.
   - Brightness Measurement Methodology. The brightness standard requires the use of a Footcandle meter (also known as a “Lux meter”; ~$100-1000). A Footcandle meter measures the amount of light arriving at the meter (illuminance), as opposed to an absolute measurement of the amount of light emanating from a light source or light sources (luminance). A Footcandle is a measure of lumens (light rays) that fall on one square foot area; Lux is the metric equivalent of a Footcandle.
     In contrast, a Candela Meter / NIT Gun (~$3,000) measures the amount of light emanating from a specific light source (luminance). A NIT gun measures candelas (a measure of luminance or brightness) per meter squared (also known as “NITS”), which is a measure of the brightness emanating from a specific light source. It excludes ambient light (which may include light from many sources) from the measurement. Standard NIT levels and/or utilization of a NIT gun are not a part of the OAAA recommended brightness guideline.

OAAA Washington, DC Headquarters | 1850 M Street, N.W., Suite 1040 | Washington, D.C. 20036
Phone: (202) 833-5566 | Fax: (202) 833-1523
www.oaaa.org

08/14/26

LIGHTING STUDY

Watchfire Signs has been manufacturing outdoor electric signs since 1932 and LED signs since 1996. Currently, we have more than 60,000 LED signs in operation worldwide.

History of Optical Measurements and Calculations

Outdoor signs using incandescent light bulbs commonly measured illuminance using meters that report brightness in foot-candles. This unit is the standard measurement partly because a light bulb is a source of light that illuminates equally in all directions. LED signs are measured with the same meter even though its light does not illuminate equally in all directions. LED signs are designed to be highly directional, which is an advantage. LEDs allow light to be directed toward an intended audience, rather than dispersed in a wider arc out from the face of the sign.

In the LED industry luminance, or the intensity of visible light, is measured by nits, where one candela per square meter is equal to one nit. However, luminance meters are expensive, difficult to use in the field, and are not ideal for lighting studies commonly used for meeting local permitting requirements. As a result, LED signs are often evaluated using foot-candle measurements.

A foot-candle is the amount of light produced by a single candle when measured from one foot away. For reference, a 100-watt light bulb produces 137 foot-candles from 1 foot away, .0548 foot-candles from 50 feet away, and .0137 foot-candles from 100 feet away.

Watchfire Signs is Compliant with National Lighting Requirements

Watchfire Signs has adopted brightness standards endorsed by both the International Sign Association (ISA) and Outdoor Advertising Association of America (OAAA). These standards were the result of detailed analysis and recommendations for lighting control completed by Dr. Ian Lewin of Lighting Sciences Inc. The studies are based on accepted practices by the Illuminating Engineering Society of North America (IESNA) for evaluating and controlling “light trespass”. Watchfire Signs’ products meet the requirements set forth by both associations, based on these studies and recommendations, which results in lighting impact of no more than 0.3 foot-candles above existing ambient light levels. This requirement to have light levels no more than 0.3 foot-candles above ambient light is also within the El Monte Sign Code. Total foot-candles are dependent on size and distance and can be adjusted as needed. Please see below for the site-specific lighting study and Exhibit A for details surrounding the OAAA lighting standards and practices. In addition to our compliance with OAAA and ISA, these regulations are more conservative than the City of West Covina regulations and California Vehicle Code.

Automatic Brightness Adjustment:

Watchfire’s billboard displays are set to have a maximum daytime brightness level of 7,500 nits and a maximum nighttime brightness level of 300 nits. All Watchfire signs automatically adjust brightness levels using a primary 100-step hardware photocell, with a software photocell backup. The hardware photocell will automatically adjust the sign’s brightness relative to changes in ambient light levels. If the software photocell is used, the sign will automatically adjust brightness based on the longitude and latitude location of the sign. The sign is appropriately dimmed or brightened based around daily sunrise and sunset. For both options, a sign operator can manually decrease the brightness from standard

Night Skies:

All Watchfire signs are designed with night skies in mind. To achieve the best image quality and power efficiency, we are interested in having light reach only the audience. We have implemented technology into our products that prevent them from being brightened in the field after installation and allow for downward adjustment when the impact is too great for a specific area or application. Watchfire has developed specially designed louver panels that not only protect the LEDs from damage but limit the vertical impact of the light output. This technology, coupled with the automated brightness adjustments, limits impact to vertical ambient lighting. Therefore, in accordance with CEC Sections 130.3 and 140.8, 140.7(a)

Title 24 Compliance:

Watchfire displays were the first in the industry to meet the requirements for UL Greenleaf certifications set forth by Title 24 of the California Code of Regulations. A copy of the Certificate of Conformance is available upon request.

Redundancy:

All Watchfire displays have intelligent control with Automated Diagnostics down to individual LED level. In the unlikely event that a lighting control fails, or a sign malfunction, the operator and Watchfire are immediately notified. If necessary, there are protocols in place to have the sign go dark along with hardware installed in each display to allow for remote power control.

Equipment used by Watchfire Signs to Measure Luminance
Foot-candles/Lux - Minolta Illuminance Meter T-10
Nits/candela/sq. m – Minolta Luminance Meter LS-100
Sign Calibration – Minolta CS-1000 Spectra radiometer

The proceeding study uses actual lab measurements made on modules using an illuminance meter. These measurements and extrapolations were then scaled up to the size of the billboard and distance corrections were made using the inverse square law.

SIGN LIGHTING STUDY

Sign Details

Size: 25’ x 48’ Digital Billboard

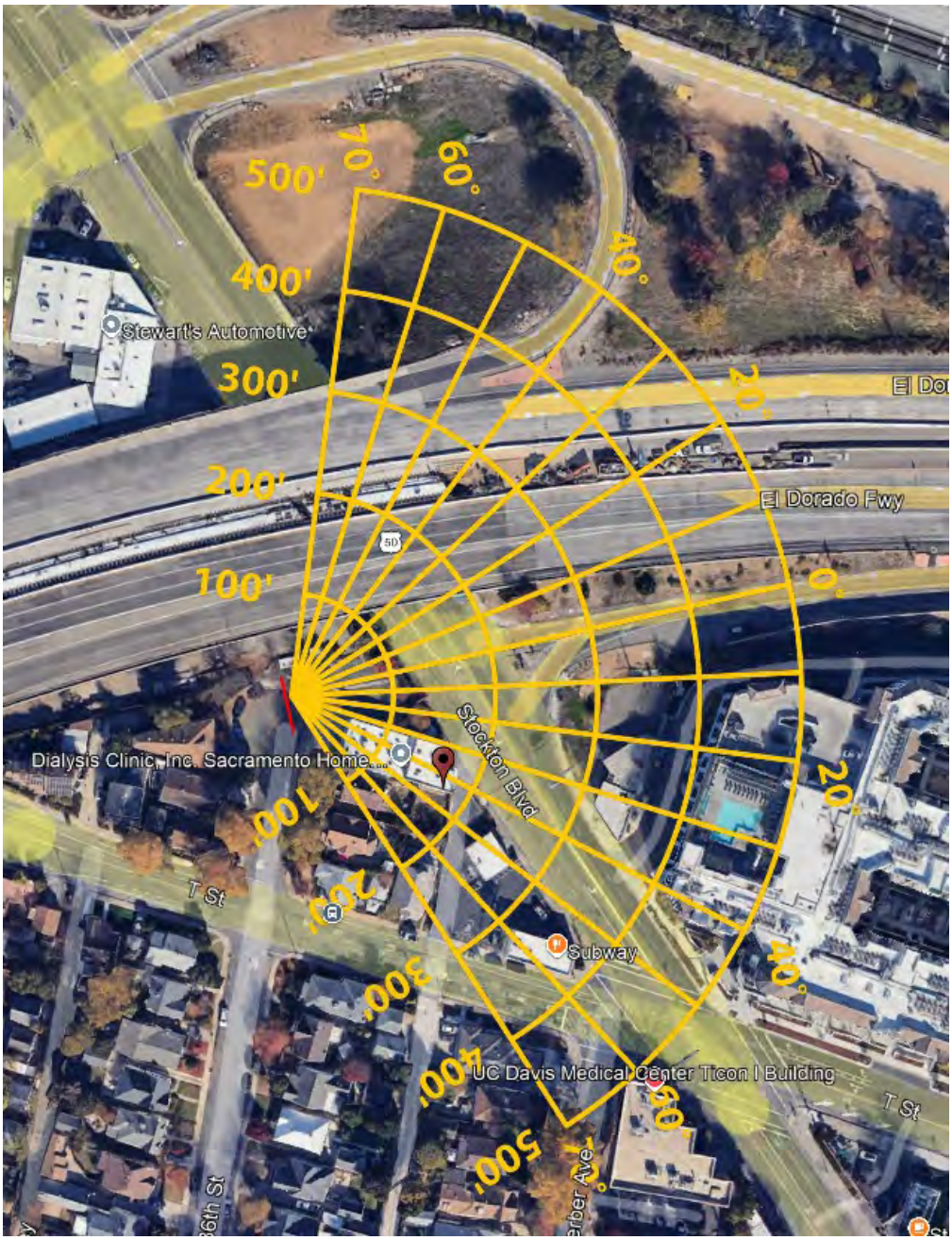
Location: 1936 Stockton Blvd., Sacramento, CA

The table below represents a large LED sign, demonstrating the increase in illuminance from the sign during normal night operation. Smaller signs would have less effect than shown below. The values are within the standards of both the ISA and OAAA and indicate that the ambient light broadcast into the surrounding area has minimal effect.

Foot-candles at night under normal operation

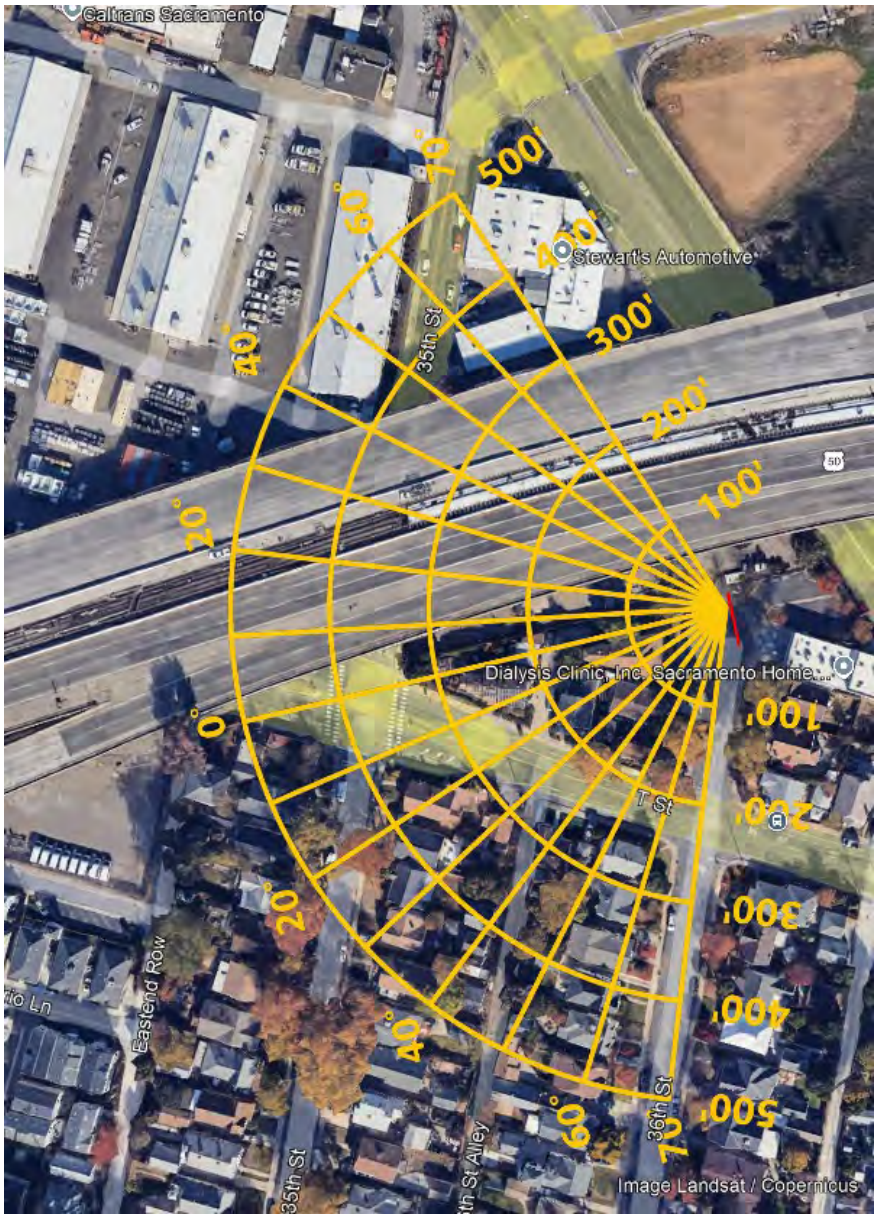
Display Size (ft) (H x W)	25	x	48		
Foot-candles at night under normal operation					
	Horizontal Viewing Angle				
Viewing Distance (ft)	**0°**	**20°**	**40°**	**60°**	**70°**
100	1.26	1.16	1.01	0.70	0.43
200	0.31	0.29	0.25	0.18	0.11
300	0.14	0.13	0.11	0.08	0.05
400	0.08	0.07	0.06	0.04	0.03
500	0.05	0.05	0.04	0.03	0.02

Example Broadcast of Light at Distances and Angles: East Face



Conclusion:
Given the above comparisons and measurements, the area will see an almost undetectable difference in ambient light after installation of the digital led billboards. This display will operate within the regulations of the OAAA and local ordinances.

Example Broadcast of Light at Distances and Angles: West Face



Conclusion:
Given the above comparisons and measurements, the area will see an almost undetectable difference in ambient light after installation of the digital led billboards. At 250' of distance, the light impact will be 0.3 foot candles. The impact of streetlights, porch lights, and surrounding decoration lighting will have a larger impact on ambient brightness in and around residential areas than the LED display. This display will operate within the regulations of the OAAA and local ordinances.

Exhibit A: OAAA Lighting Standards

Brightness Criteria

A. OAAA Guidelines: The OAAA recommended brightness criteria for digital billboards is as follows:
   - Light produced by a digital billboard should not exceed 0.3 Footcandles over ambient light levels.
   - Measurement should be taken utilizing a Footcandle meter from the following distances perpendicular to the face of the digital billboard):
     - Posters: 150 feet
     - 10'6x36 Bulletins: 200 feet
     - 14x48 Bulletins: 250 feet
     - 20x60 Bulletins: 350 feet

     The measured distances are based on the average minimum viewing distances for each type of billboard.
   - Digital billboards must have automatic dimming capability.

B. Basis for the Guidelines. These guidelines are based on recommendations by lighting expert Dr. Ian Lewin, Lighting Sciences Inc. (Scottsdale, AZ), in a March, 2008 report to the OAAA. Dr. Lewin developed brightness criteria to meet the following general guidelines:
   - Appropriately Legible Copy. Digital advertising copy is appropriately legible and not overly bright.
   - Simplicity. Provide a guideline that can be easily implemented and enforced. Measurement of the ambient light level of the sign on and off is conducted by a footcandle meter. If the difference in measurements is less than 0.3 footcandles, the digital billboard is in compliance.
   - Established Guidelines. The criteria are based on established scientific methodology and established industry standards from the Illuminating Engineering Society of North America (IESNA) publication TM- 11-00 “light trespass” theory which is an accepted standard in the lighting industry.
   - Flexibility. Ensure proper brightness levels in a variety of lighting environments.

C. Additional Issues/Clarification
   - Automatic Dimming Capability. A digital billboard must be able to automatically adjust as ambient light levels change. An automatic light sensing device (such as photocell or similar technology) should be utilized for adjusting the digital billboard’s brightness. Sunset-sunrise tables and manual methods of controlling brightness are not acceptable as a primary means of controlling brightness.
   - Brightness Measurement Methodology. The brightness standard requires the use of a Footcandle meter (also known as a “Lux meter”; ~$100-1000). A Footcandle meter measures the amount of light arriving at the meter (illuminance), as opposed to an absolute measurement of the amount of light emanating from a light source or light sources (luminance). A Footcandle is a measure of lumens (light rays) that fall on one square foot area; Lux is the metric equivalent of a Footcandle.
     In contrast, a Candela Meter / NIT Gun (~$3,000) measures the amount of light emanating from a specific light source (luminance). A NIT gun measures candelas (a measure of luminance or brightness) per meter squared (also known as “NITS”), which is a measure of the brightness emanating from a specific light source. It excludes ambient light (which may include light from many sources) from the measurement. Standard NIT levels and/or utilization of a NIT gun are not a part of the OAAA recommended brightness guideline.

OAAA Washington, DC Headquarters | 1850 M Street, N.W., Suite 1040 | Washington, D.C. 20036
Phone: (202) 833-5566 | Fax: (202) 833-1523
www.oaaa.org

08/14/26

LIGHTING STUDY

Watchfire Signs has been manufacturing outdoor electric signs since 1932 and LED signs since 1996. Currently, we have more than 60,000 LED signs in operation worldwide.

History of Optical Measurements and Calculations

Outdoor signs using incandescent light bulbs commonly measured illuminance using meters that report brightness in foot-candles. This unit is the standard measurement partly because a light bulb is a source of light that illuminates equally in all directions. LED signs are measured with the same meter even though its light does not illuminate equally in all directions. LED signs are designed to be highly directional, which is an advantage. LEDs allow light to be directed toward an intended audience, rather than dispersed in a wider arc out from the face of the sign.

In the LED industry luminance, or the intensity of visible light, is measured by nits, where one candela per square meter is equal to one nit. However, luminance meters are expensive, difficult to use in the field, and are not ideal for lighting studies commonly used for meeting local permitting requirements. As a result, LED signs are often evaluated using foot-candle measurements.

A foot-candle is the amount of light produced by a single candle when measured from one foot away. For reference, a 100-watt light bulb produces 137 foot-candles from 1 foot away, .0548 foot-candles from 50 feet away, and .0137 foot-candles from 100 feet away.

Watchfire Signs is Compliant with National Lighting Requirements

Watchfire Signs has adopted brightness standards endorsed by both the International Sign Association (ISA) and Outdoor Advertising Association of America (OAAA). These standards were the result of detailed analysis and recommendations for lighting control completed by Dr. Ian Lewin of Lighting Sciences Inc. The studies are based on accepted practices by the Illuminating Engineering Society of North America (IESNA) for evaluating and controlling “light trespass”. Watchfire Signs’ products meet the requirements set forth by both associations, based on these studies and recommendations, which results in lighting impact of no more than 0.3 foot-candles above existing ambient light levels. This requirement to have light levels no more than 0.3 foot-candles above ambient light is also within the El Monte Sign Code. Total foot-candles are dependent on size and distance and can be adjusted as needed. Please see below for the site-specific lighting study and Exhibit A for details surrounding the OAAA lighting standards and practices. In addition to our compliance with OAAA and ISA, these regulations are more conservative than the City of West Covina regulations and California Vehicle Code.

Automatic Brightness Adjustment:

Watchfire’s billboard displays are set to have a maximum daytime brightness level of 7,500 nits and a maximum nighttime brightness level of 300 nits. All Watchfire signs automatically adjust brightness levels using a primary 100-step hardware photocell, with a software photocell backup. The hardware photocell will automatically adjust the sign’s brightness relative to changes in ambient light levels. If the software photocell is used, the sign will automatically adjust brightness based on the longitude and latitude location of the sign. The sign is appropriately dimmed or brightened based around daily sunrise and sunset. For both options, a sign operator can manually decrease the brightness from standard

Night Skies:

All Watchfire signs are designed with night skies in mind. To achieve the best image quality and power efficiency, we are interested in having light reach only the audience. We have implemented technology into our products that prevent them from being brightened in the field after installation and allow for downward adjustment when the impact is too great for a specific area or application. Watchfire has developed specially designed louver panels that not only protect the LEDs from damage but limit the vertical impact of the light output. This technology, coupled with the automated brightness adjustments, limits impact to vertical ambient lighting. Therefore, in accordance with CEC Sections 130.3 and 140.8, 140.7(a)

Title 24 Compliance:

Watchfire displays were the first in the industry to meet the requirements for UL Greenleaf certifications set forth by Title 24 of the California Code of Regulations. A copy of the Certificate of Conformance is available upon request.

Redundancy:

All Watchfire displays have intelligent control with Automated Diagnostics down to individual LED level. In the unlikely event that a lighting control fails, or a sign malfunction, the operator and Watchfire are immediately notified. If necessary, there are protocols in place to have the sign go dark along with hardware installed in each display to allow for remote power control.

Equipment used by Watchfire Signs to Measure Luminance
Foot-candles/Lux - Minolta Illuminance Meter T-10
Nits/candela/sq. m – Minolta Luminance Meter LS-100
Sign Calibration – Minolta CS-1000 Spectra radiometer

The proceeding study uses actual lab measurements made on modules using an illuminance meter. These measurements and extrapolations were then scaled up to the size of the billboard and distance corrections were made using the inverse square law.

SIGN LIGHTING STUDY

Sign Details

Size: 25’ x 48’ Digital Billboard

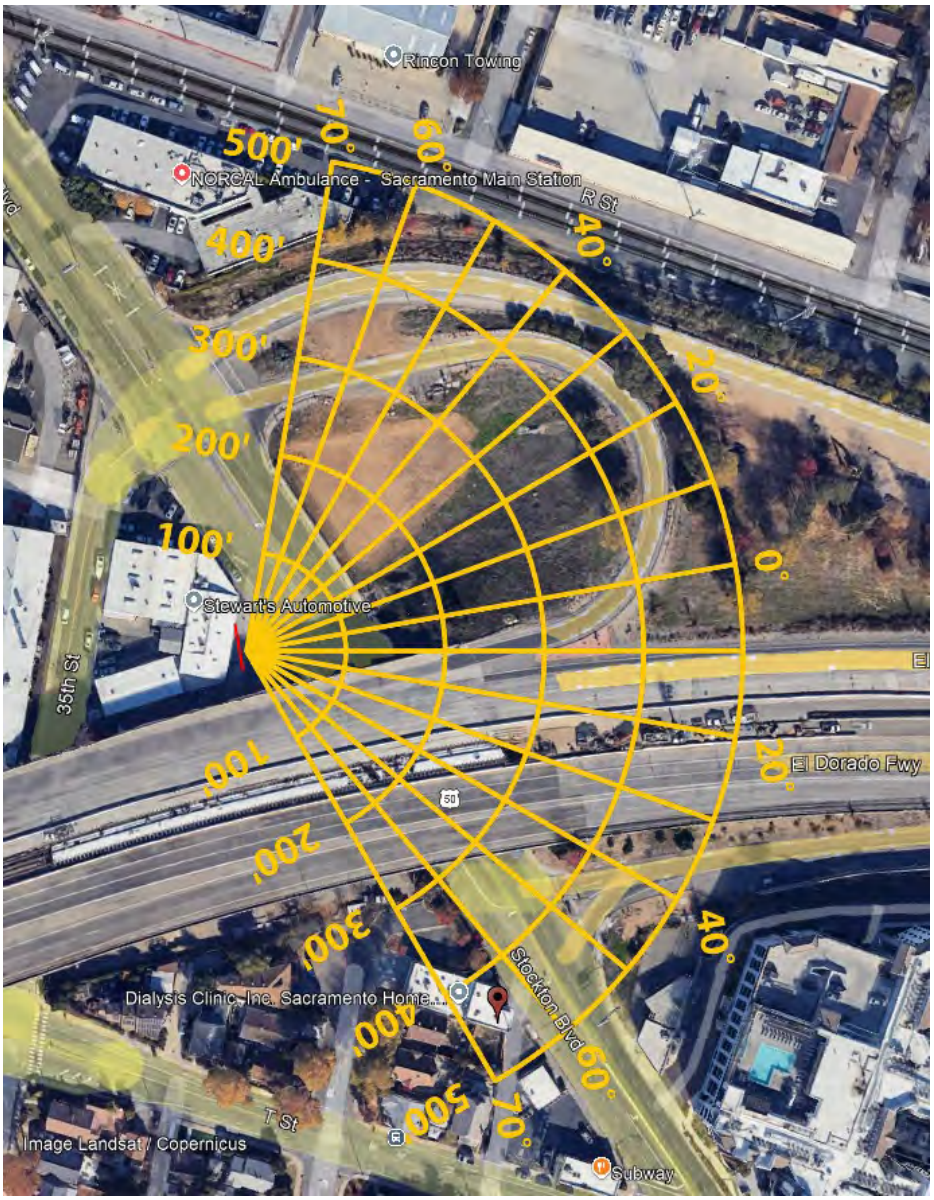
Location: 1876 Stockton Blvd., Sacramento, CA

The table below represents a large LED sign, demonstrating the increase in illuminance from the sign during normal night operation. Smaller signs would have less effect than shown below. The values are within the standards of both the ISA and OAAA and indicate that the ambient light broadcast into the surrounding area has minimal effect.

Foot-candles at night under normal operation

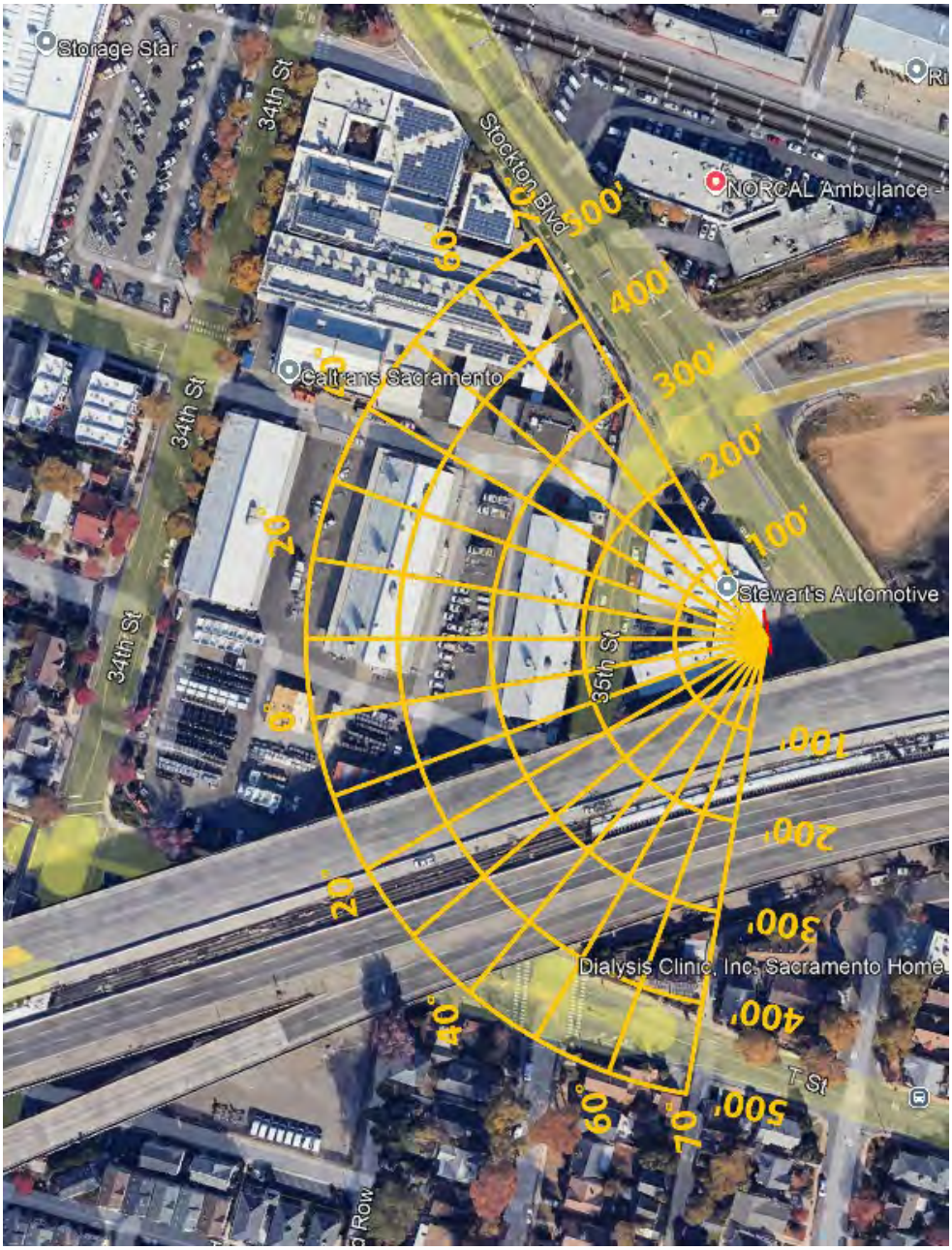
Display Size (ft) (H x W)	25	x	48		
Foot-candles at night under normal operation					
	Horizontal Viewing Angle				
Viewing Distance (ft)	**0°**	**20°**	**40°**	**60°**	**70°**
100	1.26	1.16	1.01	0.70	0.43
200	0.31	0.29	0.25	0.18	0.11
300	0.14	0.13	0.11	0.08	0.05
400	0.08	0.07	0.06	0.04	0.03
500	0.05	0.05	0.04	0.03	0.02

Example Broadcast of Light at Distances and Angles: East Face



Conclusion:
Given the above comparisons and measurements, the area will see an almost undetectable difference in ambient light after installation of the digital led billboards. This display will operate within the regulations of the OAAA and local ordinances.

Example Broadcast of Light at Distances and Angles: West Face



Conclusion:
Given the above comparisons and measurements, the area will see an almost undetectable difference in ambient light after installation of the digital led billboards. At 250' of distance, the light impact will be 0.3 foot candles. The impact of streetlights, porch lights, and surrounding decoration lighting will have a larger impact on ambient brightness in and around residential areas than the LED display. This display will operate within the regulations of the OAAA and local ordinances.

Exhibit A: OAAA Lighting Standards

Brightness Criteria

A. OAAA Guidelines: The OAAA recommended brightness criteria for digital billboards is as follows:
   - Light produced by a digital billboard should not exceed 0.3 Footcandles over ambient light levels.
   - Measurement should be taken utilizing a Footcandle meter from the following distances perpendicular to the face of the digital billboard):
     - Posters: 150 feet
     - 10'6x36 Bulletins: 200 feet
     - 14x48 Bulletins: 250 feet
     - 20x60 Bulletins: 350 feet

     The measured distances are based on the average minimum viewing distances for each type of billboard.
   - Digital billboards must have automatic dimming capability.

B. Basis for the Guidelines. These guidelines are based on recommendations by lighting expert Dr. Ian Lewin, Lighting Sciences Inc. (Scottsdale, AZ), in a March, 2008 report to the OAAA. Dr. Lewin developed brightness criteria to meet the following general guidelines:
   - Appropriately Legible Copy. Digital advertising copy is appropriately legible and not overly bright.
   - Simplicity. Provide a guideline that can be easily implemented and enforced. Measurement of the ambient light level of the sign on and off is conducted by a footcandle meter. If the difference in measurements is less than 0.3 footcandles, the digital billboard is in compliance.
   - Established Guidelines. The criteria are based on established scientific methodology and established industry standards from the Illuminating Engineering Society of North America (IESNA) publication TM- 11-00 “light trespass” theory which is an accepted standard in the lighting industry.
   - Flexibility. Ensure proper brightness levels in a variety of lighting environments.

C. Additional Issues/Clarification
   - Automatic Dimming Capability. A digital billboard must be able to automatically adjust as ambient light levels change. An automatic light sensing device (such as photocell or similar technology) should be utilized for adjusting the digital billboard’s brightness. Sunset-sunrise tables and manual methods of controlling brightness are not acceptable as a primary means of controlling brightness.
   - Brightness Measurement Methodology. The brightness standard requires the use of a Footcandle meter (also known as a “Lux meter”; ~$100-1000). A Footcandle meter measures the amount of light arriving at the meter (illuminance), as opposed to an absolute measurement of the amount of light emanating from a light source or light sources (luminance). A Footcandle is a measure of lumens (light rays) that fall on one square foot area; Lux is the metric equivalent of a Footcandle.
     In contrast, a Candela Meter / NIT Gun (~$3,000) measures the amount of light emanating from a specific light source (luminance). A NIT gun measures candelas (a measure of luminance or brightness) per meter squared (also known as “NITS”), which is a measure of the brightness emanating from a specific light source. It excludes ambient light (which may include light from many sources) from the measurement. Standard NIT levels and/or utilization of a NIT gun are not a part of the OAAA recommended brightness guideline.

OAAA Washington, DC Headquarters | 1850 M Street, N.W., Suite 1040 | Washington, D.C. 20036
Phone: (202) 833-5566 | Fax: (202) 833-1523
www.oaaa.org

Appendix B
Cultural Resources Inventory Report

SACRAMENTO REPUBLIC FOOTBALL CLUB BILLBOARDS PROJECT

Cultural Resources Inventory and Evaluation Report

Prepared for
Primero Outdoor Media / Marquee Media

September 2026



SACRAMENTO REPUBLIC FOOTBALL CLUB BILLBOARDS PROJECT

Cultural Resources Inventory and Evaluation Report

Prepared for
Primero Outdoor Media / Marquee Media

September 2026

Prepared by
Amy Langford, PhD,
Heidi Koenig, MA, RPA,
Environmental Science Associates

Reviewed by
Katherine Cleveland, MA
Environmental Science Associates

2600 Capitol Avenue
Suite 200
Sacramento, CA 95816
916.564.4500
esassoc.com

Atlanta	Palm Beach County	San Diego
Bend	Pasadena	San Francisco
Irvine	Pensacola	San Jose
Los Angeles	Petaluma	Sarasota
Mobile	Portland	Seattle
Oakland	Rancho Cucamonga	Tampa
Orlando	Sacramento	Thousand Oaks

D202601105

SUMMARY OF FINDINGS

Environmental Science Associates (ESA) has prepared this Cultural Resources Inventory and Evaluation Report for the Sacramento Republic FC Billboard Program (Project) on behalf of Primero Outdoor Media and Marquee Media. This study has been completed to comply with the California Environmental Quality Act (CEQA) of 1970, as amended. The Project consists of the construction of seven digital billboards at seven discontiguous locations in Sacramento, California. Each of the proposed digital billboards would be constructed as a dual-faced, landscape-oriented billboard, designed to be viewable to vehicles traveling along adjacent freeways in both directions.

To determine whether significant cultural resources are in the Project Sites, ESA conducted background research, a pedestrian survey, an architectural history review, and an archaeological sensitivity analysis. ESA identified three age-eligible historic-era buildings within the Project Sites: 1876 Stockton Boulevard (APN 010-0072-028; -030; and -031), 1922 Stockton Boulevard (APN 010-0073-008), and 1965 36th Street (APN 010-0073-003). As a result of this report, ESA recommends that these resources are not eligible for listing in the California Register of Historical Resources. As such, they are not considered historical resources for the purposes of CEQA.

No archaeological resources are located in the Project Sites and based on the environmental context, paucity of resources in the area, and archaeological sensitivity analysis, there is a relatively low potential to encounter archaeological resources during Project implementation. The following recommendations are provided for protocol to follow in the event of an inadvertent discovery of archaeological resources or human remains.

This page intentionally left blank

CONTENTS

Page

Summary of Findings ..... **i**

Contents ..... **iii**

1. Introduction 1
   - 1.1 Project Location and Description 1
   - 1.2 Project Site 3
   - 1.3 Proposed Project 3
2. Regulatory Context 5
   - 2.1 State Laws and Regulations 5
   - 2.2 Local Laws and Regulations 7
3. Historical Background 8
   - 3.1 Pre-Contact Setting 8
   - 3.2 Ethnographic Setting 8
   - 3.3 Historic-Era Setting 9
4. Research Methods and Results 12
   - 4.1 Records Search 12
5. Pedestrian Survey 15
   - 5.1 Methods 15
6. Archaeological Sensitivity Analysis 15
7. Cultural Resources Identified on the Project Sites 16
   - 7.1 1876 Stockton Boulevard (APN 010-0072-028; -030; and -031) 17
   - 7.2 1922 Stockton Boulevard (APN 010-0073-008) 20
   - 7.3 1965 36th Street (APN 010-0073-003) 23
8. Assessment of Impacts 26
9. Conclusions 30
10. References Cited 31

Appendices

A. Map Sets
B. DPR forms

Photographs

Photograph 7-1 Auto Repair Shop (1960) at 1876 Stockton Boulevard, View Facing Southeast. 17
Photograph 7-2 1922 Stockton Boulevard, View Facing Northwest. 20
Photograph 7-3 1965 36th Street, View Facing East 23

1. Introduction

Environmental Science Associates (ESA) has prepared this Cultural Resources Inventory and Evaluation Report for the Sacramento Republic FC Billboard Program (Project), which would consist of the construction of seven digital billboards at seven discontiguous locations in Sacramento, California. Each of the proposed digital billboards would be constructed as a dual-faced, landscape-oriented billboard, designed to be viewable to vehicles traveling along adjacent freeways in both directions. The Project is shown on the U.S. Geological Survey (USGS) *Rio Linda, Taylor Monument, Sacramento West, Sacramento East, and Florin, California* 7.5-minute topographic quadrangles (**Figure 1 [Appendix A]**; USGS 1978).

The Project is required to comply with the California Environmental Quality Act (CEQA), as amended. The City of Sacramento (City) is the lead agency for CEQA. The purpose of this report, in accordance with CEQA, is to:

- Identify cultural resources, including pre-contact and historic-era archaeological resources, buildings, structures, and places of importance to Native Americans within the Project Sites;
- Preliminarily evaluate cultural resources according to the criteria set forth by the California Register of Historical Resources (California Register);
- Determine whether the Project would have an impact on California Register-listed or eligible resources (i.e., historical resources as defined by the CEQA); and
- If needed, recommend procedures for avoidance or mitigation of significant impacts to historical resources.

Amy Langford, Ph.D., is the primary author of this report. Dr. Langford meets the Secretary of the Interior Professional Qualification Standards (SOI PQS) for History and Architectural History. Heidi Koenig, M.A., RPA, completed the archeological analysis for this report and meets the SOI PQS for Archeology. Katherine Cleveland, M.A., reviewed the report and meets the SOI PQS for Architectural History.

1.1 Project Location and Description

The Proposed SRFC Billboard Program includes seven prospective billboard sites, located on City-owned or controlled parcels adjacent to or near freeways within the City of Sacramento, to allow for the development of digital billboards that would be visible from vehicles traveling on those adjacent freeways. Figure 1, Regional Location, shows the location of each site within the City of Sacramento. Each site is further described below.

Site 1: 401 I Street (Railyards)

The proposed 401 I Street (Railyards) site is located in the Sacramento Railyards (Assessor's Parcel Number 002-001-0071-0000; USGS *Sacramento West, CA*, 1978). The project parcel includes Sacramento Valley Station and parking areas including parking areas underneath an elevated segment of Interstate 5 (I-5), as shown in **Figure 2**, Railyards Project Site. The Project

Site is a small triangular portion on the western edge of the parcel to the west of I-5, south of the Union Pacific Railroad (UPRR) tracks and north of the I Street Viaduct and the California State Railroad Museum.

Site 2: Airport Road (RD 1000)

The proposed Airport Road (RD 1000) site is located in the North Natomas area of the City of Sacramento at an address located along Airport Road (Assessor's Parcel Number 225-018-0012-0000; USGS *Taylor Monument, CA*, 1978). The Airport Road site parcel includes the East Drainage Canal and adjacent upland area. The proposed billboard site is a section of land between the East Drainage Canal and Interstate 80 (I-80), as shown in **Figure 3**, RD 1000 Project Site.

Site 3: Taylor Street (Taylor Self Storage)

The proposed Taylor Street (Taylor Self Storage) site is located in the North Sacramento neighborhood of the City of Sacramento, near the I-80 and Norwood Avenue interchange (USGS *Rio Linda, CA*, 1978). The Project Site is located at 4051 Taylor Street on a parcel developed as a self storage facility. The land uses surrounding the site includes multifamily residential to the east; undeveloped land and residential and medical uses to the north, Taylor Street and I-80 to the south, and commercial uses and Norwood Avenue to the west. The proposed site would be along the southern portion of the parcel nearest to I-80, as shown in **Figure 4**, Taylor Self Storage Project Site.

Site 4: 1867 Stockton Boulevard (Stewart)

The proposed 1867 Stockton Boulevard (Stewart) Site is located in the East Sacramento neighborhood in the City of Sacramento (Assessor's Parcel Number 010-0072-031-0000; USGS *Sacramento East, CA*, 1978). The Project Site contains Stewart's Automotive, an automotive repair facility, vehicle parking, and associated supply storage. Surrounding uses include California Department of Transportation (Caltrans) facility to the west and northwest, State Route 50 (Hwy 50) to the south, and undeveloped Caltrans right-of-way across Stockton Boulevard to the east (see **Figure 5**, Stewart Project Site).

Site 5: 1922 Stockton Boulevard (Dialysis)

The proposed 1922 Stockton Boulevard (Dialysis) Site is located to the south of the 1867 Stockton Boulevard site, across Hwy 50 at 1922 Stockton Boulevard (Assessor's Parcel Number 010-0073-008-0000; USGS *Sacramento East, CA*, 1978). The Project Site is developed with medical office with associated vehicle parking, as shown in **Figure 6**, 1922 Stockton Boulevard Project Site. The site is surrounded by Hwy 50 to the north, Stockton Boulevard and the GIO Apartments multifamily residential use to the east (across Stockton Boulevard), and single family residential uses to the west and south.

Site 6: Massie Court

The proposed Massie Court site is located east of State Route 99 (SR-99) in the southeast area of the City of Sacramento at 33 Massie Court (Assessor's Parcel Number 118-0131-041-0000;

USGS *Florin, CA*, 1978). The Project Site is developed with commercial uses with associated parking lots, directly adjacent to SR-99, as shown in **Figure 7,** Massie Court Project Site. The site is surrounded by commercial and hotel uses to the north and east, SR-99 to the west, and the SR-99/Mack Road interchange to the south.

Site 7: Tribute

The proposed Tribute site is located on the west side of I-80 Business in northeast Sacramento at 1600 Tribute Road in the City of Sacramento (Assessor's Parcel Number 277-0285-007-0000; USGS *Sacramento East, CA*, 1978). The Project Site is fully developed for office uses with associated parking and landscaping (see **Figure 8**, Tribute Project Site). Surrounding uses include I-80 Business and office to the east, business park uses to the north and west, and Tribute Road, the levee along the northern boundary of the American River Parkway to the south. The proposed location of the digital billboard would be in the southeast corner of the property adjacent to I-80.

1.2 Project Site

For this study, the *Project Site* is defined as the maximum extent, both horizontally and vertically, of both direct and indirect potential impacts resulting from the Project. Specifically, the Project Site encompasses the Project footprint, including areas of new construction and operations-related activities (e.g., construction staging areas) associated with the Project. The vertical extent of the Project Site consists of the maximum depth of ground disturbance proposed by the Project. The Project Sites are depicted on Figures 2 through 8.

1.3 Proposed Project

The proposed project would develop seven digital billboards, oner at each of the seven Project Sites. Each of the proposed digital billboards would be constructed as a dual-faced, landscape-oriented billboard, designed to be viewable to vehicles traveling along adjacent freeways in both directions. Billboard faces will be in a "double-face V" orientation, with billboard faces oriented diagonally toward oncoming traffic. The height and angle of the billboards would be designed to be seen from straight on by drivers in cars on adjacent freeways as vehicles pass the digital billboard locations. The billboard structure would extend approximately between 60 and 85 feet above ground level, and the digital faces of the billboard would have a height between 14 and 25 feet and a width of 48 feet. The digital faces would be mounted at the top of the billboard structures. The digital billboards would be mounted on a single metal column that would measure approximately eight feet in diameter at their widest point. The base of the columns would be encased in concrete and could extend up to approximately 75 feet below ground level. Necessary foundation reinforcement for the columns would be informed by the results of the geotechnical reports for each of the digital billboard sites**. Table 1** provides information on the size and configuration of the proposed billboards at each of the proposed sites.

TABLE 1
PROPOSED BILLBOARD PROGRAM

Site	Billboard Configuration	Billboard Face Size	Height of Billboard Structure[1]
401 I Street	Double Face V	14 ft. height, 48 ft. width	85 ft.
Airport Road	Double Face V	14 ft. height, 48 ft. width	60 ft.
Taylor Street	Double Face V	25 ft. height, 48 ft. width	60 ft.
1867 Stockton Boulevard (Stewart)	Double Face Back to Back	25 ft. height, 48 ft. width	85 ft.
1922 Stockton Boulevard (Dialysis)	Double Face Back to Back	25 ft. height, 48 ft. width	85 ft.
Massie Court	Double Face V	14 ft. height, 48 ft. width	60 ft.
Tribute	Double Face V	25 ft. height, 48 ft. width	65 ft.

Notes:

1. Height of billboard structure includes billboard faces mounted on columns

The billboards would operate 24 hours a day with the brightness of the billboards automatically adjusting to changing light conditions, to limit light spillover during evening periods. Digital billboards rely on LED technology to display colorful, changing messages on a display screen. The brightness of the LED displays would be subject to automated adjustment based on ambient conditions and can be further lowered by digital billboard operators. The displays would be brighter in the daytime than in darkness and would respond to changes in the ambient light conditions. The proposed digital billboards, including the LED billboard faces and the pole structures, would be constructed of non-reflective surfaces. The digital billboards would be operated consistently with restrictions imposed and enforced by Caltrans that preclude lighting which would be directed at motorists that is so directed or intense that it could distract, temporarily blind, or confuse drivers, or create conditions that make recognition of the roadway or official signage difficult.

2. Regulatory Context

2.1 State Laws and Regulations

The State of California, through the SHPO, consults on implementation of the NHPA and oversees statewide comprehensive cultural resource surveys and preservation programs. The California Office of Historic Preservation (OHP), as an office of the California Department of Parks and Recreation, implements these policies and maintains the California Historical Resources Inventory. The SHPO is an appointed official who implements historic preservation programs within the State's jurisdiction.

California Environmental Quality Act

CEQA (codified at California Public Resources Code [PRC] Section 21000 *et seq*.) is the principal statute governing environmental review of projects occurring in the state. CEQA requires lead agencies to determine if a project would have a significant effect on historical resources, unique archaeological resources, or tribal cultural resources.

The State implements provisions in CEQA through its statewide comprehensive cultural resources surveys and preservation programs. Typically, a resource must be more than 50 years old to be considered as a potential historical resource. The OHP advises recordation of any resource 45 years or older, since there is commonly a five-year lag between resource identification and the date that planning decisions are made.

Historical Resources

The *CEQA Guidelines* (codified at California Code of Regulations [CCR] Section 15000 *et seq.*) recognize that a *historical resource* includes the following: (1) a resource in the California Register; (2) a resource included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); and (3) any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California by the lead agency, provided the lead agency's determination is supported by substantial evidence in light of the whole record.

If a lead agency determines that an archaeological site is a historical resource, the provisions of PRC Section 21084.1 and CCR Section 15064.5 apply. If an archaeological site does not meet the criteria for a historical resource contained in the *CEQA Guidelines*, then the site may be treated in accordance with the provisions of PRC Section 21083, pertaining to unique archaeological resources.

Unique Archaeological Resources

As defined in PRC Section 21083.2, a *unique archaeological resource* is an archaeological artifact, object, or site, about which it can be clearly demonstrated that without merely adding to

the current body of knowledge, there is a high probability that it meets any of the following criteria:

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

The CEQA Guidelines note that if an archaeological resource is not a unique archaeological resource, historical resource, or tribal cultural resource, the effects of the project on those cultural resources shall not be considered a significant effect on the environment (CCR Section 15064.5[c][4]).

California Register of Historical Resources

The California Register is "an authoritative listing and guide to be used by State and local agencies, private groups, and citizens in identifying the existing historical resources of the State and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change" (PRC Section 5024.1[a]). The criteria for eligibility for the California Register are based upon the criteria for listing on the National Register (PRC Section 5024.1[b]). Certain resources are determined by the statute to be automatically included in the California Register, including California properties formally determined eligible for, or listed in, the National Register.

To be eligible for the California Register, a cultural resource must be significant at the local, state, and/or federal level under one or more of the following four criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

A resource eligible for the California Register must be of sufficient age and retain enough of its historic character or appearance (integrity) to convey the reason for its significance. Additionally, the California Register consists of resources that are listed automatically and those that must be nominated through an application and public hearing process. The California Register automatically includes the following:

- California properties listed in the National Register (and those formally determined eligible for the National Register);
- California Registered Historical Landmarks from No. 770 onward; and

- Those California Points of Historical Interest that have been evaluated by the OHP and have been recommended to the State Historical Resources Commission for inclusion in the California Register.

Other resources that may be nominated to the California Register include:

- Historical resources with a significance rating of Category 3 through 5 (those properties identified as eligible for listing in the National Register, the California Register, and/or a local jurisdiction register);
- Individual historic resources;
- Historic resources contributing to historic districts;
- Historic resources designated or listed as local landmarks, or designated under any local ordinance, such as a historic preservation overlay zone; and
- Tribal cultural resources.

Integrity

For a parcel to be eligible for listing in the California Register, it must meet one of the eligibility criteria discussed above as well as retain sufficient integrity. National Park Service guidance in "How to Apply the National Register Criteria for Evaluation" present seven aspects of integrity that should be considered when evaluating buildings as potential historical resources. They are location, design, setting, materials, workmanship, feeling, and association.

2.2 Local Laws and Regulations

Sacramento Register of Historic and Cultural Resources

The criteria and requirements for listing on, or deletion from, the Sacramento Register of Historic and Cultural Resources (Sacramento Register) as a landmark, historic district or contributing resource are as follows:

A. Listing on the Sacramento Register—Landmarks. A nominated resource shall be listed on the Sacramento Register as a landmark if the city council finds, after holding the hearing required by this chapter, that all of the requirements set forth below are satisfied:

1. Requirements.

a. The nominated resource meets one or more of the following criteria:

i. It is associated with events that have made a significant contribution to the broad patterns of the history of the city, the region, the state or the nation;

ii. It is associated with the lives of persons significant in the city's past;

iii. It embodies the distinctive characteristics of a type, period or method of construction;

iv. It represents the work of an important creative individual or master;

v. It possesses high artistic values; or

vi. It has yielded, or may be likely to yield, information important in the prehistory or history of the city, the region, the state or the nation;

b. The nominated resource has integrity of location, design, setting, materials, workmanship and association. Integrity shall be judged with reference to the particular criterion or criteria specified in subsection A.1.a of this section;

c. The nominated resource has significant historic or architectural worth, and its designation as a landmark is reasonable, appropriate and necessary to promote, protect and further the goals and purposes of this chapter.

3. Historical Background

3.1 Pre-Contact Setting

Categorizing the pre-contact period into cultural stages allows researchers to describe a broad range of archaeological resources with similar cultural patterns and components during a given time frame, thereby creating a regional chronology. Rosenthal et al.[1] provide a framework for interpreting the Central Valley's pre-contact archaeological record and have divided human history in the region into three basic periods: *Paleo-Indian* [13,550–10,550 years before present (BP)], *Archaic* (10,550–900 BP), and *Emergent* (900–300 BP). The Archaic period is subdivided into three sub-periods: *Lower Archaic* (10,550–7,550 BP), *Middle Archaic* (7,550–2,550 BP), and *Upper Archaic* (2,550–900 BP). Economic patterns, stylistic aspects, and regional phases further subdivide cultural patterns into shorter phases. This scheme uses economic and technological types, socio-politics, trade networks, population density, and variations of artifact types to differentiate between cultural periods.

3.2 Ethnographic Setting

The Project is in a location historically attributed to speakers of Nisenan, also referred to as "Southern Maidu," speakers of the Maiduan family languages of the Penutian linguistic stock.[2] Nisenan typically situated their larger, permanent settlements on high ground along the region's major rivers, such as the Sacramento River. Nisenan settlement locations depended primarily on elevation, exposure, and proximity to water and other resources. Permanent villages were usually located on low rises along major watercourses. Village size ranged from three houses to 40 or 50. Houses were domed structures covered with earth and tule or grass and measured 3.0 to 4.5 meters in diameter. Brush shelters were used in summer and at temporary camps during food-

[1] Rosenthal, Jeffrey S, Gregory G White, and Mark Q Sutton, "The Central Valley: A View from the Catbird's Seat". In *California Prehistory: Colonization, Culture, and Complexity*, edited by Terry L Jones and Kathryn A Klar, pp. 147–163, AltaMira Press, Lanham, MD (2007).

[2] Levy, Richard, "Eastern Miwok". In *California*, edited by Robert F Heizer, pp. 398–413. Handbook of North American Indians, Vol. 8, William C Sturtevant, general editor, Smithsonian Institution, Washington, DC. (1978).

gathering rounds. Larger villages often had semi-subterranean dance houses that were covered in earth and tule or brush, with a central smoke hole at the top and an east-facing entrance. Another common village structure was a granary used for storing acorns.[3] The Gold Rush of 1849 had a devastating effect on the Valley Nisenan. The flood of miners who came to the area in search of gold brought diseases with them that decimated the Nisenan population. Those who survived were subjected to violence and prejudice at the hands of the settlers, and the Nisenan eventually were pushed out of their ancestral territory. Although this contact with settlers had a profound negative impact on the Nisenan population through disease and violent actions, the Nisenan people survived and maintained strong communities and action-oriented organizations. Nisenan find membership amongst several State and federally recognized Tribes, including the Shingle Springs Band of Miwok Indians, United Auburn Indian Community of the Auburn Rancheria, and Wilton Rancheria, where they continue to practice and maintain their culture

3.3 Historic-Era Setting

Early Development of the City of Sacramento

While the Spanish had made forays into the Central Valley since the mid eighteenth century, the earliest non-indigenous presence in the region occurred in 1808 when Capitan Gabriel Moraga led an expedition from Mission San Jose to the northern Sacramento Valley. By the late 1820s, English, American, and French fur trappers, attracted by the valley's abundance of animal life, had established operations throughout the region. The Sacramento Valley was still predominantly occupied by Native Americans with only the occasional Spanish expedition into the interior to search for mission sites or escaped neophytes. The earliest Euro-American settlement of the area occurred in the 1840s with the establishment of land grants by the Mexican government.

In 1839, John Sutter, born in Germany to Swiss parents, became a Mexican citizen and obtained Governor Juan B. Alvarado's permission to establish a settlement in the California interior. Sutter left Yerba Buena in August of 1839, traveling up the Sacramento River in search of a site for his estate. Sutter arrived at the confluence of the American and Sacramento rivers, established a settlement, and received the first land grant in the region in 1841 for his New Helvetia Rancho. The New Helvetia Ranch encompassed 97 square miles and included lands on the east bank of the Feather and Sacramento Rivers. Sutter established Sutter's Fort, and developed fisheries, a flourmill, and a lumber mill.[4]

Sutter's small riverside settlement quickly took on the role of bustling port as ocean going ships and riverboats used the Sacramento River to transport goods and gold-seeking passengers to the mine fields in the slopes of the Sierra Nevada after the discovery of gold in 1849. Sutter laid out a grid of streets extending from the waterfront and named the new town Sacramento, establishing numbered streets running north to south and lettered streets, east of Front Street along the

[3] Wilson, Norman L, and Arlean H Towne, "Nisenan". In *California*, edited by Robert F Heizer, pp. 387–397, Handbook of North American Indians, Vol. 8, William C. Sturtevant, general editor, Smithsonian Institution, Washington, DC. (1978).

[4] Mildred Brooke Hoover, Hero Eugene Rensch, Ethel Rensch, and William N. Abeloe, Historic Spots in California, fourth edition, revised by Douglas E. Kyle (Stanford: Stanford University Press, 2002), 298-302.

Sacramento River, running east to west, with each block divided into eight 80-foot by 150-foot lots with four lots on either side of an east/west oriented central alley.

Downtown Sacramento developed rapidly after 1850. The new town was centered on the embarcadero, or Front Street, and continued inland to the east along J Street. The blocks fronting J Street were heavily developed, owing to the street's use as the main road leading east out of the City, with slightly less development on the parallel I and K Streets. By 1851, J Street was substantially occupied from Front Street eastward beyond 10th Street with stores, saloons, hotels, grocery stores, stables, and other concerns vying for the business of visitors and residents.[5,6]

Between 1895 and 1915, the City underwent rapid development thanks to the introduction of a streetcar line. Pacific Gas and Electric Company operated a streetcar line in Sacramento from 1906 to 1943, which supported expanded residential development as outlying areas became more easily accessible. The earliest annexation efforts in the late nineteenth and early twentieth centuries pulled in the suburbs of south and east of the grid. These new suburbs provided housing for residents commuting downtown and were developed in phases spanning the first half of the twentieth century. As private automobiles overtook streetcars as the primary form of transportation, the suburbs surrounding Sacramento expanded further away from the streetcar lines, which eventually fell out of use and were removed by the mid-century. Sacramento's downtown core had fallen into economic and physical decline by the 1930s, as the suburban growth pulled residents out of downtown. Declining tax revenue and property values led to the redevelopment and urban renewal efforts in downtown Sacramento in the post-war period.[7]

Post-War Sacramento (1940–1970)

Like most of California's major metropolitan centers, the City of Sacramento experienced a substantive demographic and economic expansion in the aftermath of World War II. The defense economy that had exploded during wartime mobilization continued after 1945 and nearby military outposts such as the Army Signal Depot, Mather AFB, and McClellan AFB remained one of Sacramento's largest employers.[8] The Serviceman's Readjustment Act (also known as the G.I. Bill) of 1944 empowered military veterans to acquire a college education at Sacramento's universities and qualify for home mortgages in the city's rapidly growing residential neighborhoods. In 1966, an amendment to the State Constitution enabled the California legislature to meet in less restricted general sessions, thereby establishing a so-called "full-time" legislature and exacerbating the influx of civil servants seeking to relocate to the state capitol.[9]

Cumulatively, these factors created a population boom over the next two decades. Census records indicate that between 1940 and 1950, Sacramento's population rose from 105,958 residents to

[5] W.H. Warner, Map of Sacramento, Plan of Sacramento City, 1848 (Ithaca, NY: Historic Urban Plans, reproduced 1969).

[6] West Brienes and Schultz, Overview of Cultural Resources in the Central Business District (Sacramento, CA: 1981), 46-47.

[7] City of Sacramento Community Development Department, *City-Wide Historic Context*, Sacramento, CA 2018, 24-25.

[8] GEI Consultants, Inc., and Mead & Hunt, Inc., *Mid-Century Modern in the City of Sacramento Historic Context Statement and Survey Results,* prepared for the City of Sacramento, September 30, 2017, 2-4.

[9] GEI Consultants, 2-4.

137,572 residents. That trend continued beyond the immediate postwar years. For instance, the city's population would increase by another 22 percent between the years 1955 and 1960 alone. Seeking to accommodate—and capitalize upon—its growing population and local economy, Sacramento spent the postwar years gradually annexing and subsequently developing neighboring regions. In turn, residential and commercial development radically transformed California's capital.[10]

Echoing national trends, Sacramento's commercial development primarily grew along, and within, its increasingly dispersed residential suburbs after 1945. Subsequently, its city center and aging downtown neighborhoods suffered in the absence of concentrated financial investment. The Federal Housing Act (1949) and California's Community Redevelopment Law (1951) enabled local governments to carry out comprehensive community overhaul projects that redevelop aging and neglected buildings and parcels.[11] In Sacramento, urban renewal projects resulted in the demolition and rebuilding of large swaths of buildings in West End, Chinatown Mall, the central business district, and downtown/midtown.[12] While advocates hailed "urban renewal" as a balm for urban blight, the broad authority such laws bestowed upon local agencies was often deployed without consideration for the local businesses and communal ties that were ruptured in its wake.

Commercial Development

The buildings at 1876 and 1922 Stockton Boulevard reflect post-World War II commercial development in Sacramento. The following excerpt is from the *Mid-Century Modern in the City of Sacramento Historic Context Statement and Survey Results* (2017)*:*

> *Mid-Century Modern commercial architecture in Sacramento is generally expressed throughout the city limits. The style is represented through various aspects of commercial enterprises such as shopping centers, anchor department stores, smaller independent stores, financial institutions, restaurants, motels/hotels, and gas stations. Prior to World War II, much of the commercial activity of the city occurred within what is known as the Sacramento central business district of downtown/midtown. Post-war revitalization pushed the limits of residential and supporting commercial construction out of downtown in almost all directions.*
>
> *The construction of commercial architecture during this period follows much of the same patterns as residential development to both entice continued development of certain areas by advertising proximity to desired services and retail outlets as well as supply those residents who had already moved in. Except for some infill construction and a larger redevelopment push for the West End in the 1960s, the clear majority of commercial development for Sacramento during this period was within the rapidly growing suburban areas outside the downtown/midtown neighborhoods. Commercial development during*

[10] GEI Consultants, 2-4.

[11] GEI Consultants, 2-7.

[12] GEI Consultants, 2-12.

the post-war period took place in neighborhoods located to the south, east, and northeast of the city's core where cheap land was available for new construction and space to accommodate the preferred mode of post-war transportation: the automobile. Military base construction and operation (primarily McClellan AFB) drove the expansion of residential and commercial development to the northeast during and after World War II in the Del Paso Heights and North Highlands areas.

As was common nationally, all manner of commercial needs followed in the expansion of residential neighborhoods during this time. Employment possibilities away from the central city area, including McClellan AFB, Mather AFB, and Aerojet General (Aerojet), meant that taking advantage of residential and commercial opportunities between these areas made sense to commercial developers. Commercial development areas to the south were located along primary transportation corridors such as Riverside, Freeport, Franklin, and Stockton boulevards that led to food processing jobs in the south and southeast areas.

It should be noted that these commercial enterprises were reacting to increased competition by using new advertising techniques and often implemented use of neon signage and lighting for building decoration to lure potential customers during the evening hours. Supermarkets began using the term "owl hours" to advertise late-night shopping options and the wider use of glass exposing lighted interiors helped make this point. Hotels (apart from older open-plan motels) became dependent up their signs and decorative exteriors representing the quality of the experience that awaited potential customers since the establishment's insurance of privacy and quiet generally kept non-customers outside. Financial institutions appear to largely consist of an exception to neon lighting use as they typically held to daytime business hours and presented a greater feeling of formality and security.[13]

4. Research Methods and Results

4.1 Records Search

On August 6, 2026, ESA requested a records search of the Project Sites from the North California Information Center (NCIC), California State University, Sacramento (File No. SAC-26-111). The NCIC is the California Historical Resources Information System (CHRIS) repository housing cultural resources records for the Project Sites and vicinity. In light of the nature of the proposed project, the study area for the records search consisted of the Project Sites and areas within 500 feet of the Project Sites for archaeological resources and 25 feet for built resources. The records search included a review of NCIC base maps (Rio Linda, Taylor Monument, Sacramento West, Sacramento East, and Florin, California 7.5-minute USGS quadrangles), previously recorded site

[13] GEI Consultants, 2-16-2-18.

records, and previous cultural resources study reports for the Project Sites. Additional sources reviewed during the records search included historic maps, the Built Environment Resources Directory (BERD) for Sacramento County, the National Register, the California Register, the California Inventory of Historic Resources, the California Historical Landmarks, and the California Points of Historical Interest. The objectives of the records search were to: (1) determine whether known cultural resources had been recorded within or adjacent to the Project Sites; (2) assess the likelihood of unrecorded cultural resources based on historical references and the distribution of environmental settings of nearby sites; and (3) develop a context for identification and preliminary evaluation of cultural resources.

The results of the NCIC records search indicate that no pre-contact or historic-era archaeological resources have been previously recorded within the Project Sites or records search radius. P-34-005225 is a tribal cultural landscape (TCL) recorded by Tremaine (2018) as encompassing the Sacramento River and much of the surrounding landscape from Knights Landing to where the river meets Suisun Bay and San Joaquin River near Antioch. This resource is called *Hoyo Sayo/Tah Sayo* by the Nisenan (as per United Auburn Indian Community) and *Waka-ce/Waka-Ly* by the Plains Miwok (as per Wilton Rancheria). Tremaine (2018) recommended the Sacramento River TCL as eligible for the National Register and California Register as a culturally significant natural landscape for its association with the cultural practices and beliefs of the Nisenan and Plains Miwok peoples. This resource, while recorded on a Department of Parks and Recreation (DPR) 523 form set, is a tribal cultural resource and not an archaeological resource.

No built resources have been previously recorded within the Project Sites. Four built resources have been previously recorded within the records search radius (**Table 2**). These resources are the Old Sacrament Historic District, Southern Pacific Railroad Company's Sacramento Depot, 3400 R Street, and Sacramento River Flood Control Project Levee (P-34-00508) and are briefly described below.

TABLE 2

PREVIOUSLY DOCUMENTED CULTURAL RESOURCES IDENTIFIED IN THE RECORDS SEARCH RADIUS

Site	Architectural Resources	Archaeological Resources
401 I Street (Railyards)	Old Sacramento Historic District; Southern Pacific Railroad Company's Sacramento Depot	No archaeological resources; Sacramento River Tribal Cultural Landscape in Project Site
Airport Road (RD 1000)	No built environment resources	No archaeological resources
Taylor Street	No built environment resources	No archaeological resources
1867 Stockton Boulevard (Stewart)	3400 R Street (Caltrans Equipment Headquarters Yard)	No archaeological resources
1922 Stockton Boulevard (Dialysis)	No built environment resources	No archaeological resources
Massie Court	No built environment resources	No archaeological resources
Tribute	Sacramento River Flood Control Project Levee (P-34-00508)	No archaeological resources

Old Sacramento Historic District

The Old Sacramento State Historic Park consists of a large concentration of Gold-Rush era buildings and structures situated on a roughly 30-acre parcel between the Sacramento riverfront and Interstate 5, between the Capitol Mall and I Street (California Historical Landmark 812). It was designated a National Historic Landmark District in 1965 and listed in the National Register as a historic district in 1966 under Criterion A at the local level for its significant association settlement and industry during the Gold Rush era (NRHP #66000219, listed October 15, 1966).[14]

Southern Pacific Railroad Company's Sacramento Depot (APN 002-0010-071)

The Sacramento Valley Amtrak Station at 401 I Street (APN 002-0010-071) is an Amtrak railway station constructed in 1925 on the site of China Slough. The property originally functioned as the Sacramento Depot for the Southern Pacific Railroad and was listed on the National Register in 1975 (NRHP #75000457, listed April 21, 1975). At that time, the property was listed for its significance under Criterion A at the local level for the depot's role in Sacramento's railroad history and regional transportation development. It was also listed for its significance under Criterion C at the local level, as an important example of early 20th-century revival-style railroad station architecture designed by the San Francisco architectural firm, Bliss & Faville.[15] The property is located within the City of Sacramento's Station Historic District, which is listed in the Sacramento Register (enacted June 15, 1982).[16]

3400 R Street (APN 010-0071-027)

The Caltrans Equipment Headquarters Yard at 3400 R Street (APN 101-0071-027) was determined eligible for listing in the National Register in 2008 as part of infrastructure studies conducted for the State of California Department of Transportation (Caltrans) Equipment Headquarters Yard. At that time, the Caltrans Equipment Headquarters Yard was determined eligible for the National and California registers at the local and statewide level of significance under Criteria A/1 and C/3, under the themes of transportation history and industrial architecture, with a period of significance set from 1922 to 1961. The Caltrans Equipment Headquarters Yard is presently a state-owned resource that is included in the Master List of State-Owned Historical Resources in accordance with Public Resources Code (PRC) Section 2051(d).[17]

Sacramento River Flood Control Project American River Levee (P-34-00508)

The Sacramento River Flood Control Project American River Levee (P-34-00508) is an earthen and gravel levee constructed between 1955 and 1979. It is one component of the American River

[14] James Dillon, *National Register Nomination Form: Old Sacramento Historic District* (1966).

[15] James E. Henley, *National Register Nomination Form: Southern Pacific Railroad Company's Sacramento Depot* (1975).

[16] City of Sacramento, *Sacramento Register of Historic and Cultural Resources*, "2.2.30 Station Historic District," 2020 (update).

[17] Sonia M. Miller, Californian Department of Transportation (Caltrans), *Secretary of the Interior's Standards for the Treatment of Historic Properties Action Plan for the Caltrans Division of Equipment, Headquarters Director's Office Window Replacement, in Sacramento County, California*, May 2025.

Flood Control District flood protection system. The levee was previously recommended ineligible for listing in the National Register in 2001[18] and, in 2009, the U.S. Army Corps of Engineers (USACE) obtained SHPO concurrence regarding the ineligibility of the resource.[19] In 2024, the levee was recommended ineligible for listing in the California Register under any criteria.[20]

5. Pedestrian Survey

5.1 Methods

ESA senior architectural historian Katherine Cleveland conducted a pedestrian survey of the Project Sites on July 28, 2026. The purpose of this survey was to document all buildings and structures in the vicinity of the Project Sites constructed prior to 1981. Three age-eligible historic-era buildings were surveyed and documented as part of the evaluation:

- 1876 Stockton Boulevard (1960–1971)
- 1922 Stockton Boulevard (1947)
- 1965 36th Street (1924)

6. Archaeological Sensitivity Analysis

The underlying geology of the Project Sites consists of Quaternary Great Valley basin and fan deposits. Soils in the Project Sites are dominated by very deep loams of the Sycamore-Sailboat-Egbert and San Joaquin series in unpaved areas. In general, these soils are estimated to be over 80,000 years old. Landforms that predate the earliest estimated periods for human occupation of the region are considered to have very low potential for the presence of buried archaeological sites, while those that postdate human occupation are considered to have a higher potential for buried archaeological sites. The degree of buried site potential is inversely related to the estimated date range of a landform. Currently, archaeological research indicates that the earliest evidence for human occupation of California dates to the Late Pleistocene, which ended approximately 11,500 years BP. Therefore, the potential for buried archaeological deposits in landforms from or predating the Late Pleistocene is considered low.[21] Other factors used to determine archaeological sensitivity include distance to natural water sources and proximity to other documented cultural resources.

[18] JRP Historical Consulting Services, *Historic Properties Report, WAPA Transmission Line Corridor,* December 2001.

[19] Tim Spillane and Phil Hanes (Natural Investigations Company, Inc.), *Cultural Resources Inventory for the Pump Outfalls Replacement Project, City of Sacramento, Sacramento County, California,* 2020.

[20] S. Flint and D. Bradley, *Cultural Resources Investigation for the 1501 Northgate Boulevard Riverdale RV Resort, Sacramento County, California,* 2024.

[21] Rosenthal, Jeffrey S., and Jack Meyer, *Cultural Resources Inventory of Caltrans District 10 Rural Conventional Highways: Volume III: Geoarchaeological Study, Landscape Evolution and the Archaeological Record of Central California*. Prepared by Far Western Anthropological Research Group, Inc., Davis, CA, Prepared for Caltrans District 10, Stockton, 2004.

The Project Sites are situated on a Quaternary-aged landform consisting of basin and fan deposits over very deep loams dating to the middle Pleistocene.[22] Based on the age of the soils in the Project Sites, the potential for buried pre-contact archaeological deposits in undisturbed portions of the Project Sites is considered relatively high. However, no pre-contact or indigenous resources were identified within the records search radius, and the Project would have very limited ground disturbance in already previously disturbed areas. Therefore, the potential to encounter buried archaeological resources during Project implementation is considered relatively low in all areas except the railyards site where the potential is increased due to the proximity to the Sacramento River (**Table 3**).

TABLE 3
ARCHAEOLOGICAL SENSITIVITY OF THE PROJECT SITES

Site	Archaeological Sensitivity
401 I Street (Railyards)	Moderate sensitivity, adjacent to Sacramento River
Airport Road (RD 1000)	Low sensitivity
Taylor Street	Low sensitivity
1867 Stockton Boulevard (Stewart)	Low sensitivity
1922 Stockton Boulevard (Dialysis)	Low sensitivity
Massie Court	Low sensitivity
Tribute	Low sensitivity

7. Cultural Resources Identified on the Project Sites

During the architectural history survey, three resources were recorded: 1876 Stockton Boulevard (APN 010-0072-028; -030; and -031), 1922 Stockton Boulevard (APN 010-0073-008), and 1965 36th Street (APN 010-0073-003) (**Table 4**). Brief descriptions and evaluations of the resources are provided below. Further information about development, ownership, and occupancy histories is provided in the Department of Parks and Recreation (DPR) 523 site records for each resource (**Appendix B**).

TABLE 4
AGE-ELIGIBLE HISTORIC-ERA BUILDINGS IDENTIFIED ON THE PROJECT SITES

Site	Resource
401 I Street (Railyards)	No built environment resources
Airport Road (RD 1000)	No built environment resources
Taylor Street	No built environment resources
1867 Stockton Boulevard (Stewart)	1876 Stockton Boulevard
1922 Stockton Boulevard (Dialysis)	1922 Stockton Boulevard; 1965 36th Street

22

Site	Resource
Massie Court	No built environment resources
Tribute	No built environment resources
401 I Street (Railyards)	No built environment resources

7.1 1876 Stockton Boulevard (APN 010-0072-028; -030; and -031)



Source: ESA, 2026.

Photograph 7-1
Auto Repair Shop (1960) at 1876 Stockton Boulevard, View Facing Southeast.

The subject parcel at 1876 Stockton Boulevard is situated on an irregular-shaped lot improved with three buildings–a 1960 repair shop, and two garages constructed in 1964 and 1971, respectively. The northernmost portion of the lot is dominated by a one-story auto repair shop (1960) that faces a paved parking lot at the intersection of Stockton Boulevard and 35th Street (**Photograph 7-1**). The rectangular-plan building is of steel-frame construction, features reinforced concrete panel exterior walls, and is capped by a low-pitch gabled roof set behind a modern metal parapet along the primary (northwest) façade. The primary façade features a pair of flush metal pedestrian doors flanked by metal, roll-up garage bay doors, and a metal-sash window assembly at the northeast corner. An office is situated at the northeast corner of the building. The office's northeast façade features two aluminum-sash windows, and a vinyl-sash, glazed door and window assembly at the northwest corner. The west façade is devoid of fenestration. The rear façade opens onto the rear portion of the lot and features a metal, roll-up garage bay door flanked by shed-style awnings that provide exterior storage areas.

A 1964 garage abuts the eastern side of the 1960 repair shop. It is a one-story, irregular plan building that is of steel-frame construction with CMU walls and capped by a low-pitched gabled roof. The primary (northeast) façade faces Stockton Boulevard and features two metal, roll-up garage bay doors and a partially-glazed, metal entrance covered with a metal screen.

A 1971 storage garage is located at the southern end of the lot. The one-story building is of steel-frame construction, is covered with corrugated metal siding, and capped by a low-pitch gable roof covered with corrugated metal sheets. The northwest façade features three metal, roll-up garage bay doors and a partially-glazed, metal entrance. The west façade appears to feature two metal-sash window assemblies. The building's southeast and northeast facades were not visible to the public right-of-way during a July 2026 pedestrian survey.

Evaluation

According to the evaluation guidance outlined above, the mid-century commercial property type in Sacramento is generally not considered eligible for information potential (Criteria 4/*vi*). The building at 1876 Stockton Boulevard is evaluated below for potential historic significance according to California Register Criteria 1 through 3 and Sacramento Register Criteria *i* through *v*. Additional guidance for commercial properties is provided by the *Mid-Century Modern in the City of Sacramento Historic Context Statement and Survey Results* (2017). That guidance has been applied to the evaluation below.

Criteria 1/i (Events)

According to the *Mid-Century Modern in the City of Sacramento Historic Context Statement and Survey Results (2017)*, "It must be demonstrated that [a property] played an important role in post-World War II suburbanization, community planning/development, or business development" in order to be eligible for listing under Criteria A/1/i.

Archival research indicates that while the construction of the building at 1876 Stockton Boulevard reflects typical post-World War II patterns of commercial development in Sacramento's Alhambra Triangle neighborhood, it does not appear to possess any unique significance for this association. As described in the context discussion above, following World War II, the City of Sacramento experienced a substantive demographic and economic expansion. During this period, Sacramento's post-war commercial development heavily incorporated the features of the Mid-Century Modern architectural style. After 1945, the nation's unprecedented economic and demographic boom provided the necessary impetus for the revival of architectural development and experimentation that had stagnated during years of wartime austerity. The buildings at 1876 Stockton Boulevard are among many commercial buildings constructed in Sacramento between the 1960s through 1970s. However, it does not appear to possess any unique significance for this association. Furthermore, research does not indicate that any important events significant to local, state, or national history are associated with the subject building. For these reasons, the building at 1876 Stockton Boulevard does not appear to be individually eligible for listing under Criteria 1/i.

Criteria 2/ii (People)

Preliminary research did not identify any significant associations between the buildings at 1876 Stockton Boulevard and significant persons or businesses. The automotive repair shops and garages that were constructed between 1960 and 1971 to serve as John's Automotive Service, a specialty car repair business owned and operated by local businessman John Savarino between 1953 and 2003. Review of available permit records and newspaper articles indicates that the parcel was occupied by John's Automotive Service from ca. 1955 to ca. 1980s, after which it was occupied by Stewart's Autobody from ca. 1992 to 2026. While preliminary research confirms that John's Automotive Service was a generally successful Sacramento business enterprise, that association does not appear to rise to the level of significance necessary for listing in the California or Sacramento Registers. Furthermore, research does not indicate that any other former owner or occupant achieved notable professional or personal accomplishments that are significantly associated with the subject building. As research does not indicate that 1876 Stockton Boulevard is significantly associated with the productive life of any significant person or business, it does not appear to be individually eligible for listing under Criteria 2/ii.

Criteria 3/iii-v (Design)

To be eligible under Criteria C/3/iii-v, a building must embody the distinctive characteristic of a type, period, or method of construction, reflect high artistic value, or represent the work of a master design professional. The buildings at 1876 Stockton Boulevard are common and altered examples of Mid-Century Modern buildings constructed in Sacramento during the post-World War II period (1945-1970). The buildings possess several characteristics of the style, including low, wide massing, clean lines, minimal decoration, and flat planes.

Within its context as an office building, 1876 Stockton Boulevard does not appear to rise to a level of significance as a property that embodies distinctive characteristics of the style, nor does it reflect high artistic value as Mid-Century Modern buildings. Rather, the buildings are typical, rather than exemplary, representation of the style. Research identified multiple builders and/or design professionals associated with the parcel. They include the builders of the 1960 shop (Guth & Schmidt) and 1964 garage (Metal Engineering), and the architect and builder of the 1971 garage, R.A. McGuire and Walker & Donant, respectively. Little additional information could be found about the body of work associated with these professionals and, as such, the subject parcel does not appear to be the work of a design professional recognized by the City of Sacramento as a master of their craft. Therefore, the buildings at 1876 Stockton Boulevard do not appear to be the works of a master. For these reasons, the buildings at 1876 Stockton Boulevard do not appear to be individually eligible for listing under Criteria C/3/iii-v.

Integrity

In addition to being eligible for listing under at least one of the four California Register criteria, a property must also retain sufficient integrity to convey its historical significance. There are seven aspects to consider when evaluating the integrity of a property: location, design, setting, materials, workmanship, feeling, and association. As discussed above, the buildings at 1876 Stockton Boulevard do not appear to be individually eligible for listing in the California or Sacramento Registers; therefore, a further assessment of integrity is not presented.

Conclusions

The buildings at 1876 Stockton Boulevard do not appear to be individually eligible for listing in the California Register or Sacramento Register, and an assessment of integrity is not applicable. As such, 1876 Stockton Boulevard is not considered a historical resource for the purposes of CEQA.

7.2 1922 Stockton Boulevard (APN 010-0073-008)



Source: ESA, 2026.

Photograph 7-2
1922 Stockton Boulevard, View Facing Northwest.

The building at 1922 Stockton Boulevard is a one- and two-story commercial building with an irregular footprint constructed of wood framing over a concrete foundation (**Photograph 7-2**). The Late Moderne-style building is clad variously with CMU and smooth stucco and concrete finish and capped by a flat roof set behind a low parapet. The primary (southeast) façade is angled to accommodate the irregular intersection of Stockton Boulevard and the 36th Street / Stockton Boulevard Alley. The primary façade features two offset volumes. Expansive, steel-sash glazing situated above a brick landscape box wraps around the ground floor level of the southernmost façade and terminates at an aluminum-frame, glazed primary entrance set beneath a transom. A slightly projecting second-floor level features two multi-light window assemblies and terminates in a curved roof overhang. The eastern volume features a pair of metal-sash windows and signage for the current occupant is set beneath a shallow curved canopy on the ground-floor level and a multi-light window assembly on the second-floor level. The north façade is devoid of fenestration and abuts an irregularly-shaped utility-storage unit that is constructed of CMU and features an unglazed, flush metal door. The northwest façade features a secondary, one-story storefront that faces a small, paved parking lot. The façade features a metal-frame, glazed entrance set beneath a transom displaying the street number “1955” and flanked by fixed, aluminum-frame storefront windows.

The entrance and window assembly are recessed beneath a projecting roof overhang. A parapet containing a sign panel that reads "DCI Home Dialysis" is situated above the canopy line. The south façade features five and three metal-sash windows on the ground- and second-floor, respectively.

Evaluation

According to the evaluation guidance outlined above, the mid-century commercial property type in Sacramento is generally not considered eligible for information potential (Criteria 4/*vi*). The building at 1922 Stockton Boulevard is evaluated below for potential historic significance according to California Register Criteria 1 through 3 and Sacramento Register Criteria *i* through *v*. Additional guidance for commercial properties is provided by the *Mid-Century Modern in the City of Sacramento Historic Context Statement and Survey Results* (2017). That guidance has been applied to the evaluation below.

Criteria 1/i (Events)

According to the *Mid-Century Modern in the City of Sacramento Historic Context Statement and Survey Results (2017)*, "It must be demonstrated that [a property] played an important role in post-World War II suburbanization, community planning/development, or business development" in order to be eligible for listing under Criteria 1/i.

Archival research indicates that while the construction of the building at 1922 Stockton Boulevard reflects typical post-World War II patterns of commercial development in Sacramento's Med Center neighborhood, it does not appear to possess any unique significance for this association. As described in the context discussion above, following World War II, the City of Sacramento experienced a substantive demographic and economic expansion. During this period, Sacramento's post-war commercial development heavily incorporated the features of the Mid-Century Modern architectural style. After 1945, the nation's unprecedented economic and demographic boom provided the necessary impetus for the revival of architectural development and experimentation that had stagnated during years of wartime austerity. The building at 1922 Stockton Boulevard is one of many commercial buildings constructed in Sacramento during the immediate post-World War II period. However, it does not appear to possess any unique significance for this association. Furthermore, research does not indicate that any important events significant to local, state, or national history are associated with the subject building. For these reasons, the building at 1922 Stockton Boulevard does not appear to be individually eligible for listing under Criteria 1/i.

Criteria 2/ii (People)

Preliminary research did not identify any significant associations between the building at 1922 Stockton Boulevard and significant persons or businesses. It is a commercial building that was constructed in 1947 and a review of available permit records and newspaper articles indicates that the building has continuously functioned as a commercial office space since that time and has since been owned and occupied by various business enterprises. Research does not indicate that the building at 1922 Stockton Boulevard is associated with the founding of any important business enterprise, nor does it appear to be significantly associated with the personal

achievements of any known founders or employees. Furthermore, research does not indicate that any other former owner or occupant achieved notable professional or personal accomplishments that are significantly associated with the subject building. As research does not indicate that 1922 Stockton Boulevard is significantly associated with the productive life of any significant person or business, it does not appear to possess individual significance for listing under Criteria 2/ii.

Criteria 3/iii-v (Design)

To be eligible under Criteria 3/*iii-v*, a building must embody the distinctive characteristic of a type, period, or method of construction, reflect high artistic value, or represent the work of a master design professional. According to the *Mid-Century Modern in the City of Sacramento Historic Context Statement and Survey Results (2017),* an "individual custom-designed or architect-designed commercial properties must be designed by an architect or builder for a specific client, a specific site, or a specific commercial purpose. The commercial property must be an important example of a Mid-Century Modern architectural styles identified in this historic context statement. Or the property must represent the work of a master architect or builder identified in this historic context statement."

The building at 1922 Stockton Boulevard was constructed as an office building in 1947 and is a common example of a Late Moderne building constructed in Sacramento during the post-World War II period (1945-1970). The building possesses several characteristics of the style, including a flat roof, box-like massing with horizontal emphasis, smooth exterior walls, and muted curved details.

Within its context as an office building, 1922 Stockton Boulevard does not appear to rise to a level of significance as a property that embodies distinctive characteristics of the style, nor does it reflect high artistic value as a Late Moderne building. Rather, the building is a typical, rather than exemplary, representation of the style.

Preliminary research failed to identify any association between the building, its original specific commercial purpose, or an individual recognized by the City of Sacramento as an architect or builder of merit. For these reasons, the building at 1922 Stockton Boulevard does not appear to be the work of a master or a commercial property custom-designed for a specific client or commercial purpose. For these reasons, the building at 1922 Stockton Boulevard does not appear to possess individual significance for listing under Criteria 3/*iii-v*.

Integrity

In addition to being eligible for listing under at least one of the four California Register criteria, a property must also retain sufficient integrity to convey its historical significance. There are seven aspects to consider when evaluating the integrity of a property: location, design, setting, materials, workmanship, feeling, and association. As discussed above, the building at 1922 Stockton Boulevard does not appear to be individually eligible for listing in the California or Sacramento Registers; therefore, a further assessment of integrity is not presented.

Conclusions

The building at 1922 Stockton Boulevard does not appear to be individually eligible for listing in the California Register or Sacramento Register, and an assessment of integrity is not applicable. As such, it is not considered a historical resource for the purposes of CEQA.

7.3 1965 36th Street (APN 010-0073-003)



Source: ESA, 2026.

Photograph 7-3
1965 36th Street, View Facing East.

The building is a one-story residential building with an irregularly-shaped plan constructed of wood-framing supported by a raised concrete foundation (**Photograph 7-3**). The Craftsman-style building features narrow lap siding and is capped by a cross-gabled roof with exposed eaves and covered with composition shingles. The primary (west) façade features a steeply pitched front-facing gable with a louvered attic vent and exposed rafter tails and triangular knee braces beneath the eaves. A porch accessed by a concrete stairway with low sidewalls is recessed beneath the principal gable. The entry bay is partially enclosed by a square wood porch posts supported by solid half-height porch railings. A vinyl-sash, single-hung window and an entrance covered by a metal screen door are situated within the porch bay. A prominent window grouping occupies the west side of the façade and consists of a large central fixed picture window flanked by narrow full-heigh sidelights and set beneath a decorative multi-light transom. The north façade abuts a commercial building and features a five-window assembly and an enclosed brick chimney. The rear (east) façade is largely obscured from the public right-of-way but appears to feature a wood panel door and a pair of windows at the ground-floor level. A wood panel attic door that appears to have once featured an exterior porch access is located beneath the gable. The east façade features three vinyl-sash, single-hung windows.

Evaluation

The building at 1965 36th Street is evaluated below for potential historic significance according to California Register Criteria 1 through 4 and Sacramento Register Criteria *i* through *vi*.

Criteria 1/i (Events)

Archival research indicates that while the construction of the building at1965 36th Street reflects typical early 20th-century patterns of residential development in Sacramento's Med Center neighborhood, it does not appear to possess any unique significance for this association. As described in the context discussion above, the City of Sacramento experienced an ongoing demographic and residential expansion during the early 20th century, which fueled by the development of streetcar suburbs beyond the city's downtown core. The building at 1965 36th Street is one of many residential buildings constructed in Sacramento during the 1910s and 1920s. However, it does not appear to possess any unique significance for this association. Furthermore, research does not indicate that any important events significant to local, state, or national history are associated with the building or parcel. For these reasons, the building at 1965 36th Street does not appear to possess individual significance for listing under Criteria 1/i.

Criteria 2/ii (People)

Preliminary research did not identify any significant associations between the building at 1965 36th Street and significant persons or businesses. It is a single-family residence that was constructed in 1924 and has been owned and occupied by various homeowners since that time. The residence was continuously owned and occupied by various members of the Frank and Alberta Weston family between ca. 1926 and 1955. Frank was a local salesman and Alberta was a member of the Sacramento Branch of the American Theosophical Society (now referred to the Theosophical Society in America), an esoteric religious organization established in New York state during the late 19th Century. Alberta appears to have regularly hosted meetings and lectures at 1965 36th Street between the early 1930s and mid-1940s. However, research does not suggest that the building is particularly important to the development or history of the Theosophical Society in America (TSA). By the early 20th century, the organization had dozens of local chapters throughout the United States.[23] The residence at 1965 36th Street appears to have been one of several informal meeting places used for a now-defunct[24] Sacramento Branch of the TSA.[25,26] While Alberta Weston appears to have been an active member of the group,[27] research does not indicate that she was a particularly important leader within the organization or instrumental to the organization's development in Sacramento or California. Nor does research indicate that the residence at 1965 36th Street was the location of significance within the organization's broader development or the site of an important religious event. Furthermore, research does not suggest that the residence's other occupants' productive lives were significantly

[23] Dorothy Bell, "Roots and Shoots: Theosophy in the United States," *Quest* 98.1 (Winter 2010): 22-26.

[24] As of 2026, the Theosophical Society in America's official directory of lodges and study centers does not list an active chapter in Sacramento, California. The Theosophical Society in America, "Find a Local Group," accessed July 24, 2026, https://www.theosophical.org/membership/connect/find-a-local-group.

[25] "Theosophical Society," *Sacramento Bee,* June 7, 1913, 6.

[26] "Lodge Offers Talk on India," *Sacramento Union,* January 25, 1952, 16.

[27] "Lodge Offers Talk on India," *Sacramento Union,* January 25, 1952, 16.

associated with the building or parcel. As research does not indicate that 1965 36th Street is significantly associated with the productive life of any significant person or business, it does not appear to possess individual significance for listing under Criteria 2/*ii*.

Criteria 3/iii-v (Design)

To be eligible under Criteria 3/*iii-v*, a building must embody the distinctive characteristic of a type, period, or method of construction, reflect high artistic value, or represent the work of a master design professional. The building at 1965 36th Street was constructed as a residence in 1924 and is a common example of a Craftsman Style building constructed in Sacramento during the early 20th century. The building possess several characteristics of the style, including horizontal wood cladding, gabled roof, exposed roof rafter tails, decorative braces under the gables, and a partial width porch.

Within its context as a residential building, 1965 36th Street does not appear to rise to a level of significance as a property that embodies distinctive characteristics of the style, nor does it reflect high artistic value as a Craftsman building. Rather, the building is a typical, rather than exemplary, representation of the style. Archival review failed to identify any architect associated with the building. Likewise, research pertaining to the builder Davies & Rugg did not suggest that the contractor produced a body of work that might categorize it as a builder of merit. As such, 1965 36th Street does not appear to be a work of high art or the work of a master architect or builder. For these reasons, the building at 1965 36th Street does not appear to possess individual significance for listing under Criteria 3/*iii-v*.

Criteria 4/vi (Information Potential)

While most often applied to archaeological districts and sites, Criteria 4/*vi* can also apply to buildings, structures, and objects that contain important information. For these types of properties to be eligible under Criteria 4/*vi*, they themselves must be, or must have been, the principal source of the important information, and the information must be considered important. The building at 1965 36th Street is representative of a residential property type constructed during the early twentieth century. While it reflects an important period of ongoing residential development in the City of Sacramento, the building was constructed of standard materials (wood and concrete) and with standard methodologies. Furthermore, the construction and manufacturing methodologies of residential buildings are well documented. There is no evidence to suggest that 1965 36th Street would yield significant information that would expand our current knowledge or theories of design, methods of construction, or other information that is not already known. As such, it does not appear to possess individual significance for listing under Criteria 4/*vi*.

Integrity

In addition to being eligible for listing under at least one of the four California Register criteria, a property must also retain sufficient integrity to convey its historical significance. There are seven aspects to consider when evaluating the integrity of a property: location, design, setting, materials, workmanship, feeling, and association. As discussed above, the building at 1965 36th Street does not appear to be individually eligible for listing in the California or Sacramento Registers; therefore, a further assessment of integrity is not presented.

Conclusions

The building at 1965 36th Street does not appear to be individually eligible for listing in the California Register or Sacramento Register, and an assessment of integrity is not applicable. As such, it is not considered a historical resource for the purposes of CEQA.

8. Assessment of Impacts

Review of the records search, archival, and site survey results determined that only Sites 1, 4, 5, and 7 had either previously recorded or unrecorded buildings 45-years or older, or historic districts, within the parcel or the 25-foot boundary. The results of the review of these parcels, along with assessment of potential impact of the installation of the billboards at these sites, are included below.

Site 1: 401 I Street (Railyards)

The proposed Railyards site is located in the Sacramento Railyards at 401 I Street (Assessor's Parcel Number 002-001-0071-0000). The project parcel includes Sacramento Valley Station and parking areas including parking areas underneath an elevated segment of Interstate 5 (I-5), as shown in **Figure 2**. The Project Site is a small triangular portion on the western edge of the parcel to the west of I-5, south of the Union Pacific Railroad (UPRR) tracks and north of the I Street Viaduct and the California State Railroad Museum.

As described in Section 1 above, the proposed project includes the construction of dual-faced, landscape-oriented billboards, designed to be viewable to vehicles traveling along adjacent freeways in both directions. The digital billboards would be mounted on a single metal column that would measure approximately eight feet in diameter at their widest point. The base of the columns would be encased in concrete and could extend up to approximately 75 feet below ground level. The billboard structure at Site 1 would extend approximately 85 feet above ground level, at a height of 14 feet and a width of 48 feet for the digital face.

Archival review identified the National Register listed Old Town Historic District immediately to the south of Project Site 1. The proposed installation and operation of the digital billboard will not directly impact any contributing resource within the boundary of the historic district, as the non-contributing California State Railroad Museum would be positioned in between the billboard and the closest contributor (the 1854 N. Dingley Co. building located at 115 I Street). Additionally, the billboard would not impact views of the district from the public right of way and would not significantly impact the setting of the district. The Old Sacramento Historic District is situated within an already highly developed urban area with numerous traditional and digital billboards, and the introduction of a new billboard would not have a significant impact on the larger setting of the district from either Interstate 5 or the surface streets in or around the district.

Archival review also identified the National Register listed Sacramento Depot for the Southern Pacific Railroad at 401 I Street on the same parcel at the Project site, but it is located on the

opposite side of Interstate 5 and would not be directly or indirectly impacted by construction or operation of the site.

As such, this analysis concludes that the Project would have no significant impact to historical resources at Site 1.

Site 2: Airport Road (RD 1000)

The proposed RD 1000 site is located in the North Natomas area of the City of Sacramento at an address located along Airport Road (Assessor's Parcel Number 225-018-0012-0000). The RD 1000 site parcel includes the East Drainage Canal and adjacent upland area. The proposed billboard site is a section of land between the East Drainage Canal and Interstate 80 (I-80), as shown in **Figure 3**, RD 1000 Project Site.

As described in Section 1 above, the proposed project includes the construction of dual-faced, landscape-oriented billboards, designed to be viewable to vehicles traveling along adjacent freeways in both directions. The digital billboards would be mounted on a single metal column that would measure approximately eight feet in diameter at their widest point. The base of the columns would be encased in concrete and could extend up to approximately 75 feet below ground level. The billboard structure at Site 2 would extend approximately 60 feet above ground level, at a height of 14 feet and a width of 48 feet for the digital face.

Archival review identified no built environment or archaeological resources within the Project site, nor within the 25- and 500-foot records search buffers of the Project site. As such, this analysis concludes that the Project would have no significant impact to historical resources at Site 2.

Site 3: Taylor Street (Self Storage)

The proposed Taylor Self Storage site is located in the North Sacramento neighborhood of the City of Sacramento, near the I-80 and Norwood Avenue interchange. The Project Site is located at 4051 Taylor Street on a parcel developed as a self storage facility. The land uses surrounding the site includes multifamily residential to the east; undeveloped land and residential and medical uses to the north, Taylor Street and I-80 to the south, and commercial uses and Norwood Avenue to the west. The proposed site would be along the southern portion of the parcel nearest to I-80, as shown in **Figure 4**, Taylor Self Storage Project Site.

As described in Section 1 above, the proposed project includes the construction of dual-faced, landscape-oriented billboards, designed to be viewable to vehicles traveling along adjacent freeways in both directions. The digital billboards would be mounted on a single metal column that would measure approximately eight feet in diameter at their widest point. The base of the columns would be encased in concrete and could extend up to approximately 75 feet below ground level. The billboard structure at Site 3 would extend approximately 60 feet above ground level, at a height of 25 feet and a width of 48 feet for the digital face.

Archival review identified no built environment or archaeological resources within the Project site, nor within the 25- and 500-foot records search buffers of the Project site. As such, this analysis concludes that the Project would have no significant impact to historical resources at Site 3.

Site 4: 1867 Stockton Boulard (Stewart)

The proposed Stewart Site is located in the East Sacramento neighborhood in the City of Sacramento at 1876 Stockton Boulevard (Assessor's Parcel Number 010-0072-031-0000). The Project Site contains Stewart's Automotive, an automotive repair facility, vehicle parking, and associated supply storage. Surrounding uses include California Department of Transportation (Caltrans) facility to the west and northwest, State Route 50 (Hwy 50) to the south, and undeveloped Caltrans right-of-way across Stockton Boulevard to the east (see **Figure 5**, Stewart Project Site).

As described in Section 1 above, the proposed project includes the construction of dual-faced, landscape-oriented billboards, designed to be viewable to vehicles traveling along adjacent freeways in both directions. The digital billboards would be mounted on a single metal column that would measure approximately eight feet in diameter at their widest point. The base of the columns would be encased in concrete and could extend up to approximately 75 feet below ground level. The billboard structure at Site 4 would extend approximately 85 feet above ground level, at a height of 25 feet and a width of 48 feet for the digital face.

Archival review identified the National Register- and California Register-eligible Caltrans Equipment Headquarters Yard at 3400 R Street (APN 101-0071-027) immediately to the west of Project Site 4. The proposed installation and operation of the digital billboard will not directly impact any contributing resource within the boundary of the historic district, as the billboard would be constructed on an adjacent parcel and would not be directly or indirectly impacted by construction or operation of the site. Additionally, the billboard would not impact views of the district from the public right of way and would not significantly impact the setting of the district. The Caltrans Equipment Headquarters Yard is situated within an already highly developed urban area with numerous traditional and digital billboards, and the introduction of a new billboard would not have a significant impact on the larger setting of the district from either Interstate 50 or the surface streets in or around the district.

Archival review also identified the historic-age commercial building at 1876 Stockton Boulevard on the same parcel at the Project site. However, ESA recommends the building ineligible for listing in state or local registers under any criteria. As such, it is not considered a historical resource for the purposes of CEQA.

As such, this analysis concludes that the Project would have no significant impact to historical resources at Site 4.

Site 5: 1922 Stockton Boulevard (Dialysis)

The proposed Dialysis Site is located to the south of the Stewart site, across Hwy 50 at 1922 Stockton Boulevard (Assessor's Parcel Number 010-0073-008-0000). The Project Site is developed with medical office with associated vehicle parking, as shown in **Figure 6**, Dialysis Project Site. The site is surrounded by Hwy 50 to the north, Stockton Boulevard and the GIO Apartments multifamily residential use to the east (across Stockton Boulevard), and single family residential uses to the west and south.

As described in Section 1 above, the proposed project includes the construction of dual-faced, landscape-oriented billboards, designed to be viewable to vehicles traveling along adjacent freeways in both directions. The digital billboards would be mounted on a single metal column that would measure approximately eight feet in diameter at their widest point. The base of the columns would be encased in concrete and could extend up to approximately 75 feet below ground level. The billboard structure at Site 5 would extend approximately 85 feet above ground level, at a height of 25 feet and a width of 48 feet for the digital face.

Archival review identified the historic-age commercial building at 1922 Stockton Boulevard on the same parcel at the Project site and the historic-age residential building at 1965 36th Street to the immediate south of the Project Site. However, ESA recommends both buildings ineligible for listing in state or local registers under any criteria. As such, they are not considered a historical resource for the purposes of CEQA.

As such, this analysis concludes that the Project would have no significant impact to historical resources at Site 5.

Site 6: Massie Court

The proposed Massie Court site is located east of State Route 99 (SR-99) in the southeast area of the City of Sacramento at 33 Massie Court (Assessor's Parcel Number 118-0131-041-0000). The Project Site is developed with commercial uses with associated parking lots, directly adjacent to SR-99, as shown in **Figure 7,** Massie Project Site. The site is surrounded by commercial and hotel uses to the north and east, SR-99 to the west, and the SR-99/Mack Road interchange to the south.

As described in Section 1 above, the proposed project includes the construction of dual-faced, landscape-oriented billboards, designed to be viewable to vehicles traveling along adjacent freeways in both directions. The digital billboards would be mounted on a single metal column that would measure approximately eight feet in diameter at their widest point. The base of the columns would be encased in concrete and could extend up to approximately 75 feet below ground level. The billboard structure at Site 6 would extend approximately 60 feet above ground level, at a height of 14 feet and a width of 48 feet for the digital face.

Archival review identified no built environment or archaeological resources within the Project site, nor within the 25- and 500-foot records search buffers of the Project site. As such, this

analysis concludes that the Project would have no significant impact to historical resources at Site 6.

Site 7: Tribute

The proposed Tribute site is located on the west side of I-80 Business in northeast Sacramento at 1600 Tribute Road in the City of Sacramento (Assessor's Parcel Number 277-0285-007-0000). The Project Site is fully developed for office uses with associated parking and landscaping (see **Figure 8**, Tribute Project Site). Surrounding uses include I-80 Business and office to the east, business park uses to the north and west, and Tribute Road, the levee along the northern boundary of the American River Parkway to the south. The proposed location of the digital billboard would be in the southeast corner of the property adjacent to I-80.

As described in Section 1 above, the proposed project includes the construction of dual-faced, landscape-oriented billboards, designed to be viewable to vehicles traveling along adjacent freeways in both directions. The digital billboards would be mounted on a single metal column that would measure approximately eight feet in diameter at their widest point. The base of the columns would be encased in concrete and could extend up to approximately 75 feet below ground level. The billboard structure at Site 7 would extend approximately 65 feet above ground level, at a height of 25 feet and a width of 48 feet for the digital face.

Archival review identified the previously recorded Sacramento River Flood Control Project American River Levee (P-34-00508) in the vicinity of Project Site 7. However, P-34-00508 has previously been recommended ineligible for listing in the National Register and California Register under any criteria. Therefore, it is not considered a historical resource for the purposes of CEQA.

As such, this analysis concludes that the Project would have no significant impact to historical resources at Site 7.

9. Conclusions

Based on the results of the records search, background research, pedestrian survey, and resource significance evaluations, three age-eligible historic-era buildings were identified within the Project Sites: 1876 Stockton Boulevard (APN 010-0072-028; -030; and -031), 1922 Stockton Boulevard (APN 010-0073-008), and 1965 36th Street (APN 010-0073-003). None of these buildings are recommended eligible for listing in the California Register or Sacramento Register. As such, this analysis concludes that the Project would have no significant impact to historical resources.

No archaeological resources are located in the Project Sites and based on the environmental context, paucity of resources in the area, and archaeological sensitivity analysis, there is a relatively low potential to encounter archaeological resources during Project implementation. The following recommendations are provided for protocol to follow in the event of an inadvertent discovery of archaeological resources or human remains.

The inadvertent discovery of archaeological resources or human remains cannot be entirely discounted. In the event that ground disturbing activities identify cultural materials, the City would comply with PRC Section 21083.2(i), which requires provisions for archaeological resources accidentally discovered during construction. The City would be required to make an immediate evaluation by a qualified archaeologist, and if the find is determined to be a unique archaeological resource or a historical resource, then it must be avoided. If avoidance is not feasible, the resource must be recovered and treated accordingly. Construction would be allowed in other areas while the archaeological mitigation takes place.

In the event that ground disturbing activities identify human remains, the City would comply with Government Code Section 27460 et seq., which requires ground disturbing activities to halt until the County Coroner can determine whether the remains are subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner, and cause of death; and the required recommendations concerning the treatment and disposition of the human remains have been made. Pursuant to California Health and Safety Code Section 7050.5, the coroner shall make a determination within 48 hours of notification of the discovery of the human remains. If the coroner determines that the remains are not subject to their authority and recognizes or has reason to believe that they are those of a Native American, the coroner shall contact the Native American Heritage Commission within 24 hours.

10. References Cited

Bell, Dorothy. 2010. “Roots and Shoots: Theosophy in the United States,” *Quest* 98.1 (Winter 2010): 22-26.

City of Sacramento. 2020. *Sacramento Register of Historic and Cultural Resources*. '2.2.30 Station Historic District.' Updated 2020.

City of Sacramento Community Development Department. 2018. *City-Wide Historic Context*. Sacramento, California. 2018.

Cook, Sherburne F. 1955. “The Aboriginal Population of the San Joaquin Valley, California.” University of California Anthropological Records 16, no. 2 (1955): 31–74.

Dillon, James. 1966. *National Register Nomination Form: Old Sacramento Historic District*.

Flint, S., and D. Bradley. *Cultural Resources Investigation for the 1501 Northgate Boulevard Riverdale RV Resort, Sacramento County, California*. 2024.

GEI Consultants, Inc., and Mead & Hunt, Inc. 2017. *Mid-Century Modern in the City of Sacramento Historic Context Statement and Survey Results*. Prepared for the City of Sacramento. September 30, 2017.

Henley, James E. 1975. *National Register Nomination Form: Southern Pacific Railroad Company's Sacramento Depot*.

Hoover, Mildred Brooke, Hero Eugene Rensch, Ethel Rensch, William N. Abeloe, and Douglas E. Kyle, rev. 2002. *Historic Spots in California*. 4th ed. Stanford: Stanford University Press. 2002.

JRP Historical Consulting Services. Historic Properties Report, WAPA Transmission Line Corridor. December 2001.

Levy, Richard, "Eastern Miwok". In California, edited by Robert F Heizer, pp. 398–413. Handbook of North American Indians, Vol. 8, William C Sturtevant, general editor, Smithsonian Institution, Washington, DC., 1978.

"Lodge Offers Talk on India." 1952. *Sacramento Union.* January 25, 1952.

Miller, Sonia M. 2025. *Secretary of the Interior's Standards for the Treatment of Historic Properties Action Plan for the Caltrans Division of Equipment, Headquarters Director's Office Window Replacement, in Sacramento County, California*. California Department of Transportation (Caltrans). May 2025.

Rosenthal, Jeffrey S., et al. 2007. 'The Central Valley: A View from the Catbird's Seat.' In *California Prehistory: Colonization, Culture, and Complexity*. Edited by Terry L. Jones and Kathryn A. Klar, 147–163. Lanham, MD: AltaMira Press. 2007.

Rosenthal, Jeffrey S., and Jack Meyer, *Cultural Resources Inventory of Caltrans District 10 Rural Conventional Highways: Volume III: Geoarchaeological Study, Landscape Evolution and the Archaeological Record of Central California*. Prepared by Far Western Anthropological Research Group, Inc., Davis, CA, Prepared for Caltrans District 10, Stockton, 2004.

Spillane, Tim, and Phil Hanes (Natural Investigations Company, Inc.). Cultural Resources Inventory for the Pump Outfalls Replacement Project, City of Sacramento, Sacramento County, California. 2020.

The Theosophical Society in America. N.d. "Find a Local Group." https://www.theosophical.org/membership/connect/find-a-local-group.

"Theosophical Society." 1913. *Sacramento Bee.* June 7, 1913.

Warner, W. H. 1848. *Plan of Sacramento City, 1848*. Map. Ithaca, NY: Historic Urban Plans, reproduced 1969.

West Brienes and Schultz. 1981. *Overview of Cultural Resources in the Central Business District*. Sacramento, California. 1981.

Wilson, Norman L, and Arlean H Towne, "Nisenan". In *California*, edited by Robert F Heizer, pp. 387–397, Handbook of North American Indians, Vol. 8, William C. Sturtevant, general editor, Smithsonian Institution, Washington, DC., 1978.

Appendix A
Map Set

Appendix B
DPR Forms

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code Reviewer Date

Page 1 **of** 11 ***Resource Name or #:** 1876 Stockton Boulevard
P1. Other Identifier: 1840 Stockton Boulevard; 1919 35th Street
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**

***a. County** Sacramento
***b. USGS 7.5' Quad** Sacramento East **Date** 2021 **T** ; **R** ; ¼ **of** ¼ **of Sec** ; Mount Diablo **B.M.**
c. Address 1876 Stockton Boulevard City Sacramento Zip 95816
d. UTM: Zone 10S, 633812.40 mE/ 4269197.95 mN; NAD 83
e. Other Locational Data: 010-0072-028; -030; and -031

***P3a. Description:** The subject property at 1876 Stockton Boulevard is situated on an irregular-shaped lot improved with three buildings–a 1960 repair shop, and two garages constructed in 1964 and 1971, respectively. The northernmost portion of the lot is dominated by a one-story auto repair shop (1960) that faces a paved parking lot at the intersection of Stockton Boulevard and 35th Street. The rectangular-plan building is of steel-frame construction, features reinforced concrete panel exterior walls, and is capped by a low-pitch gabled roof set behind a modern metal parapet along the primary (northwest) façade. The primary façade features a pair of flush metal pedestrian doors flanked by metal, roll-up garage bay doors, and a metal-sash window assembly at the northeast corner. An office is situated at the northeast corner of the building. The office's northeast façade features two aluminum-sash windows, and a vinyl-sash, glazed door and window assembly at the northwest corner. The west façade is devoid of fenestration. The rear façade opens onto the rear portion of the lot and features a metal, roll-up garage bay door flanked by shed-style awnings that provide exterior storage areas. Continued on page 3.

***P3b. Resource Attributes:** HP6. 1-3 story commercial building; HP4. Ancillary building
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: Auto repair shop (1960) at 1876 Stockton Boulevard, view facing southeast. ESA, 2026.

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric
☐ Both
Auto repair shop (1960); auto repair garage (1964); auto storage garage (1971). Source: City of Sacramento building permit records.

***P7. Owner and Address:**
Marianna N Savarino Family Trust
John Savarino Family Trust
8367 Barton Road
Granite Bay, CA 95746

P8. Recorded by:
Katherine Cleveland, ESA
2600 Capitol Avenue, Suite 200
Sacramento, CA 95816

***P9. Date Recorded:** July 28, 2026

***P10. Survey Type:** Intensive

***P11. Report Citation**: Environmental Science Associates. *Sacramento Republic Football Club Billboards Project Cultural Resources Inventory and Evaluation Report.* Prepared for Primero Outdoor Media. September 2026.

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** 1876 Stockton Boulevard ***NRHP Status Code** 6Z

B1. Historic Name: 1876 Stockton Boulevard
B2. Common Name: 1876 Stockton Boulevard
B3. Original Use: Auto repair shop B4. Present Use: Auto repair shop
***B5. Architectural Style:** Mid-Century Industrial
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Constructed at various stages between 1960 and 1971. For further details about the development of the parcel, see **Table 1** on page 6.

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** N/A **Original Location:** N/A
***B8. Related Features:** None

B9a. Architect: R.A. McGuire (1971 auto storage garage) b. Builder: Guth & Schmidt (1960 auto repair shop); Metal Engineering (1964 garage); Walker & Donant (1971 auto storage garage)
***B10. Significance: Theme** Post-World War II Commercial Development **Area** Sacramento
Period of Significance 1960–1971 **Property Type** Commercial **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The buildings at 1876 Stockton Boulevard do not appear to possess significance for listing in the California Register of Historical Resources (California Register) or Sacramento Register of Historic and Cultural Resources (Sacramento Register) under any criteria. As such, they are not considered a historical resource for the purposes of CEQA.

Historic Context

Post-war Sacramento (1940-1970)

Like most of California's major metropolitan centers, the City of Sacramento experienced a substantive demographic and economic expansion in the aftermath of World War II. The defense economy that had exploded during wartime mobilization continued after 1945 and nearby military outposts such as the Army Signal Depot, Mather AFB, and McClellan AFB remained one of Sacramento's largest employers.[1] The Serviceman's Readjustment Act (also known as the G.I. Bill) of 1944 empowered military veterans to acquire a college education at Sacramento's universities and qualify for home mortgages in the city's rapidly growing residential neighborhoods. In 1966, an amendment to the State Constitution enabled the California legislature to meet in less restricted general sessions, thereby establishing a so-called "full-time" legislature and exacerbating the influx of civil servants seeking to relocate to the state capitol.[2] (Continued on page 3)

B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:** See continuation sheet.

B13. Remarks:



***B14. Evaluator:** Amy Langford, ESA
***Date of Evaluation:** July 2026

***P3a. Description:** (Continued from page 1)

A 1964 garage abuts the eastern side of the 1960 repair shop (**Figure 1**). It is a one-story, irregular plan building that is of steel-frame construction with CMU walls and capped by a low-pitched gabled roof. The primary (northeast) façade faces Stockton Boulevard and features two metal, roll-up garage bay doors and a partially-glazed, metal entrance covered with a metal screen.

A 1971 storage garage is located at the southern end of the lot (**Figure 2**). The one-story building is of steel-frame construction, is covered with corrugated metal siding, and capped by a low-pitch gable roof covered with corrugated metal sheets. The northwest façade features three metal, roll-up garage bay doors and a partially-glazed, metal entrance. The west façade appears to feature two metal-sash window assemblies. The building's southeast and northeast facades were not visible to the public right-of-way during a July 2026 pedestrian survey.



Figure 1. Southwest and southeast (rear) facades of 1960 auto repair shop, view facing northeast. Photo source: ESA, 07/28/2026.



Figure 2. Storage and repair garages (1964 and 1971), view facing east. Photo source: ESA, 07/28/2026.

***B10. Significance:** (Continued from page 2)

Cumulatively, these factors created a population boom over the next two decades. Census records indicate that between 1940 and 1950, Sacramento's population rose from 105,958 residents to 137,572 residents. That trend continued beyond the immediate postwar years. For instance, the city's population would increase by another 22 percent between the years 1955 and 1960 alone. Seeking to accommodate—and capitalize upon—its growing population and local economy, Sacramento spent the postwar years gradually annexing and subsequently developing neighboring regions. In turn, residential and commercial development radically transformed California's capital.[3]

Echoing national trends, Sacramento's commercial development primarily grew along, and within, its increasingly dispersed residential suburbs after 1945. Subsequently, its city center and aging downtown neighborhoods suffered in the absence of concentrated financial investment. The Federal Housing Act (1949) and California's Community Redevelopment Law (1951) enabled local governments to carry out comprehensive community overhaul projects that redeveloped aging and neglected buildings and parcels.[4] In Sacramento, urban renewal projects resulted in the demolition and rebuilding of large swaths of buildings in West End, Chinatown Mall, the central business district, and downtown/midtown.[5] While advocates hailed "urban renewal" as a balm for urban blight, the broad authority such laws bestowed upon local agencies was often deployed without consideration for the local businesses and communal ties that were ruptured in its wake.

<u>Commercial Development</u>

The buildings at 1876 Stockton Boulevard reflect post-World War II commercial development in Sacramento. The following excerpt is from the *Mid-Century Modern in the City of Sacramento Historic Context Statement and Survey Results* (2017)*:*

> Mid-Century Modern commercial architecture in Sacramento is generally expressed throughout the city limits. The style is represented through various aspects of commercial enterprises such as shopping centers, anchor department stores, smaller independent stores, financial institutions, restaurants,

motels/hotels, and gas stations. Prior to World War II, much of the commercial activity of the city occurred within what is known as the Sacramento central business district of downtown/midtown. Post-war revitalization pushed the limits of residential and supporting commercial construction out of downtown in almost all directions.

The construction of commercial architecture during this period follows much of the same patterns as residential development to both entice continued development of certain areas by advertising proximity to desired services and retail outlets as well as supply those residents who had already moved in. Except for some infill construction and a larger redevelopment push for the West End in the 1960s, the clear majority of commercial development for Sacramento during this period was within the rapidly growing suburban areas outside the downtown/midtown neighborhoods. Commercial development during the post-war period took place in neighborhoods located to the south, east, and northeast of the city's core where cheap land was available for new construction and space to accommodate the preferred mode of post-war transportation: the automobile. Military base construction and operation (primarily McClellan AFB) drove the expansion of residential and commercial development to the northeast during and after World War II in the Del Paso Heights and North Highlands areas.

As was common nationally, all manner of commercial needs followed in the expansion of residential neighborhoods during this time. Employment possibilities away from the central city area, including McClellan AFB, Mather AFB, and Aerojet General (Aerojet), meant that taking advantage of residential and commercial opportunities between these areas made sense to commercial developers. Commercial development areas to the south were located along primary transportation corridors such as Riverside, Freeport, Franklin, and Stockton boulevards that led to food processing jobs in the south and southeast areas.

It should be noted that these commercial enterprises were reacting to increased competition by using new advertising techniques and often implemented use of neon signage and lighting for building decoration to lure potential customers during the evening hours. Supermarkets began using the term "owl hours" to advertise late-night shopping options and the wider use of glass exposing lighted interiors helped make this point. Hotels (apart from older open-plan motels) became dependent up their signs and decorative exteriors representing the quality of the experience that awaited potential customers since the establishment's insurance of privacy and quiet generally kept non-customers outside. Financial institutions appear to largely consist of an exception to neon lighting use as they typically held to daytime business hours and presented a greater feeling of formality and security.[6]

Shopping Centers, Department Stores, Neighborhood Stores

In addition to the downtown Sacramento business district, by 1965, the Sacramento metropolitan area featured 12 neighborhood shopping centers, five community shopping centers, and five regional shopping centers. This metropolitan area extended beyond Sacramento's boundary and thus the numbers within the city limits are fewer. For example, Arden Fair (Regional) Shopping Center, constructed in March 1957, (annexed to Sacramento in 1962), is the only regional shopping center from the period within the current city limits. Following World War II, city residents frequented shopping centers currently outside (and primarily northeast of) the limits including: Town and Country Shopping Center (1945), Country Club Center (1952), Country Club Plaza (1958), and Taylor's Shopping Center (1960). Residents employed by outer-lying Aerojet were served by Mills, Mills Park, and Cordova Village Shopping Centers in the current City of Rancho Cordova area. Southward of Sacramento's downtown area there existed Southgate and Southgate Plaza Shopping Centers (1960), also outside the city limits, but seeking to serve more regional customers within the city.

While regional shopping centers attracted larger retailers, it was the neighborhood and community shopping centers that presented the greatest customer draw away from the downtown/midtown central business district as they featured newer and larger supermarkets. In fact, the lure of new and more inclusive supermarkets reflected a national trend in which 10,000 supermarkets existed nationwide in 1946, and by 1953, the industry witnessed another 7,000 constructed. These new stores of the early 1950s often incorporated a functional Modernist aesthetic and featured a more eye-catching front with a large horizontal window extending across an entire facade of the building to put on display the activities and products held inside as their draw. Competition became so aggressive in the late-1950s and early-1960s that supermarkets and stores implemented more visually captivating exterior architectural details to differentiate their largely standardized (interior) stores from competitors.

In 1956, the first major store, Sears, moved from downtown Sacramento to the suburbs. This event is considered the beginning of the shift from growth in downtown as the primary shopping destination to the outer-lying suburban areas. Between 1958 and 1965, the number of shopping goods stores (general merchandise, apparel, accessories, furniture, and appliances) dropped from 342 stores to 290.

The commercial growth in the expanding suburbs of Sacramento focused on independent stores lining major thoroughfares connecting to (or passing through) residential neighborhoods, and often smaller collections of stores were commonly anchored by large supermarkets. Examples of this are the Fruitridge Manor Shopping Center, constructed in 1948, that held one of the many Inks Brothers Supermarkets; Tallac Village, constructed in 1951, featuring a Raley's supermarket; Sutterville Shopping Center, constructed in 1955, with a Cardinal-Inks Market; and South Land Park Hills Shopping Center, constructed in two phases between 1960 and 1968 with initially a Safeway and later a Jumbo Market.

Development patterns for shopping centers and stores varied depending upon the availability of suitable and inexpensive properties as well as ease of access and parking. Freeport Boulevard extended the development of shopping services generally along its entire corridor like that of Franklin Boulevard and Stockton Boulevard to the east. Freeport Boulevard and other main streets benefited from smaller neighborhood shopping centers having limited capacity for growth at a time when neighborhoods were expanding exponentially in the 1950s. Somewhat unique is Riverside Boulevard, which city officials sought to limit commercial store development to increments of one mile spacing as part of a new planning strategy. This innovative thinking reflected the desires of new homeowners wishing to avoid overexpansion of commercial development in their newly adopted suburbs.

While so many of the stores were being constructed or moving to the suburbs, the SRA sought to bring new commercial interest to the West End of downtown starting in 1956, and succeeded in enticing Macy's to construct a new store by 1963. The City thought that a large retailer like Macy's committing to the downtown area would encourage additional commercial development to replace those variety stores that served the lower income groups that had historically been in the area; however, retail sales did not increase (nor did demand for additional retail space) as expected, and additional considerations for creating interest in downtown centered on creation of a "commercial superblock," pedestrian mall, public transportation, and consolidated parking areas. Much of this vision was eventually realized with the formation of a pedestrian mall along K Street and the design and construction of the Downtown Plaza Mall by Victor Gruen Associates between 1967 and 1971.[7]

Mid-Century Modern Architecture

Whether it was among its new suburban areas or infill within its traditional commercial centers, Sacramento's post-war commercial development heavily incorporated the features of the Mid-Century Modern architectural style. After 1945, the nation's unprecedented economic and demographic boom provided the necessary impetus for the revival of architectural development and experimentation that had stagnated during years of wartime austerity. Due to the nearly overwhelming demand for housing in California, residential tract houses designed in the Contemporary or Ranch Modern style—with their clean lines, geometric massing, and horizontal emphasis--are often highlighted as hallmarks of Mid-Century Modernism.[8] Broadly characterized as a variation of Modernism, Mid-Century Modernism was generally less sterile than the concurrent International Style, tended towards solid wall surfaces, and incorporated a combination of manufactured and natural materials.

Character-defining features of the Mid-Century Modern Style include:

- Low, wide massing;
- Clean lines and geometric shapes;
- Minimal decoration;
- Large, expansive windows;
- The incorporation of a variety of natural and manufactured materials, such as stone, brick, wood, stucco, metal, concrete, and plastic;
- Flat planes, especially in the roofline; and
- Changes in elevation.[9]

Subject Property

Property and Construction History

A review of early area maps indicates that Sacramento's Alhambra Triangle neighborhood was primarily comprised of residential, commercial, and light industrial properties by the early 1950s. According to a 1952 Sanborn Fire Insurance Company map, the subject parcel was improved with a gas station, one-story dwelling, and an auto repair shop.[10] Each of these buildings and structures were demolished between 1960 and 1969. The extant assemblage of buildings at 1876 Stockton Boulevard were constructed between 1960 and 1971.[11] The parcel appears with its current configuration of buildings in a 1971 aerial photograph (**Figure 3**).

According to building permit records, newspapers articles, historic aerial imagery, and ESA staff observations conducted during an intensive pedestrian survey, several changes were made to the property over time, and they are listed in **Table 1** below.

TABLE 1: BUILDING PERMITS AND CITY RECORDS

Address	Date	Permit Number	Type	Notes
1919 35th Street	1919	5346	Building Permit	Construct wood-frame, 1-story dwelling and garage
1919 35th Street	1949	B-26002; B-27265	Building Permits	Repairs to dwelling and erect garage
1876 Stockton Blvd.	1960	D-4659	Building Permit	Construct lean-to cover on side of garage
1876 Stockton Blvd.	1960	Wd. 1	Building Permit	Wreck garages
1876 Stockton Blvd.	1960	D-7229	Building Permit	Construct automotive repair shop
1876 Stockton Blvd.	1964	E-7373	Building Permit	Construct auto repair garage
1874 Stockton Blvd.	1964	W-1042	Building Permit	Wreck service station
1876 Stockton Blvd.	1969	G-5189	Building Permit	Remodel portion of repair garage for restaurant
1919 35th Street	1969	W-4443	Building Permit	Wreck single-family dwelling.
1876 Stockton Blvd.	1971	H-444	Building Permit	Construct 1-story, steel-frame auto storage garage. Architect R.A. McGuire, contractor Walker & Donant. Owner John Savarino
1876 Stockton Blvd.	1977	E-8442	Building Permit	Reroof

Ownership and Occupancy

Preliminary research indicates that the buildings at 1876 Stockton Boulevard has continuously functioned as a commercial auto repair space since the 1960s. The extant buildings (a 1960 auto repair shop, 1964 repair garage, and 1971 storage garage) were originally constructed on behalf of local businessman John Savarino. Savarino relocated to Sacramento in 1949 and started an auto repair business in 1950 (location unknown).[12] In 1953, Savarino opened an automotive center at 1876

Stockton Boulevard and presumably occupied the buildings present in the 1952 Sanborn map. By the 1970s, Jim's Automotive Service specialized in foreign and sports automobile repairs, served as the city's only Maserati dealer, and Savarino himself had sponsored and maintained multiple cars Sports Car Club of America (SCCA) races.[13] While members of the Savarino family have continuously owned the subject parcel since the early 1950s, it is unclear how long Jim's Automotive Services operated out of the subject parcel. the extant buildings have been occupied by a second automotive repair business–Stewart's Autobody–since the 1990s.[14] Known owners and occupants are listed in **Table 2.**

TABLE 2: OWNERS/OCCUPANT

Address	Year(s) of Occupation	Occupant(s)/Business	Source/Notes
1919 35th Street	1919 – 1920	M.J. Jewell (owner)	Owner of wood-frame dwelling (not extant).
1876 Stockton Blvd.	1955–ca. 1980s	John's Automotive Service	
1919 35th Street; 1840–1876 Stockton Blvd.	1953–2003	John Savarino (owner)	
1876 ½ Stockton Blvd.	1970	Jimbo's Coffee Shop	Permit No. S-6499
1919 35th Street; 1840–1876 Stockton Blvd.	Ca. 1990s–2026	Stewart's Autobody	
1919 35th Street; 1840–1876 Stockton Blvd.	Unknown–2017	Michael Savarino (owner)	Affidavit of death. Sacramento County Clerk Recorder, Document No. 1710021634 (2017).
1919 35th Street; 1840–1876 Stockton Blvd.	Ca. 2017–2026	Marianna N. Savarino Family Trust, John Savarino Family Trust (owner)	City of Sacramento Assessor Records.



Source: Flight CAS_8121, Frame 242, April 1, 1978.

Figure 3
The assemblage of automotive repair shop and garages are visible in a 1978 aerial photograph.

Regulatory Framework

California Register Eligibility

Per the California Office of Historic Preservation, in order for a historical resource to be considered eligible for designation, it must be significant at the local, state, or national level, under one or more of the following four criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or
2. It is associated with the lives of persons important to local, California, or national history; or
3. It embodies the distinctive characteristics of a type, period, region, or method or construction, or represents the work of a master, or possesses high artistic values; or
4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

Sacramento Register Eligibility

The criteria and requirements for listing on, or deletion from, the Sacramento register as a landmark, historic district or contributing resource are as follows:

A. Listing on the Sacramento register—Landmarks. A nominated resource shall be listed on the Sacramento register as a landmark if the city council finds, after holding the hearing required by this chapter, that all of the requirements set forth below are satisfied:
    1. Requirements.
        a. The nominated resource meets one or more of the following criteria:
            i. It is associated with events that have made a significant contribution to the broad patterns of the history of the city, the region, the state or the nation;
            ii. It is associated with the lives of persons significant in the city's past;

iii. It embodies the distinctive characteristics of a type, period or method of construction;
iv. It represents the work of an important creative individual or master;
v. It possesses high artistic values; or
vi. It has yielded, or may be likely to yield, information important in the prehistory or history of the city, the region, the state or the nation;

b. The nominated resource has integrity of location, design, setting, materials, workmanship and association. Integrity shall be judged with reference to the particular criterion or criteria specified in subsection A.1.a of this section;

c. The nominated resource has significant historic or architectural worth, and its designation as a landmark is reasonable, appropriate and necessary to promote, protect and further the goals and purposes of this chapter.

Integrity

For a property to be eligible for listing in the California Register or as a Sacramento Landmark, it must meet one of the eligibility criteria discussed above as well as retain sufficient integrity. National Park Service guidance in "How to Apply the National Register Criteria for Evaluation" present seven aspects of integrity that should be considered when evaluating buildings as potential historic resources.[15] They are location, design, setting, materials, workmanship, feeling, and association.

Mid-Century Modern in the City of Sacramento Evaluation Guidance

The *Mid-Century Modern in the City of Sacramento Historic Context Statement and Survey Results* (2017) provides additional guidance regarding the significance and integrity thresholds for commercial properties in Sacramento:

> Sacramento experienced commercial growth proportionally equal to that of its residential growth during the 1940 to 1970 period. Commercial properties expanded alongside new residential developments as well as within older areas as redevelopment or infill projects. Examples of commercial properties are shopping centers, or stand-alone stores/shops, restaurants, gas stations, motels/hotels, as well as banks or other financial institutions.[16] […]
>
> - [Criteria A/1/i –] Commercial properties might be eligible under this criterion if they are directly associated with the growth or suburbanization of Sacramento. Commercial properties (shopping centers, banks, hotels, etc.). might not be individually eligible under this criterion, but might contribute to a commercial historic district.
>
> It must be demonstrated that the properties played an important role in post-World War II suburbanization, community planning/development, or business development (including but not limited to: retail operations, banking, restaurant management, and hotelkeeping).
>
> The aspects of integrity that must displayed are: Location, design, materials, setting, feeling, and association.
>
> - [Criteria B/2/ii –] To meet this criterion there must be a direct association with significant persons in Sacramento's history. These might include civic or community leaders, store owners/operators, restaurant owners/operators, bankers, or hoteliers. The association with the individual must have an important association with the person's productive life and be the best representation to demonstrate their significance. Commercial properties may be significant under this criterion if research clearly supports that a significant person performed the activity for which they were known at the property which may include some sort of trade or business activity.
>
> Should research support that a commercial property is eligible under this criterion, the aspects of integrity that must displayed are: Location, design, materials, setting, feeling, and association.
>
> - [Criteria C/3/iii-v –] Individual custom-designed or architect-designed commercial properties must be designed by an architect or builder for a specific client, a specific site, or a specific commercial purpose. The commercial property must be an important example of a Mid-Century Modern architectural styles identified in this historic context statement. Or the property must represent the work of a master architect or builder identified in this historic context statement. Commercial properties may also qualify as a commercial historic district if there is a high concentration of buildings and/or structures that constitute a defined contiguous area or if a cohesive theme links otherwise discontiguous properties by way of their commercial purpose or linked historic association.

> Signage may also play a role in significance of a commercial property and may be noteworthy on its own or in association with the building.
>
> An individual property eligible under this criterion must display these aspects of integrity: Location, design, setting, and materials. A historic district eligible under this criterion must display these aspects of integrity: Location, design, materials, setting, feeling, and association.[17]

Significance Evaluation

According to the evaluation guidance outlined above, the mid-century commercial property type in Sacramento is generally not considered eligible for information potential (Criteria 4/*vi*). The building at 1876 Stockton Boulevard is evaluated below for potential historic significance according to California Register of Historical Resources (California Register) Criteria 1 through 3 and Sacramento Register of Historic and Cultural Resources (Sacramento Register) Criteria *i* through *v*. Additional guidance for commercial properties is provided by the *Mid-Century Modern in the City of Sacramento Historic Context Statement and Survey Results* (2017). That guidance has been applied to the evaluation below.

Criteria 1/i — Events

According to the *Mid-Century Modern in the City of Sacramento Historic Context Statement and Survey Results (2017),* "It must be demonstrated that [a property] played an important role in post-World War II suburbanization, community planning/development, or business development" in order to be eligible for listing under Criteria A/1/i.

Archival research indicates that while the construction of the building at 1876 Stockton Boulevard reflects typical post-World War II patterns of commercial development in Sacramento's Alhambra Triangle neighborhood, it does not appear to possess any unique significance for this association. As described in the context discussion above, following World War II, the City of Sacramento experienced a substantive demographic and economic expansion. During this period, Sacramento's post-war commercial development heavily incorporated the features of the Mid-Century Modern architectural style. After 1945, the nation's unprecedented economic and demographic boom provided the necessary impetus for the revival of architectural development and experimentation that had stagnated during years of wartime austerity. The buildings at 1876 Stockton Boulevard are among many commercial buildings constructed in Sacramento between the 1960s through 1970s. However, it does not appear to possess any unique significance for this association. Furthermore, research does not indicate that any important events significant to local, state, or national history are associated with the subject building. For these reasons, the building at 1876 Stockton Boulevard does not appear to be individually eligible for listing under Criteria 1/i.

Criteria 2/ii — People

Preliminary research did not identify any significant associations between the buildings at 1876 Stockton Boulevard and significant persons or businesses. The automotive repair shops and garages that were constructed between 1960 and 1971 to serve as John's Automotive Service, a specialty car repair business owned and operated by local businessman John Savarino between 1953 and 2003. Review of available permit records and newspaper articles indicates that the parcel was occupied by John's Automotive Service from ca. 1955 to ca. 1980s, after which it was occupied by Stewart's Autobody from ca. 1992 to 2026. While preliminary research confirms that John's Automotive Service was a generally successful Sacramento business enterprise, that association does not appear to rise to the level of significance necessary for listing in the California or Sacramento Registers. Furthermore, research does not indicate that any other former owner or occupant achieved notable professional or personal accomplishments that are significantly associated with the subject building. As research does not indicate that 1876 Stockton Boulevard is significantly associated with the productive life of any significant person or business, it does not appear to be individually eligible for listing under Criteria 2/ii.

Criteria 3/iii-v — Design/Construction

To be eligible under Criteria C/3/iii-v, a building must embody the distinctive characteristic of a type, period, or method of construction, reflect high artistic value, or represent the work of a master design professional. The buildings at 1876 Stockton Boulevard are common and altered examples of Mid-Century Modern buildings constructed in Sacramento during the post-World War II period (1945-1970). The buildings possess several characteristics of the style, including low, wide massing, clean lines, minimal decoration, and flat planes.

Within its context as an office building, 1876 Stockton Boulevard does not appear to rise to a level of significance as a property that embodies distinctive characteristics of the style, nor does it reflect high artistic value as Mid-Century Modern buildings. Rather, the buildings are typical, rather than exemplary, representation of the style. Research identified multiple builders and/or design professionals associated with the parcel. They include the builders of the 1960 shop (Guth & Schmidt) and 1964 garage (Metal Engineering), and the architect and builder of the 1971 garage, R.A. McGuire and Walker & Donant, respectively. Little additional information could be found about the body of work associated with these professionals and, as such, the subject parcel does not appear to be the work of a design professional recognized by the City of Sacramento as a master of their craft. Therefore, the buildings at 1876 Stockton Boulevard do not appear to be the works of a master. For these

reasons, the buildings at 1876 Stockton Boulevard do not appear to be individually eligible for listing under Criteria C/3/iii-v.

Integrity

In addition to being eligible for listing under at least one of the four California Register criteria, a property must also retain sufficient integrity to convey its historical significance. There are seven aspects to consider when evaluating the integrity of a property: location, design, setting, materials, workmanship, feeling, and association. As discussed above, the buildings at 1876 Stockton Boulevard do not appear to be individually eligible for listing in the California or Sacramento registers; therefore, a further assessment of integrity is not presented.

Summary

The buildings at 1876 Stockton Boulevard do not appear to be individually eligible for listing in the California Register of Historical Resources or Sacramento Register of Historic and Cultural Resources, and an assessment of integrity is not applicable. As such, 1876 Stockton Boulevard is not considered a historical resource for the purposes of CEQA.

***B12. References:** (Continued from page 2)

[1] GEI Consultants, Inc., and Mead & Hunt, Inc., *Mid-Century Modern in the City of Sacramento Historic Context Statement and Survey Results,* prepared for the City of Sacramento, September 30, 2017, 2-4.

[2] GEI Consultants, 2-4.

[3] GEI Consultants, 2-4.

[4] GEI Consultants, 2-7.

[5] GEI Consultants, 2-12.

[6] GEI Consultants, 2-16-2-18.

[7] GEI Consultants, 2-18-2-19.

[8] GEI Consultants, 3-9.

[9] GEI Consultants, 3-10.

[10] Sanborn Map Company, *Insurance Maps of Sacramento California, Volume2* (New York: Sanborn Map Company, 1952), sheet 22.

[11] Permit # E-7800, July 10, 1964, City of Sacramento.

[12] Bruce Grant, "Sacramento Has Maserati Dealer," *Sacramento Bee,* July 30, 1976, 35.

[13] "Savarino, John," *Sacramento Bee,* January 26, 2003, B7.

[14] Stewart's Autobody, "Locations," accessed July 27, 2026, https://www.stewartsauto.com/.

[15] California Office of Historic Preservation, *Instructions for Recording Historical Resources* (Sacramento: Office of Historic Preservation, 1995). Accessed March 28, 2025, https://ohp.parks.ca.gov/pages/1054/files/manual95.pdf.

[16] GEI Consultants, 5-4.

[17] GEI Consultants, 5-5.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code Reviewer Date

Page 1 **of** 10 ***Resource Name or #:** 1922 Stockton Boulevard
P1. Other Identifier: 1955 36th Street
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**
***a. County** Sacramento
***b. USGS 7.5' Quad** Sacramento East **Date** 2021 **T** ; **R** ; ¼ **of** ¼ **of Sec** ; Mount Diablo **B.M.**
c. Address 1922 Stockton Boulevard City Sacramento Zip 95816
d. UTM: Zone 10S, 633893.05 mE/ 4269095.72 mN; NAD 83
e. Other Locational Data: APN 010-0073-008-0000

***P3a. Description:** The building at 1922 Stockton Boulevard is a one- and two-story commercial building with an irregular footprint constructed of wood framing over a concrete foundation. The Late Moderne-style building is clad variously with CMU and smooth stucco and concrete finish and capped by a flat roof set behind a low parapet. The primary (southeast) façade is angled to accommodate the irregular intersection of Stockton Boulevard and the 36th Street / Stockton Boulevard Alley. The primary façade features two offset volumes. Expansive, steel-sash glazing situated above a brick landscape box wraps around the ground floor level of the southernmost façade and terminates at an aluminum-frame, glazed primary entrance set beneath a transom. A slightly projecting second-floor level features two multi-light window assemblies and terminates in a curved roof overhang. The eastern volume features a pair of metal-sash windows and signage for the current occupant is set beneath a shallow curved canopy on the ground-floor level and a multi-light window assembly on the second-floor level. The north façade is devoid of fenestration and abuts an irregularly-shaped utility-storage unit that is constructed of CMU and features an unglazed, flush metal door. The northwest façade features a secondary, one-story storefront that faces a small, paved parking lot. The façade features a metal-frame, glazed entrance set beneath a transom displaying the street number "1955" and flanked by fixed, aluminum-frame storefront windows. The entrance and window assembly are recessed beneath a projecting roof overhang. A parapet containing a sign panel that reads "DCI Home Dialysis" is situated above the canopy line. The south façade features five and three metal-sash windows on the ground- and second-floor, respectively.

***P3b. Resource Attributes:** HP6. 1-3 story commercial building
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: Primary façade, view facing northwest. ESA, 2026.

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric
☐ Both
1947. Source: City of Sacramento Assessor Records.

***P7. Owner and Address:**
Dialysis Clinic, Inc.
1633 Church Street
Nashville, Tennessee 37203

P8. Recorded by:
Katherine Cleveland, ESA
2600 Capitol Avenue, Suite 200
Sacramento, CA 95816

***P9. Date Recorded:** July 28, 2026

***P10. Survey Type:** Intensive

***P11. Report Citation**: Environmental Science Associates. *Sacramento Republic Football Club Billboards Project Cultural Resources Inventory and Evaluation Report.* Prepared for Primero Outdoor Media. September 2026.

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** 1922 Stockton Boulevard ***NRHP Status Code** 6Z

B1. Historic Name: 1955 36th Street
B2. Common Name: 1922 Stockton Boulevard
B3. Original Use: Commercial B4. Present Use: Medical offices
***B5. Architectural Style:** Late Moderne
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Constructed in 1947. For further details about the development of the parcel, see page 5.

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** N/A **Original Location:** N/A
***B8. Related Features:** None

B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** Post-World War II Commercial Development **Area** Sacramento
Period of Significance 1947 **Property Type** Commercial **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The building at 1922 Stockton Boulevard does not appear to possess significance for listing in the California Register of Historical Resources (California Register) or Sacramento Register of Historic and Cultural Resources (Sacramento Register) under any criteria. As such, it is not considered a historical resource for the purposes of CEQA.

Historic Context

Post-war Sacramento (1940-1970)

Like most of California's major metropolitan centers, the City of Sacramento experienced a substantive demographic and economic expansion in the aftermath of World War II. The defense economy that had exploded during wartime mobilization continued after 1945 and nearby military outposts such as the Army Signal Depot, Mather AFB, and McClellan AFB remained one of Sacramento's largest employers.[1] The Serviceman's Readjustment Act (also known as the G.I. Bill) of 1944 empowered military veterans to acquire a college education at Sacramento's universities and qualify for home mortgages in the city's rapidly growing residential neighborhoods. In 1966, an amendment to the State Constitution enabled the California legislature to meet in less restricted general sessions, thereby establishing a so-called "full-time" legislature and exacerbating the influx of civil servants seeking to relocate to the state capitol.[2] (Continued on page 3)

B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:**
See continuation sheet.

B13. Remarks:



***B14. Evaluator:** Amy Langford, ESA
***Date of Evaluation:** July 2026

*Recorded by: Amy Langford, ESA *Date: July 2026 ☒ Continuation ☐ Update

*P3a. Description: (Continued from page 1)



Figure 1. Rear (northwest) façade, view facing northeast.
Photo source: ESA, 07/28/2026.

*B10. Significance: (Continued from page 2)

Cumulatively, these factors created a population boom over the next two decades. Census records indicate that between 1940 and 1950, Sacramento's population rose from 105,958 residents to 137,572 residents. That trend continued beyond the immediate postwar years. For instance, the city's population would increase by another 22 percent between the years 1955 and 1960 alone. Seeking to accommodate—and capitalize upon—its growing population and local economy, Sacramento spent the postwar years gradually annexing and subsequently developing neighboring regions. In turn, residential and commercial development radically transformed California's capital.[3]

Echoing national trends, Sacramento's commercial development primarily grew along, and within, its increasingly dispersed residential suburbs after 1945. Subsequently, its city center and aging downtown neighborhoods suffered in the absence of concentrated financial investment. The Federal Housing Act (1949) and California's Community Redevelopment Law (1951) enabled local governments to carry out comprehensive community overhaul projects that redevelop aging and neglected buildings and parcels.[4] In Sacramento, urban renewal projects resulted in the demolition and rebuilding of large swaths of buildings in West End, Chinatown Mall, the central business district, and downtown/midtown.[5] While advocates hailed "urban renewal" as a balm for urban blight, the broad authority such laws bestowed upon local agencies was often deployed without consideration for the local businesses and communal ties that were ruptured in its wake.

Commercial Development

The building at 1922 Stockton Boulevard reflect post-World War II commercial development in Sacramento. The following excerpt is from the *Mid-Century Modern in the City of Sacramento Historic Context Statement and Survey Results* (2017)*:*

> Mid-Century Modern commercial architecture in Sacramento is generally expressed throughout the city limits. The style is represented through various aspects of commercial enterprises such as shopping centers, anchor department stores, smaller independent stores, financial institutions, restaurants, motels/hotels, and gas stations. Prior to World War II, much of the commercial activity of the city occurred within what is known as the Sacramento central business district of downtown/midtown. Post-war revitalization pushed the limits of residential and supporting commercial construction out of downtown in almost all directions.
>
> The construction of commercial architecture during this period follows much of the same patterns as residential development to both entice continued development of certain areas by advertising proximity to desired services and retail outlets as well as supply those residents who had already moved in. Except for some infill construction and a larger redevelopment push for the West End in the 1960s, the clear majority of commercial development for Sacramento during this period was within the rapidly growing suburban areas outside the downtown/midtown neighborhoods. Commercial development during the post-war period took place in neighborhoods located to the south, east, and northeast of the city's core where cheap land was

available for new construction and space to accommodate the preferred mode of post-war transportation: the automobile. Military base construction and operation (primarily McClellan AFB) drove the expansion of residential and commercial development to the northeast during and after World War II in the Del Paso Heights and North Highlands areas.

As was common nationally, all manner of commercial needs followed in the expansion of residential neighborhoods during this time. Employment possibilities away from the central city area, including McClellan AFB, Mather AFB, and Aerojet General (Aerojet), meant that taking advantage of residential and commercial opportunities between these areas made sense to commercial developers. Commercial development areas to the south were located along primary transportation corridors such as Riverside, Freeport, Franklin, and Stockton boulevards that led to food processing jobs in the south and southeast areas.

It should be noted that these commercial enterprises were reacting to increased competition by using new advertising techniques and often implemented use of neon signage and lighting for building decoration to lure potential customers during the evening hours. Supermarkets began using the term “owl hours” to advertise late-night shopping options and the wider use of glass exposing lighted interiors helped make this point. Hotels (apart from older open-plan motels) became dependent up their signs and decorative exteriors representing the quality of the experience that awaited potential customers since the establishment’s insurance of privacy and quiet generally kept non-customers outside. Financial institutions appear to largely consist of an exception to neon lighting use as they typically held to daytime business hours and presented a greater feeling of formality and security.[6]

Shopping Centers, Department Stores, Neighborhood Stores

In addition to the downtown Sacramento business district, by 1965, the Sacramento metropolitan area featured 12 neighborhood shopping centers, five community shopping centers, and five regional shopping centers. This metropolitan area extended beyond Sacramento’s boundary and thus the numbers within the city limits are fewer. For example, Arden Fair (Regional) Shopping Center, constructed in March 1957, (annexed to Sacramento in 1962), is the only regional shopping center from the period within the current city limits. Following World War II, city residents frequented shopping centers currently outside (and primarily northeast of) the limits including: Town and Country Shopping Center (1945), Country Club Center (1952), Country Club Plaza (1958), and Taylor’s Shopping Center (1960). Residents employed by outer-lying Aerojet were served by Mills, Mills Park, and Cordova Village Shopping Centers in the current City of Rancho Cordova area. Southward of Sacramento’s downtown area there existed Southgate and Southgate Plaza Shopping Centers (1960), also outside the city limits, but seeking to serve more regional customers within the city.

While regional shopping centers attracted larger retailers, it was the neighborhood and community shopping centers that presented the greatest customer draw away from the downtown/midtown central business district as they featured newer and larger supermarkets. In fact, the lure of new and more inclusive supermarkets reflected a national trend in which 10,000 supermarkets existed nationwide in 1946, and by 1953, the industry witnessed another 7,000 constructed. These new stores of the early 1950s often incorporated a functional Modernist aesthetic and featured a more eye-catching front with a large horizontal window extending across an entire facade of the building to put on display the activities and products held inside as their draw. Competition became so aggressive in the late-1950s and early-1960s that supermarkets and stores implemented more visually captivating exterior architectural details to differentiate their largely standardized (interior) stores from competitors.

In 1956, the first major store, Sears, moved from downtown Sacramento to the suburbs. This event is considered the beginning of the shift from growth in downtown as the primary shopping destination to the outer-lying suburban areas. Between 1958 and 1965, the number of shopping goods stores (general merchandise, apparel, accessories, furniture, and appliances) dropped from 342 stores to 290.

The commercial growth in the expanding suburbs of Sacramento focused on independent stores lining major thoroughfares connecting to (or passing through) residential neighborhoods, and often smaller collections of stores were commonly anchored by large supermarkets. Examples of this are the Fruitridge Manor Shopping Center, constructed in 1948, that held one of the many Inks Brothers Supermarkets; Tallac Village, constructed in 1951, featuring a Raley’s supermarket; Sutterville Shopping Center, constructed in 1955, with a Cardinal-Inks Market; and South Land Park Hills Shopping Center, constructed in two phases between 1960 and 1968 with initially a Safeway and later a Jumbo Market.

> Development patterns for shopping centers and stores varied depending upon the availability of suitable and inexpensive properties as well as ease of access and parking. Freeport Boulevard extended the development of shopping services generally along its entire corridor like that of Franklin Boulevard and Stockton Boulevard to the east. Freeport Boulevard and other main streets benefited from smaller neighborhood shopping centers having limited capacity for growth at a time when neighborhoods were expanding exponentially in the 1950s. Somewhat unique is Riverside Boulevard, which city officials sought to limit commercial store development to increments of one mile spacing as part of a new planning strategy. This innovative thinking reflected the desires of new homeowners wishing to avoid overexpansion of commercial development in their newly adopted suburbs.
>
> While so many of the stores were being constructed or moving to the suburbs, the SRA sought to bring new commercial interest to the West End of downtown starting in 1956, and succeeded in enticing Macy's to construct a new store by 1963. The City thought that a large retailer like Macy's committing to the downtown area would encourage additional commercial development to replace those variety stores that served the lower income groups that had historically been in the area; however, retail sales did not increase (nor did demand for additional retail space) as expected, and additional considerations for creating interest in downtown centered on creation of a "commercial superblock," pedestrian mall, public transportation, and consolidated parking areas. Much of this vision was eventually realized with the formation of a pedestrian mall along K Street and the design and construction of the Downtown Plaza Mall by Victor Gruen Associates between 1967 and 1971.[7]

Mid-Century Modern Architecture

Whether it was among its new suburban areas or infill within its traditional commercial centers, Sacramento's post-war commercial development heavily incorporated the features of the Mid-Century Modern architectural style. After 1945, the nation's unprecedented economic and demographic boom provided the necessary impetus for the revival of architectural development and experimentation that had stagnated during years of wartime austerity. Due to the nearly overwhelming demand for housing in California, residential tract houses designed in the Contemporary or Ranch Modern style—with their clean lines, geometric massing, and horizontal emphasis--are often highlighted as hallmarks of Mid-Century Modernism.[8] Broadly characterized as a variation of Modernism, Mid-Century Modernism was generally less sterile than the concurrent International Style, tended towards solid wall surfaces, and incorporated a combination of manufactured and natural materials.

Character-defining features of the Mid-Century Modern Style include:

- Low, wide massing;
- Clean lines and geometric shapes;
- Minimal decoration;
- Large, expansive windows;
- The incorporation of a variety of natural and manufactured materials, such as stone, brick, wood, stucco, metal, concrete, and plastic;
- Flat planes, especially in the roofline; and
- Changes in elevation.[9]

Late Moderne

The building at 1922 Stockton Boulevard is an example of Late Moderne commercial architecture that was common in Sacramento during the immediate post-World War II period. The City of Sacramento's *Mid-Century Modern in the City of Sacramento Historic Context Statement* summarizes the significance of Late Moderne architecture as follows:

> Buildings designed in the Late Moderne style evolved out of the Streamline Moderne style that emerged in the 1930s. Streamline Moderne reflected a clean, efficient, and economical approach to building design that signified a break from the ornamented Art Deco designs of the 1920s and embraced the machine-age aesthetic associated with speed and movement. Streamline Moderne-style buildings generally featured flat roofs, overall horizontal emphasis, smooth wall surfaces, curved corners, steel-frame corner windows, glass block, and pipe railings along staircases and balconies. Although residential construction slowed considerably during World War II buildings constructed immediately following the war still reflected elements of the Streamline Moderne and are referred to as Late Moderne. Late Moderne-style buildings have modest, stripped down features of the Streamline Moderne style and reflect the influence of the International style that was developing around the same period. Late Moderne-style buildings were built primarily between 1945 and the mid-1960s.[10]

Typical features of the Late Moderne style include:

- Flat roofs;
- Anglar and box-like massing with horizontal emphasis;
- Smooth exterior walls (concrete or stucco);
- Canopies over entryways;
- Fenestration consisting of punched windows or horizontal bands of steel-frame windows, often wrapping around corners;
- Windows with projecting surrounds; and
- Muted curved details.

Subject Property

Property and Construction History

A review of early area maps indicates that Sacramento's Med Center neighborhood was primarily comprised of residential, commercial, and light industrial properties by the early 1950s. According to a 1952 Sanborn Fire Insurance Company map, the subject parcel was occupied by a row of commercial stores with frontage on Stockton Boulevard (1900-1932 Stockton Boulevard) and the subject building (previously listed as 1955 36th Street).[11] The extant commercial building at 1922 Stockton Boulevard was constructed in 1947 and the row of commercial shops along Stockton Boulevard had been demolished by 1971 (**Figure 2**).

According to building permit records, newspapers articles, historic aerial imagery, and ESA staff observations conducted during an intensive pedestrian survey, relatively few recorded or observable changes were made to the property over time, such as the replacement of original doors and windows, stucco repairs, and alterations to the store-front glazing at unknown dates.

Ownership and Occupancy

Preliminary research indicates that the building at 1922 Stockton Boulevard has likely continuously functioned as a commercial space since the late 1960s. While a review of available building permit records failed to identify the buildings original occupants or owners, recent records indicate that the building has served as a commercial office space for medical facilities since the 2010s. Known owners and occupants are listed in **Table1.**

TABLE 1: OWNERS/OCCUPANT

Year(s) of Occupation	Address	Occupant(s)/Business	Notes
1956 – 1957	1955 36th Street	Sacramento Aluminum Company	*Sacramento Bee* (October 20, 1956); (July 13, 1957)
1957	1955 36th Street	Timberib Buildings	*Sacramento Bee* (June 21, 1957)
1958	1955 36th Street	Scott & Fetzer Company	*Sacramento Bee* (May 15, 1958)
1981	1922 Stockton Boulevard	American Fund Raising Services; Ask America-Ask Sacramento Marketing Research	Address listed: 1932 Stockton Boulevard. Sacramento City Directory (1981: 488)
2002–2015	1922 Stockton Boulevard	Edward J. Nemeth	Sacramento County Clerk-Recorder, Document No.1506220570 (2015); 212261765 (2002)
Ca. 2015 – 2019	1922 Stockton Boulevard	Hyperbaric Oxygen Clinic of Sacramento	Google Street View (various dates)
Ca. 2022 – 2026	1922 Stockton Boulevard	Thomas A. Depner, M.D.; Center for Excellence in Home Dialysis Training	Google Street View (various dates)
2016–2026	1922 Stockton Boulevard	Dialysis Clinic, Inc.	Sacramento County Clerk-Recorder, Document No. 1608251082 (2016)



Source: Flight CAS_8121, Frame 242, April 1, 1978. Edited by ESA, 2026.

Figure 2
The commercial building at 1922 Stockton Boulevard (outlined in red) is visible in a 1978 aerial photograph. North is up.

Regulatory Framework

California Register Eligibility

Per the California Office of Historic Preservation, in order for a historical resource to be considered eligible for designation, it must be significant at the local, state, or national level, under one or more of the following four criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or
2. It is associated with the lives of persons important to local, California, or national history; or
3. It embodies the distinctive characteristics of a type, period, region, or method or construction, or represents the work of a master, or possesses high artistic values; or
4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

Sacramento Register Eligibility

The criteria and requirements for listing on, or deletion from, the Sacramento register as a landmark, historic district or contributing resource are as follows:

A. Listing on the Sacramento register—Landmarks. A nominated resource shall be listed on the Sacramento register as a landmark if the city council finds, after holding the hearing required by this chapter, that all of the requirements set forth below are satisfied:
    1. Requirements.
        a. The nominated resource meets one or more of the following criteria:
            i. It is associated with events that have made a significant contribution to the broad patterns of the history of the city, the region, the state or the nation;
            ii. It is associated with the lives of persons significant in the city's past;

iii. It embodies the distinctive characteristics of a type, period or method of construction;
iv. It represents the work of an important creative individual or master;
v. It possesses high artistic values; or
vi. It has yielded, or may be likely to yield, information important in the prehistory or history of the city, the region, the state or the nation;

b. The nominated resource has integrity of location, design, setting, materials, workmanship and association. Integrity shall be judged with reference to the particular criterion or criteria specified in subsection A.1.a of this section;

c. The nominated resource has significant historic or architectural worth, and its designation as a landmark is reasonable, appropriate and necessary to promote, protect and further the goals and purposes of this chapter.

Integrity

For a property to be eligible for listing in the California Register or as a Sacramento Landmark, it must meet one of the eligibility criteria discussed above as well as retain sufficient integrity. National Park Service guidance in "How to Apply the National Register Criteria for Evaluation" present seven aspects of integrity that should be considered when evaluating buildings as potential historic resources.[12] They are location, design, setting, materials, workmanship, feeling, and association.

Mid-Century Modern in the City of Sacramento Evaluation Guidance

The *Mid-Century Modern in the City of Sacramento Historic Context Statement and Survey Results* (2017) provides additional guidance regarding the significance and integrity thresholds for commercial properties in Sacramento:

> Sacramento experienced commercial growth proportionally equal to that of its residential growth during the 1940 to 1970 period. Commercial properties expanded alongside new residential developments as well as within older areas as redevelopment or infill projects. Examples of commercial properties are shopping centers, or stand-alone stores/shops, restaurants, gas stations, motels/hotels, as well as banks or other financial institutions.[13] […]
>
> - [Criteria A/1/i –] Commercial properties might be eligible under this criterion if they are directly associated with the growth or suburbanization of Sacramento. Commercial properties (shopping centers, banks, hotels, etc.). might not be individually eligible under this criterion, but might contribute to a commercial historic district.
>
> It must be demonstrated that the properties played an important role in post-World War II suburbanization, community planning/development, or business development (including but not limited to: retail operations, banking, restaurant management, and hotelkeeping).
>
> The aspects of integrity that must displayed are: Location, design, materials, setting, feeling, and association.
>
> - [Criteria B/2/ii –] To meet this criterion there must be a direct association with significant persons in Sacramento's history. These might include civic or community leaders, store owners/operators, restaurant owners/operators, bankers, or hoteliers. The association with the individual must have an important association with the person's productive life and be the best representation to demonstrate their significance. Commercial properties may be significant under this criterion if research clearly supports that a significant person performed the activity for which they were known at the property which may include some sort of trade or business activity.
>
> Should research support that a commercial property is eligible under this criterion, the aspects of integrity that must displayed are: Location, design, materials, setting, feeling, and association.
>
> - [Criteria C/3/iii-v –] Individual custom-designed or architect-designed commercial properties must be designed by an architect or builder for a specific client, a specific site, or a specific commercial purpose. The commercial property must be an important example of a Mid-Century Modern architectural styles identified in this historic context statement. Or the property must represent the work of a master architect or builder identified in this historic context statement. Commercial properties may also qualify as a commercial historic district if there is a high concentration of buildings and/or structures that constitute a defined contiguous area or if a cohesive theme links otherwise discontiguous properties by way of their commercial purpose or linked historic association.

Signage may also play a role in significance of a commercial property and may be noteworthy on its own or in association with the building.

An individual property eligible under this criterion must display these aspects of integrity: Location, design, setting, and materials. A historic district eligible under this criterion must display these aspects of integrity: Location, design, materials, setting, feeling, and association.[14]

Significance Evaluation

According to the evaluation guidance outlined above, the mid-century commercial property type in Sacramento is generally not considered eligible for information potential (Criteria 4/*vi*). The building at 1922 Stockton Boulevard is evaluated below for potential historic significance according to California Register of Historical Resources (California Register) Criteria 1 through 3 and Sacramento Register of Historic and Cultural Resources (Sacramento Register) Criteria *i* through *v*. Additional guidance for commercial properties is provided by the *Mid-Century Modern in the City of Sacramento Historic Context Statement and Survey Results* (2017). That guidance has been applied to the evaluation below.

Criteria 1/i — Events

According to the *Mid-Century Modern in the City of Sacramento Historic Context Statement and Survey Results (2017),* "It must be demonstrated that [a property] played an important role in post-World War II suburbanization, community planning/development, or business development" in order to be eligible for listing under Criteria 1/i.

Archival research indicates that while the construction of the building at 1922 Stockton Boulevard reflects typical post-World War II patterns of commercial development in Sacramento's Med Center neighborhood, it does not appear to possess any unique significance for this association. As described in the context discussion above, following World War II, the City of Sacramento experienced a substantive demographic and economic expansion. During this period, Sacramento's post-war commercial development heavily incorporated the features of the Mid-Century Modern architectural style. After 1945, the nation's unprecedented economic and demographic boom provided the necessary impetus for the revival of architectural development and experimentation that had stagnated during years of wartime austerity. The building at 1922 Stockton Boulevard is one of many commercial buildings constructed in Sacramento during the immediate post-World War II period. However, it does not appear to possess any unique significance for this association. Furthermore, research does not indicate that any important events significant to local, state, or national history are associated with the subject building. For these reasons, the building at 1922 Stockton Boulevard does not appear to be individually eligible for listing under Criteria 1/i.

Criteria 2/ii — People

Preliminary research did not identify any significant associations between the building at 1922 Stockton Boulevard and significant persons or businesses. It is a commercial building that was constructed in 1947 and a review of available permit records and newspaper articles indicates that the building has continuously functioned as a commercial office space since that time and has since been owned and occupied by various business enterprises. Research does not indicate that the building at 1922 Stockton Boulevard is associated with the founding of any important business enterprise, nor does it appear to be significantly associated with the personal achievements of any known founders or employees. Furthermore, research does not indicate that any other former owner or occupant achieved notable professional or personal accomplishments that are significantly associated with the subject building. As research does not indicate that 1922 Stockton Boulevard is significantly associated with the productive life of any significant person or business, it does not appear to possess individual significance for listing under Criteria 2/ii.

Criteria C/3/iii-v — Design/Construction

To be eligible under Criteria 3/*iii-v*, a building must embody the distinctive characteristic of a type, period, or method of construction, reflect high artistic value, or represent the work of a master design professional. According to the *Mid-Century Modern in the City of Sacramento Historic Context Statement and Survey Results (2017),* an "individual custom-designed or architect-designed commercial properties must be designed by an architect or builder for a specific client, a specific site, or a specific commercial purpose. The commercial property must be an important example of a Mid-Century Modern architectural styles identified in this historic context statement. Or the property must represent the work of a master architect or builder identified in this historic context statement."

The building at 1922 Stockton Boulevard was constructed as an office building in 1947 and is a common example of a Late Moderne building constructed in Sacramento during the post-World War II period (1945-1970). The building possesses several characteristics of the style, including a flat roof, box-like massing with horizontal emphasis, smooth exterior walls, and muted curved details.

Within its context as an office building, 1922 Stockton Boulevard does not appear to rise to a level of significance as a property that embodies distinctive characteristics of the style, nor does it reflect high artistic value as a Late Moderne building. Rather,

the building is a typical, rather than exemplary, representation of the style.

Preliminary research failed to identify any association between the building, its original specific commercial purpose, or an individual recognized by the City of Sacramento as an architect or builder of merit. For these reasons, the building at 1922 Stockton Boulevard does not appear to be the work of a master or a commercial property custom-designed for a specific client or commercial purpose. For these reasons, the building at 1922 Stockton Boulevard does not appear to possess individual significance for listing under Criteria 3/*iii-v*.

Integrity

In addition to being eligible for listing under at least one of the four California Register criteria, a property must also retain sufficient integrity to convey its historical significance. There are seven aspects to consider when evaluating the integrity of a property: location, design, setting, materials, workmanship, feeling, and association. As discussed above, the building at 1922 Stockton Boulevard does not appear to be individually eligible for listing in the California or Sacramento registers; therefore, a further assessment of integrity is not presented.

Summary

The building at 1922 Stockton Boulevard does not appear to be individually eligible for listing in the California Register of Historical Resources or Sacramento Register of Historic and Cultural Resources, and an assessment of integrity is not applicable. As such, it is not considered a historical resource for the purposes of CEQA.

***B12. References:** (Continued from page 2)

[1] GEI Consultants, Inc., and Mead & Hunt, Inc., *Mid-Century Modern in the City of Sacramento Historic Context Statement and Survey Results,* prepared for the City of Sacramento, September 30, 2017, 2-4.

[2] GEI Consultants, 2-4.

[3] GEI Consultants, 2-4.

[4] GEI Consultants, 2-7.

[5] GEI Consultants, 2-12.

[6] GEI Consultants, 2-16-2-18.

[7] GEI Consultants, 2-18-2-19.

[8] GEI Consultants, 3-9.

[9] GEI Consultants, 3-10.

[10] GEI Consultants, 3-6.

[11] Sanborn Map Company, *Insurance Maps of Sacramento California, Volume2* (New York: Sanborn Map Company, 1952), sheet 22.

[12] California Office of Historic Preservation, *Instructions for Recording Historical Resources* (Sacramento: Office of Historic Preservation, 1995). Accessed March 28, 2025, https://ohp.parks.ca.gov/pages/1054/files/manual95.pdf.

[13] GEI Consultants, 5-4.

[14] GEI Consultants, 5-5.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code Reviewer Date

 ***Resource Name or #:** 1965 36th Street
P1. Other Identifier:
***P2. Location:** ☐ **Not for Publication** ☐ **Unrestricted**
***a. County** Sacramento
***b. USGS 7.5' Quad** Sacramento East **Date** 2021 **T** ; **R** ; ¼ **of** ¼ **of Sec** ; Mount Diablo **B.M.**
c. Address 1965 36th Street City Sacramento Zip 95816
d. UTM: Zone 10S, 633888.82 mE/ 4269081.26 mN; NAD 83
e. Other Locational Data: APN 010-0073-003-0000

***P3a. Description:** The building is a one-story residential building with an irregularly-shaped plan constructed of wood-framing supported by a raised concrete foundation. The Craftsman-style building features narrow lap siding and is capped by a cross-gabled roof with exposed eaves and covered with composition shingles. The primary (west) façade features a steeply pitched front-facing gable with a louvered attic vent and exposed rafter tails and triangular knee braces beneath the eaves. A porch accessed by a concrete stairway with low sidewalls is recessed beneath the principal gable. The entry bay is partially enclosed by a square wood porch posts supported by solid half-height porch railings. A vinyl-sash, single-hung window and an entrance covered by a metal screen door are situated within the porch bay. A prominent window grouping occupies the west side of the façade and consists of a large central fixed picture window flanked by narrow full-heigh sidelights and set beneath a decorative multi-light transom. The north façade abuts a commercial building and features a five-window assembly and an enclosed brick chimney. The rear (east) façade is largely obscured from the public right-of-way but appears to feature a wood panel door and a pair of windows at the ground-floor level. A wood panel attic door that appears to have once featured an exterior porch access is located beneath the gable. The east façade features three vinyl-sash, single-hung windows.

***P3b. Resource Attributes:** HP2. Single family property
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: Primary façade, view facing east. ESA, 2026.

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric
☐ Both
1924. Source: City of Sacramento building permit records.

***P7. Owner and Address:**
Kenneth M. Fahn
P.O. Box 97
Davis, CA 95617

P8. Recorded by:
Katherine Cleveland, ESA
2600 Capitol Avenue, Suite 200
Sacramento, CA 95816

***P9. Date Recorded:** July 28, 2026

***P10. Survey Type:** Intensive

***P11. Report Citation**: Environmental Science Associates. *Sacramento Republic Football Club Billboards Project Cultural Resources Inventory and Evaluation Report.* Prepared for Primero Outdoor Media. September 2026.

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** 1965 36th Street ***NRHP Status Code** 6Z

B1. Historic Name: 1965 36th Street
B2. Common Name: 1965 36th Street
B3. Original Use: Single-family residence B4. Present Use: Single-family residence
***B5. Architectural Style:** Craftsman
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Constructed in 1924. For further details about the development of the parcel, see page 4.

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** N/A **Original Location:** N/A
***B8. Related Features:** None

B9a. Architect: Unknown b. Builder: Davies & Rugg
***B10. Significance: Theme** Residential Development **Area** Sacramento
Period of Significance 1924 **Property Type** Residential **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The building at 1965 36th Street does not appear to possess significance for listing in the California Register of Historical Resources (California Register) or Sacramento Register of Historic and Cultural Resources (Sacramento Register) under any criteria. As such, it is not considered a historical resource for the purposes of CEQA.

Historic Context

City of Sacramento

While the Spanish had made forays into the Central Valley since the mid eighteenth century, the earliest non-indigenous presence in the region occurred in 1808 when Capitan Gabriel Moraga led an expedition from Mission San Jose to the northern Sacramento Valley. By the late 1820s, English, American, and French fur trappers, attracted by the valley's abundance of animal life, had established operations throughout the region. The Sacramento Valley was still predominantly occupied by Native Americans with only the occasional Spanish expedition into the interior to search for mission sites or escaped neophytes. The earliest Euro-American settlement of the area occurred in the 1840s with the establishment of land grants by the Mexican government (continue on page 3).

B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:** See continuation sheet.

B13. Remarks:



***B14. Evaluator:** Amy Langford, ESA
***Date of Evaluation:** July 2026

***B10. Significance:** (Continued from page 2)

In 1839, John Sutter, born in Germany to Swiss parents, became a Mexican citizen and obtained Governor Juan B. Alvarado's permission to establish a settlement in the California interior. Sutter left Yerba Buena in August of 1839, traveling up the Sacramento River in search of a site for his estate. Sutter arrived at the confluence of the American and Sacramento rivers, established a settlement, and received the first land grant in the region in 1841 for his New Helvetia Rancho. The New Helvetia Ranch encompassed 97 square miles and included lands on the east bank of the Feather and Sacramento Rivers. Sutter established Sutter's Fort, and developed fisheries, a flourmill, and a lumber mill.[1]

Sutter's small riverside settlement quickly took on the role of bustling port as ocean going ships and riverboats used the Sacramento River to transport goods and gold-seeking passengers to the mine fields in the slopes of the Sierra Nevada after the discovery of gold in 1849. Sutter laid out a grid of streets extending from the waterfront and named the new town Sacramento, establishing numbered streets running north to south and lettered streets, east of Front Street along the Sacramento River, running east to west, with each block divided into eight 80-foot by 150-foot lots with four lots on either side of an east/west oriented central alley.

Downtown Sacramento developed rapidly after 1850. The new town was centered on the embarcadero, or Front Street, and continued inland to the east along J Street. The blocks fronting J Street were heavily developed, owing to the street's use as the main road leading east out of the City, with slightly less development on the parallel I and K Streets. By 1851, J Street was substantially occupied from Front Street eastward beyond 10th Street with stores, saloons, hotels, grocery stores, stables, and other concerns vying for the business of visitors and residents.[2,3]

Between 1895 and 1915, the City underwent rapid development thanks to the introduction of a streetcar line. Pacific Gas and Electric Company operated a streetcar line in Sacramento from 1906 to 1943, which supported expanded residential development as outlying areas became more easily accessible. The earliest annexation efforts in the late nineteenth and early twentieth centuries pulled in the suburbs of south and east of the grid. These new suburbs provided housing for residents commuting downtown and were developed in phases spanning the first half of the twentieth century. As private automobiles overtook streetcars as the primary form of transportation, the suburbs surrounding Sacramento expanded further away from the streetcar lines, which eventually fell out of use and were removed by the mid-century. Sacramento's downtown core had fallen into economic and physical decline by the 1930s, as the suburban growth pulled residents out of downtown. Declining tax revenue and property values led to the redevelopment and urban renewal efforts in downtown Sacramento in the post-war period.[4]

Craftsman and California Bungalow Style (ca. 1905 to 1930)

The building at 1965 36th Street is a modest example of the Craftsman Style, which was a popular architectural style in Sacramento during the early 20th century. The following overview of the architectural style and its character-defining features is an excerpt from the San Francisco Planning Department's *Progressive Era & Early Revival Styles (1890-1930)* historic context statement:

> The Craftsman Style, popular both nationally between around 1905 to around 1930 and locally from around 1906 to around 1930, is another well-known Progressive Era architectural style. It is a term given to an architectural offshoot of the Arts & Crafts movement…. The style was inspired by work of the Greene Brothers of Pasadena, who designed high style bungalows mixing English Arts & Crafts influences with wooded Japanese-inspired architecture.
>
> Trademarks of the Craftsman Style include a rustic, wood-crafted look; a natural use of materials; roofs sloping toward the street; dormer windows; exposed beams along the eaves; and brown shingles or overlapping clapboard walls and wood. Often, the owners themselves were the designers.[5]

In summary, character-defining features of the Craftsman Style include:

- Rustic, wood-crafted look or stucco cladding;
- Low pitched, gabled roof (occasionally hipped);
- Exposed roof rafter tails;
- Decorative beams or braces under the gables;
- Dormers; and
- Full or partial width porches.[6]

Subject Property

Property and Construction History

A review of early area maps indicates that Sacramento's Med Center neighborhood was primarily comprised of residential, commercial, and light industrial properties by the early 1950s. According to a 1952 Sanborn Fire Insurance Company map, the subject parcel was situated in a residential neighborhood located south of Stockton Boulevard.[7] Available permit records indicate that a rustic, wood-frame, one-story, five-room dwelling and garage were constructed at the subject parcel in 1924.[8] While the original building permit listed no associated architect, the buildings were constructed by local contactor, Davies & Rugg.[9]

According to building permit records, newspapers articles, historic aerial imagery (**Figure 1**), and ESA staff observations conducted during an intensive pedestrian survey, several observable changes were made to the property over time. Included are the replacement of multiple windows, installation of a metal screen door at the primary entrance, roof repairs, siding replacement, the removal of a deck on the rear façade, and the demolition of the original detached garage and unknown dates.

Ownership and Occupancy

Preliminary research indicates that the building at 1965 36th Street has continuously functioned as a single-family residence since 1924. The building was originally constructed as a residence for H. Kimbrough. The residence was then occupied and subsequently purchase by the Weston family, in 1926[10] and 1928[11], respectively. Fred W. Weston and his wife, Alberta Weston, appear to have lived at 1965 36th Street until Fred Weston's death in 1955.[12] Fred was a local salesman and Alberta appears to have been an active member of the Sacramento Branch of the American Theosophical Society, an esoteric religious movement that emerged in New York state during the late 19th century.[13] Newspaper articles suggest that Alberta Weston regularly hosted various meetings and lectures associated with the organization out of the residence at 1965 36th Street from ca. 1931[14] into the 1940s.[15] Following Fred Weston's death, the parcel was occupied by a series of homeowners. Known owners and occupants are listed in **Table 1.**

TABLE 1: OWNERS/OCCUPANT

Year(s) of Occupation	Occupant(s)/Business	Notes
1924–1928	H. Kimbrough	*Sacramento Bee* (June 29, 1928: 35).
Ca. 1926–ca.1955	Fred W. and Alberta Weston	*Sacramento Bee* (various dates)
Unknown–1983	Marlene L. Schmelling	Sacramento County Clerk-Recorder, Document No. 198306010262 (1983)
1981	Vacant	City Directory (1981: 91)
1983–1988	Harvey and Virginia McGarry	Sacramento County Clerk-Recorder, Document No. 198306010262 (1983)
1988–1989	Donald S. and Linda L. Light	Sacramento County Clerk-Recorder, Document No. 198804011559 (1988)
1989 – 2026	Kenneth M. Fahn	Sacramento County Clerk-Recorder, Document No. 198909201765 (1989)



Source: Flight CAS_8121, Frame 242, April 1, 1978. Edited by ESA, 2026.

Figure 1
The residence at 1965 36th Street (outlined in red) is visible in a 1978 aerial photograph. North is up.

Regulatory Framework

California Register Eligibility

Per the California Office of Historic Preservation, in order for a historical resource to be considered eligible for designation, it must be significant at the local, state, or national level, under one or more of the following four criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or
2. It is associated with the lives of persons important to local, California, or national history; or
3. It embodies the distinctive characteristics of a type, period, region, or method or construction, or represents the work of a master, or possesses high artistic values; or
4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

Sacramento Register Eligibility

The criteria and requirements for listing on, or deletion from, the Sacramento register as a landmark, historic district or contributing resource are as follows:

A. Listing on the Sacramento register—Landmarks. A nominated resource shall be listed on the Sacramento register as a landmark if the city council finds, after holding the hearing required by this chapter, that all of the requirements set forth below are satisfied:
    1. Requirements.

a. The nominated resource meets one or more of the following criteria:
   i. It is associated with events that have made a significant contribution to the broad patterns of the history of the city, the region, the state or the nation;
   ii. It is associated with the lives of persons significant in the city's past;
   iii. It embodies the distinctive characteristics of a type, period or method of construction;
   iv. It represents the work of an important creative individual or master;
   v. It possesses high artistic values; or
   vi. It has yielded, or may be likely to yield, information important in the prehistory or history of the city, the region, the state or the nation;
b. The nominated resource has integrity of location, design, setting, materials, workmanship and association. Integrity shall be judged with reference to the particular criterion or criteria specified in subsection A.1.a of this section;
c. The nominated resource has significant historic or architectural worth, and its designation as a landmark is reasonable, appropriate and necessary to promote, protect and further the goals and purposes of this chapter.

Integrity

For a property to be eligible for listing in the California Register or as a Sacramento Landmark, it must meet one of the eligibility criteria discussed above as well as retain sufficient integrity. National Park Service guidance in "How to Apply the National Register Criteria for Evaluation" present seven aspects of integrity that should be considered when evaluating buildings as potential historic resources.[16] They are location, design, setting, materials, workmanship, feeling, and association.

Significance Evaluation

The building at 1965 36th Street is evaluated below for potential historic significance according to California Register of Historical Resources (California Register) Criteria 1 through 4 and Sacramento Register of Historic and Cultural Resources (Sacramento Register) Criteria *i* through *vi*.

Criteria 1/i — Events

Archival research indicates that while the construction of the building at1965 36th Street reflects typical early 20th-century patterns of residential development in Sacramento's Med Center neighborhood, it does not appear to possess any unique significance for this association. As described in the context discussion above, the City of Sacramento experienced a ongoing demographic and residential expansion during the early 20th century, which fueled by the development of streetcar suburbs beyond the city's downtown core. The building at 1965 36th Street is one of many residential buildings constructed in Sacramento during the 1910s and 1920s. However, it does not appear to possess any unique significance for this association. Furthermore, research does not indicate that any important events significant to local, state, or national history are associated with the building or parcel. For these reasons, the building at 1965 36th Street does not appear to possess individual significance for listing under Criteria 1/i.

Criteria 2/ii — People

Preliminary research did not identify any significant associations between the building at 1965 36th Street and significant persons or businesses. It is a single-family residence that was constructed in 1924 and has been owned and occupied by various homeowners since that time. The residence was continuously owned and occupied by various members of the Frank and Alberta Weston family between ca. 1926 and 1955. Frank was a local salesman and Alberta was a member of the Sacramento Branch of the American Theosophical Society (now referred to the Theosophical Society in America), an esoteric religious organization established in New York state during the late 19th Century. Alberta appears to have regularly hosted meetings and lectures at 1965 36th Street between the early 1930s and mid-1940s. However, research does not suggest that the building is particularly important to the development or history of the Theosophical Society in America (TSA). By the early 20th century, the organization had dozens of local chapters throughout the United States.[17] The residence at 1965 36th Street appears to have been one of several informal meeting places used for a now-defunct[18] Sacramento Branch of the TSA.[19,20] While Alberta Weston appears to have been an active member of the group,[21] research does not indicate that she was a particularly important leader within the organization or instrumental to the organization's development in Sacramento or California. Nor does research indicate that the residence at 1965 36th Street was the location of significance within the organization's broader development or the site of an important religious event. Furthermore, research does not suggest that the residence's other occupants' productive lives were significantly associated with the building or parcel. As research does not indicate that 1965 36th Street is significantly associated with the productive life of any significant person or business, it does not appear to possess individual significance for listing under Criteria 2/*ii*.

Criteria 3/iii-v — Design/Construction

To be eligible under Criteria 3/*iii-v*, a building must embody the distinctive characteristic of a type, period, or method of

construction, reflect high artistic value, or represent the work of a master design professional. The building at 1965 36th Street was constructed as a residence in 1924 and is a common example of a Craftsman Style building constructed in Sacramento during the early 20th century. The building possess several characteristics of the style, including horizontal wood cladding, gabled roof, exposed roof rafter tails, decorative braces under the gables, and a partial width porch.

Within its context as a residential building, 1965 36th Street does not appear to rise to a level of significance as a property that embodies distinctive characteristics of the style, nor does it reflect high artistic value as a Craftsman building. Rather, the building is a typical, rather than exemplary, representation of the style. Archival review failed to identify any architect associated with the building. Likewise, research pertaining to the builder Davies & Rugg did not suggest that the contractor produced a body of work that might categorize it as a builder of merit. As such, 1965 36th Street does not appear to be a work of high art or the work of a master architect or builder. For these reasons, the building at 1965 36th Street does not appear to possess individual significance for listing under Criteria 3/*iii-v*.

Criteria 4/vi – Information Potential

While most often applied to archaeological districts and sites, Criteria 4/*vi* can also apply to buildings, structures, and objects that contain important information. For these types of properties to be eligible under Criteria 4/*vi*, they themselves must be, or must have been, the principal source of the important information, and the information must be considered important. The building at 1965 36th Street is representative of a residential property type constructed during the early twentieth century. While it reflects an important period of ongoing residential development in the City of Sacramento, the building was constructed of standard materials (wood and concrete) and with standard methodologies. Furthermore, the construction and manufacturing methodologies of residential buildings are well documented. There is no evidence to suggest that 1965 36th Street would yield significant information that would expand our current knowledge or theories of design, methods of construction, or other information that is not already known. As such, it does not appear to possess individual significance for listing under Criteria 4/*vi*.

Integrity

In addition to being eligible for listing under at least one of the four California Register criteria, a property must also retain sufficient integrity to convey its historical significance. There are seven aspects to consider when evaluating the integrity of a property: location, design, setting, materials, workmanship, feeling, and association. As discussed above, the building at 1965 36th Street does not appear to be individually eligible for listing in the California or Sacramento registers; therefore, a further assessment of integrity is not presented.

Summary

The building at 1965 36th Street does not appear to be individually eligible for listing in the California Register of Historical Resources or Sacramento Register of Historic and Cultural Resources, and an assessment of integrity is not applicable. As such, it is not considered a historical resource for the purposes of CEQA. No further analysis is required.

***B12. References:** (Continued from page 2)

[1] Mildred Brooke Hoover, Hero Eugene Rensch, Ethel Rensch, and William N. Abeloe, Historic Spots in California, fourth edition, revised by Douglas E. Kyle (Stanford: Stanford University Press, 2002), 298-302.
[2] W.H. Warner, Map of Sacramento, Plan of Sacramento City, 1848 (Ithaca, NY: Historic Urban Plans, reproduced 1969).
[3] West Brienes and Schultz, Overview of Cultural Resources in the Central Business District (Sacramento, CA: 1981), 46-47.
[4] City of Sacramento Community Development Department, *City-Wide Historic Context,* Sacramento, CA 2018, 24-25.
[5] San Francisco Planning Department, Progressive Era & Early Revival Styles (1890-1930), adopted January 18, 2023, 71.
[6] San Francisco Planning Department, Progressive Era & Early Revival Styles (1890-1930), adopted January 18, 2023, 76.
[7] Sanborn Map Company, Insurance Maps of Sacramento California, Volume2 (New York: Sanborn Map Company, 1952), sheet 184.
[8] City of Sacramento, building permit no. 9317, 1924, on file at the City of Sacramento Community Development Department, Building Divisions.
[9] City of Sacramento, building permit no. 9317, 1924, on file at the City of Sacramento Community Development Department, Building Divisions.
[10] "Mrs. Bertha Weston, Wife of Local Salesman, Dies," Sacramento Bee, May 11, 1926, 16.
[11] "For Sale By Owner," Sacramento Bee, June 20, 1928, 35.
[12] "Fred W. Weston," Sacramento Union, June 5, 1955, 18.
[13] "Memory of Helena Blavatsky Honored," Sacramento Bee, May 8, 1911, 2.
[14] "Mrs. Miller Given Farewell By Ethel Lansdale Auxiliary," Sacramento Bee, August 11, 1931, 15.
[15] "Joy Mills," Sacramento Union, March 19, 1945, 5.

[16] California Office of Historic Preservation, Instructions for Recording Historical Resources (Sacramento: Office of Historic Preservation, 1995). Accessed March 28, 2025, https://ohp.parks.ca.gov/pages/1054/files/manual95.pdf.
[17] Dorothy Bell, "Roots and Shoots: Theosophy in the United States," *Quest* 98.1 (Winter 2010): 22-26.
[18] As of 2026, the Theosophical Society in America's official directory of lodges and study centers does not list an active chapter in Sacramento, California. The Theosophical Society in America, "Find a Local Group," accessed July 24, 2026, https://www.theosophical.org/membership/connect/find-a-local-group.
[19] "Theosophical Society," *Sacramento Bee,* June 7, 1913, 6.
[20] "Lodge Offers Talk on India," *Sacramento Union,* January 25, 1952, 16.
[21] "Lodge Offers Talk on India," *Sacramento Union,* January 25, 1952, 16.