

PUBLIC REVIEW DRAFT  
MASTER ENVIRONMENTAL IMPACT REPORT

# SACRAMENTO 2040 GENERAL PLAN AND CLIMATE ACTION & ADAPTATION PLAN

SCH# 2019012048  
AUGUST 2023



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**Sacramento 2040 General Plan  
and Climate Action & Adaptation Plan  
Master Environmental Impact Report  
SCH No. 2019012048**

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# Executive Summary

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The City of Sacramento (City) is updating its general plan and climate action plan to reflect current conditions, new legal requirements for general plans and climate action plans, and changes to reflect the City’s vision through 2040. The proposed update to the general plan (“2040 General Plan”) and Climate Action & Adaptation Plan (together, the “Sacramento 2040 Project”) is a comprehensive update and refinement of the 2035 General Plan and the City’s prior Climate Action Plan adopted in March 2015. The City is required to conduct review of the proposed general plan pursuant to the requirements of the California Environmental Quality Act (CEQA). This Master Environmental Impact Report (Master EIR) has been prepared by the City to satisfy CEQA requirements. The Master EIR identifies and evaluates the potential significant effects on the environment that could occur with implementation of the Sacramento 2040 Project.

As required by CEQA, the City is circulating the Draft Master EIR for public review and comment. Following the close of public review, the City will respond to each comment that raises an issue concerning effects on the environment and will respond in writing in the Final Master EIR. The Final Master EIR will also include any changes to the Draft Master EIR in response to written comments received, as well as any changes to the document initiated by staff. The Draft Master EIR and Final Master EIR will constitute the “EIR” for the proposed Sacramento 2040 Project and will be considered as part of the hearing process for review of the 2040 General Plan Project.

The City has prepared and circulated a Notice of Availability (NOA) for the Draft Master EIR. The NOA is posted online on the City’s environmental document website at <https://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports>. The NOA includes information related to public comments, including staff contact information relating to submitting written comments, and for questions regarding access. The Draft Master EIR is available for review in printed form at the Sacramento Main Library, 828 I Street, Sacramento, California 95814.

Information regarding the 2040 General Plan, including the Climate Action & Adaptation Plan (CAAP), is available for review online at: [www.sac2040gpu.org](http://www.sac2040gpu.org).

This Draft Master EIR Executive Summary provides an overview of the proposed Sacramento 2040 Project and Master EIR. The Master EIR includes the following chapters:

**Chapter 1, Introduction and Scope of the Master Environmental Impact Report**, describes the general contents of the environmental analyses, lists the Master EIR sections, and discloses the scope of the document and assumptions concerning how future development may occur within the Planning Area.

**Chapter 2, Project Description**, provides a detailed description of the Sacramento 2040 General Plan Project.

**Chapter 3, Land Use, Population, and Housing**, analyzes the consistency of the proposed 2040 General Plan with existing regional land use plans and policies, as well as land use compatibility with adjacent lands.

**Chapter 4, Environmental Analysis**, Sections 4.1 through 4.15 of the Draft Master EIR provide the environmental analyses. A discussion of cumulative impacts is included within each resource-specific Master EIR section in this chapter.



**Chapter 5, CEQA Considerations**, identifies all significant and unavoidable impacts that could occur with implementation of the proposed 2040 General Plan, significant irreversible environmental changes, growth inducing effects, and energy conservation.

**Chapter 6, Alternatives**, includes a description of the alternatives to be evaluated and potential areas of concern raised during the Notice of Preparation (NOP) process.

If you have questions or concerns regarding the Draft Master EIR, please contact Scott Johnson, Senior Planner, at 916.808.5842, or srjohnson@cityofsacramento.org.

Questions concerning the proposed Sacramento 2040 Project, or the City’s general plan process, may be directed to Remi Mendoza, Senior Planner, at 916.808.5003, or Rmendoza@cityofsacramento.org.

If you have any questions concerning the proposed Climate Action & Adaptation Plan, please contact Vic Randall, Senior Planner, at 916.808.5530, or VRandall@cityofsacramento.org

## ES.1 Proposed 2040 General Plan

Building on the six interconnected themes identified in the 2035 General Plan (Making Great Places, Growing Smarter, Maintaining a Vibrant Economy, Creating a Healthy City, Living Lightly-Reducing Our “Carbon Footprint,” and Developing a Sustainable Future), the 2040 General Plan is based on an updated vision statement and guiding principles that were adopted by the City Council on November 12, 2019. The vision and guiding principles for the 2040 General Plan are organized into six general categories or themes: (1) Sustainable and Responsible Growth; (2) Resiliency and Climate Action; (3) Safe, Equitable, Inclusive, and Just City; (4) Regional Economic Hub; (5) Livability and Sense of Place; and (6) Interconnected, Accessible City.

The 2040 General Plan includes the following updates that build upon the 2035 General Plan and also reflect changes in state law. The proposed 2040 General Plan focuses on the following updates:

- **Update existing conditions information and data.** The 2035 General Plan and Master EIR were based on information gathered from 2012 through 2014. The proposed 2040 General Plan, CAAP and Master EIR are being updated to reflect updated information, including changes in state law.
- **Update the planning horizon and revise projected growth estimates.** The 2035 General Plan and Master EIR evaluated projected growth through the year 2035. The proposed 2040 General Plan draft Land Use map accommodates 69,012 new housing units and 76,612 new jobs over the next 20 years, consistent with Sacramento Area Council of Governments (SACOG) regional growth allocation and the City’s Market Demand Study completed by Bay Area Economics in 2019.
- **Address recent state mandates.** Several laws affecting general plans have been passed that affect the 2040 General Plan, including but not limited to the following topics: environmental justice [SB 1000; 2016], vehicle miles traveled [SB 743; 2013], climate adaptation and resiliency [SB 379; 2015], annexation of disadvantaged communities [SB 244; 2011], and consultation with California Native American tribes [AB 52; 2014], which must be reflected in the general plan to comply with state law.
- **Update Community Plans.** There are ten existing community plans: Arden Arcade, Central City, East Sacramento, Fruitridge/Broadway, Greater Land Park, North Natomas, North Sacramento, Pocket/Greenhaven, South Area, and South Natomas (see Figure 2-3, Community Plan Areas in Chapter 2, Project Description). These community plans have been updated as part of the proposed

2040 General Plan and include policies to address issues or conditions unique to the respective community plan area in addition to the applicable citywide policies.

- **Update the Special Study Areas.** Adjacent to the city limits there are five existing Special Study Areas: Natomas Basin, Arden Arcade, East, Fruitridge Florin, and the Town of Freeport (see Figure 2-2). The coverage of these existing Special Study Areas has been updated as part of the proposed 2040 General Plan and include a brief description of existing conditions, background information, and information related to City and County coordination in managing the future of these areas, as applicable.
- **Revisions to the Land Use and Urban Design Element.** The proposed 2040 General Plan includes a new Land Use and Placemaking Element to replace the current Land Use and Urban Design Element. This element includes a land use map showing the distribution and location of proposed land uses as well as policies that address land use and placemaking. Standards for maximum allowable development intensity (i.e., Floor Area Ratio [FAR]) applicable to all parcels in the city and controlled via a Maximum FAR Map to accommodate the City’s 2040 growth projections are proposed to replace the maximum residential density standards from the 2035 General Plan Land Use and Urban Design Element. Minimum residential density standards from the 2035 General Plan Land Use and Urban Design Element remain. Similarly, minimum FAR standards applicable in Corridors and Centers would be carried forward from the 2035 General Plan and regulated by the Minimum FAR map.
- **Develop policies to address social equity, environmental justice, and community resilience.** In accordance with SB 1000, the proposed 2040 General Plan identifies the City’s Disadvantaged Communities (DACs) and includes policies that address social equity, environmental justice, and community resilience in these communities.
- **Reflect past accomplishments and incorporate adopted amendments.** Since adopting the 2035 General Plan, the City has completed many of that Plan’s implementation programs and has amended the plan several times. All prior amendments have been incorporated into the proposed 2040 General Plan.
- **Support adopted and ongoing plans and initiatives.** Recent 2035 General Plan implementation efforts (e.g., Planning and Development Code amendments) and regional planning efforts (e.g., SACOG Metropolitan Transportation Plan/Sustainable Communities Strategy) have identified new issues and opportunities that required updates to general plan policies and implementation programs.

The 2040 General Plan is organized into four main parts (please refer to Chapter 2 of the Master EIR, Project Description, for a detailed overview of each part):

- **Part 1:** Introduction to the 2040 General Plan and Sustainability and Equity
  - Introduction
  - Sustainability and Equity
- **Part 2:** Citywide Goals and Policies
  - Land Use and Placemaking
  - Economic Development
  - Historic and Cultural Resources
  - Environmental Resources and Constraints
  - Environmental Justice
  - Mobility
  - Public Facilities and Safety

- Youth, Parks, Recreation, and Open Space
- **Part 3:** Community Plans and Special Study Areas
- **Part 4:** Administration and Implementation

The Housing Element, a mandatory element under state law, is subject to a different approval timeline and is available on the City’s website: <https://www.cityofsacramento.org/Community-Development/Planning/Long-Range/Housing-Programs/Housing-Element>. On August 17, 2021, the City Council adopted the 2021-2029 Housing Element and associated environmental review. The City submitted the 2021-2029 Housing Element to the California Department of Housing and Community Development (HCD) for a 90-day review and certification period on August 20, 2021. An amendment to the adopted Housing Element was requested by HCD in November 2021, and the City Council adopted this requested amendment on December 14, 2021.

The land use framework provided in the proposed 2040 General Plan includes streamlined and flexible land use controls to facilitate development by allowing a greater range of uses within given designations and reducing barriers to allow increased housing production. Major changes proposed for the land use framework include simplifying and consolidating land use classifications or designations and use of a floor area ratio (FAR) based system to control maximum development intensity for all development (residential and non-residential).

The proposed 2040 General Plan aims to ‘right-size’ streets to fit today’s mobility needs, prioritizing walking, biking, and transit over automobile use. The total number of vehicle travel lanes on key roadways throughout the city are generally recommended for reduction accompanied by reallocation of space to either public transit or active transportation uses. Further study, roadway design, community outreach, and funding identification would be required prior to the implementation of most of the proposed roadway changes. The anticipated benefits of proposed roadway changes include improving transit service, slowing drivers (safety), and creating more comfortable space for those walking and biking.

The proposed 2040 General Plan contains ten Community Plans that supplement citywide policies by addressing local priorities and issues unique to each Community Plan Area: Arden Arcade, Central City, East Sacramento, Fruitridge/Broadway, Greater Land Park, North Natomas, North Sacramento, Pocket/Greenhaven, South Area, and South Natomas. The Community Plans identify specific issues, opportunities, and strategies and create more targeted policies to improve equity in disadvantaged areas. In addition to the Community Plans, the 2040 General Plan includes five Special Study Areas: Natomas Basin Study Area, Arden Arcade Study Area, East Study Area, Fruitridge-Florin Study Area, and the Town of Freeport Study Area. These are unincorporated locations adjacent to the city limits where careful coordination between the City and the County of Sacramento is required to plan for natural resource protection and the efficient delivery of services.

Lastly, the proposed Climate Action & Adaptation Plan (CAAP) incorporates recommendations from the Mayors’ Commission on Climate Change and extensive input from the community. The CAAP synthesizes other existing City sustainability plans and programs, including the City’s previous Climate Action Plan, adopted in 2015. The proposed CAAP establishes new actions the City would take to reduce GHG emissions within the City’s municipal and community-built environment, transportation, waste, water, and wastewater sectors. The actions developed as part of the CAAP would be evaluated across multiple evaluation criteria, including equity, cost effectiveness, feasibility of implementation, and GHG emission reduction potential. A copy of the CAAP is available online: [www.sac2040gpu.org](http://www.sac2040gpu.org) site.

## Project Objectives

The City seeks to achieve the following objectives, consistent with the vision and guiding principles set forth in the 2040 General Plan.<sup>1</sup>

- **Safe, Equitable, Inclusive and Just City.** Ensure Sacramento is equitable, inclusive, and a just city for people of all ages, abilities, ethnicities, races, genders, sexual identities, incomes, and cultures; and celebrate all diverse and multicultural communities through promoting equity, justice, and accountability.
- **Interconnected and Accessible City.** Expand and enhance the range of transportation options for people of all ages and abilities by improving the efficiency of a multimodal transportation system that prioritizes and promotes active transportation and less reliance on single-occupant vehicles.
- **Resiliency and Climate Action.** Strive to achieve carbon neutrality by 2045 by reducing carbon emissions through reducing energy usage, waste and pollutants, electrifying buildings and transportation, and investing in sustainable infrastructure including zero emission transportation infrastructure.
- **Regional Economic hub.** Support a diversity of business and employment opportunities that attract and retain a broad range of living-wage jobs through improving access to efficient, affordable transportation, training, childcare, and senior care for workers and encourage equitable economic development that creates opportunities for all residents and businesses.
- **Livability and Sense of Place.** Ensure a clean and safe city and promote pride of place by respecting the unique character of established neighborhoods while also welcoming compatible infill development and promoting healthy, physically active lifestyles through expanding access to nature and recreational opportunities and programs.
- **Sustainable and Responsible Growth.** Accommodate growth that supports a compact development pattern with a mix of housing options; access to transit; investment in utility infrastructure; and conservation of energy, water and natural resources.

## ES.2 Summary of Environmental Impacts

### ES.2.1 Effects Found to be Less than Significant

Pursuant to Section 15382 of the CEQA Guidelines, a significant effect on the environment is defined as a substantial or potentially substantial adverse change in any of the physical conditions within the area affected by the Sacramento 2040 Project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance.

As shown in Table ES-1 (provided at the end of this chapter), a number of project impacts identified in the Draft Master EIR were found to be less than significant, requiring no mitigation. These impacts are related to the following topics: Aesthetics; Agricultural Resources; Air Quality; Biological Resources; Energy; Geology, Soils, Mineral Resources, and Paleontology; Hazards and Public Safety; Hydrology, Water Quality and Flooding; Noise and Vibration; Public Services and Recreation; Public Utilities; and Transportation.

<sup>1</sup> The Vision and Guiding Principles were adopted by City Council on November 12, 2019.

## ES.2.2 Environmental Impacts and Mitigation

Implementation of the 2040 General Plan would result in significant impacts to some of the resources that are analyzed in Chapter 4, Sections 4.1 through 4.15 of this document and summarized in Table ES-1. The Draft Master EIR discusses mitigation measures that could be implemented by the City to reduce potential adverse impacts to a less-than-significant level.

## ES.2.3 Significant and Unavoidable Impacts

Even with the imposition of feasible mitigation measures, some impacts could not be reduced to less-than-significant levels. The significant and unavoidable impacts that were identified for project-level impacts are listed below.

### Biological Resources

- Impact 4.4-10:** The 2040 General Plan, combined with past, present and reasonably foreseeable future projects, could contribute to a regional loss of special-status plant or wildlife species or their habitat.
- Impact 4.4-11:** The 2040 General Plan, combined with past, present and reasonably foreseeable future projects, could contribute to a regional loss of sensitive natural communities including wetlands and riparian habitat.

### Cultural and Historic Resources

- Impact 4.5-1:** The 2040 General Plan could result in a substantial change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5.
- Impact 4.5-2:** The 2040 General Plan could result in a substantial change in the significance of an archaeological resource as defined in CEQA Guidelines Section 15064.5.
- Impact 4.5-3:** The 2040 General Plan, combined with past, present and reasonably foreseeable future projects, could directly or indirectly destroy or remove an archeological resource.

### Noise

- Impact 4.11-1:** Implementation of the 2040 General Plan would have the potential to result in a substantial permanent increase in ambient noise levels in excess of established City standards.
- Impact 4.11-5:** The 2040 General Plan, in combination with past, present and reasonably foreseeable future projects, could result in a cumulatively considerable impact to the ambient noise and vibration environment.



### Tribal Cultural Resources

- Impact 4.15-1:** Implementation of the 2040 General Plan could cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources.
- Impact 4.15-2:** Implementation of the 2040 General Plan could cause a substantial adverse change in the significance of a tribal cultural resource, that is determined to be significant per Public Resources Code Section 5024.1(c).
- Impact 4.15-3:** The 2040 General Plan, combined with past, present, and reasonably foreseeable future projects, could contribute to a substantial adverse change in the significance of a tribal cultural resource within the northern Sacramento Valley region.

## ES.3 Summary of Project Alternatives

Section 15126.6 of the CEQA Guidelines identifies the parameters within which consideration and discussion of alternatives to a project should occur. The analysis should focus on alternatives that are potentially feasible and that may attain most of the basic objectives of the project. Each alternative should be capable of avoiding or substantially lessening any significant effects of the project. The rationale for selecting the alternatives to be evaluated and a discussion of the No Project Alternative are also required, per Section 15126.6.

The Draft Master EIR analyzes the following alternatives to the 2040 General Plan:

- **Alternative 1: No Project/2035 General Plan.** Under this alternative, development according to the policies of the Sacramento 2040 General Plan would not occur. Instead, development would be guided by continued implementation of the existing 2035 General Plan.
- **Alternative 2: MTP/SCS Reduced Employment Alternative.** This alternative would include a reduction in the amount of employment/jobs within the city consistent with the employment projections included in the Sacramento Area Council of Governments or SACOG's 2020 Metropolitan Transportation Plan and Sustainable Communities Strategy or MTP/SCS.

## ES.4 Potential Areas of Concern

Responses to the initial Notice of Preparation (NOP) that was circulated for public review from January 28 through February 28, 2019, were received from twelve public agencies, eight individuals, and four organizations. In order to provide responsible and trustee agencies, interested parties and organizations with updated information regarding the proposed Sacramento 2040 Project (primarily concerning the clarification of existing Special Study Areas in physical proximity to the city limits), the City issued a revised NOP on October 3 (comments were received through November 4, 2019). Responses to the second NOP were received from six agencies, two individuals, and three organizations.

Copies of the NOPs and responses are included in Master EIR Appendix A. The NOP responses are summarized below as potential areas of public concern.

- Concerns were raised regarding the importance of electrification of buildings to achieve reduction of greenhouse gas emissions. Similar concerns emphasizing the importance of greenhouse gas reductions through the complete elimination of fossil fuels from the local economy by 2030 were raised.
- Two commenters supported changes to the land use element to allow a greater array of housing types in the R-1 zone and supporting a plan for higher density residential zoning in areas close to jobs and housing. Comments include support for addressing SB 1000 to pursue environmental justice and identify ways to reduce the health risks in disadvantaged communities.
- One commenter expressed support for the City to adopt AB 262 (“Buy Clean”) as a qualitative measure to include in the City’s Climate Action & Adaptation Plan.
- One commenter expressed support for vehicles miles traveled (VMT) reduction and suggested that the 2040 General Plan include a VMT-based transportation analysis that assesses impacts and mitigates with transportation demand management, multimodal, and operational efficiency projects.
- One commenter suggested that the Master EIR consider the Delta Protection Commission’s Land Use and Resource Management Plan and its policies when assessing the general plan’s consistency with applicable land use plans, policies, and regulations.
- One comment suggested that the City modify its land use documents to clarify that the “Handle” portion of the Panhandle area is not in the process of being annexed by the City and is intended to remain in Sacramento County.
- One commenter expressed support for allowing a greater array of housing types in single-family zoning as a means to promote a denser and more walkable city. The same commenter recommended that the City work with the County and Sacramento LAFCo to annex more of the neighboring areas.
- One commenter expressed concern over compact growth and its potential to raise land values and put market-rate housing out of reach of the workforce population.
- One commenter expressed support for reducing the maximum allowable lot coverage/square footage in the area of the City’s combined sewer/storm drain system as a means to lessen the effects of future storm runoff.

## ES.5 Summary Table

Table ES-1 has been organized to correspond with the environmental issues discussed in Chapter 4, “Environmental Analysis.” The summary table is arranged in four columns:

- Environmental Impact
- Applicable Regulations
- Proposed General Plan Policies
- Significance After Policy Implementation
- Mitigation Measures
- Significance After Mitigation

The project that is evaluated in the Master EIR is the proposed Sacramento 2040 Project. Because this is a City project, the policies in the 2040 General Plan and the CAAP are subject to modification at the reasonable discretion of the City. In preparing the Master EIR, the City has, when feasible, either altered policies under consideration, or has proposed additional policies, that would lessen the significance of an identified impact. In many cases, adoption of the new or revised policy framework has reduced the significance of the identified impact to a less-than-significant level. In some cases, however, the impact has remained significant, usually because policies that could address the impact are considered infeasible. Thus, Table ES-1 indicates mitigation measures are either not required or are not available.

If, after implementation of proposed policies in the 2040 General Plan, an impact is determined to be significant or potentially significant, mitigation measures are identified, where appropriate and feasible. More than one mitigation measure may be required to reduce the impact to a less-than-significant level. In some instances, the actions that are necessary to reduce a project impact are already required by local, state, or federal law; these laws and regulations are not included as mitigation because compliance is assumed in this Master EIR. Table ES-1 includes a column that lists relevant local, state, or federal laws as well as any established design guidelines, ordinances or other requirements that the City recognizes and follows for development projects. In this Draft Master EIR, such requirements are identified and considered in the impact assessment prior to the identification of additional project-specific mitigation measures that would reduce the level of significance of impacts. Applicable plans, policies, and regulations are identified and described in the Technical Background Report (available online: [www.sac2040gpu.org](http://www.sac2040gpu.org)) and where applicable referenced within the relevant impact analyses presented in Chapter 4. Since publication of the TBR there have been updates to the regulatory setting that area reflected in the relevant sections of the Master EIR.

Table ES-1. Summary of Impact Statements, Proposed Sacramento 2040 Project, and Mitigation Measures

Environmental Impact	Applicable Regulations	Proposed 2040 GP Policies/CAAP	Significance After Policy Implementation	Mitigation Measure	Significance After Mitigation
<b>4.1 Aesthetics</b>					
4.1-1: Implementation of the 2040 General Plan could create a new source of light or glare that is substantially greater than typical urban sources and could result in annoyance or hazards for visually sensitive receptors.	Sacramento City Code Section 17.808.110	Policies LUP-4.6 and LUP-8.10	Less than Significant (LTS)	None required	LTS
4.1-2: Implementation of the 2040 General Plan could substantially interfere with an important, existing scenic resource or substantially degrade views of an important, existing scenic resource.		Policies LUP-4.6, and LUP-8.1, 8.2, 8.4, 8.10, 8.12, 8.13 and ERC-2.3	LTS	None required	LTS
4.1-3: The 2040 General Plan, combined with past, present and reasonably foreseeable future projects, could allow development that could result in cumulative light or glare impacts or cumulative impacts to existing scenic resources and views.	Sacramento City Code Section 17.808.160	Policies LUP-4.6 and LUP-8.12	LTS	None required	LTS
<b>4.2 Agricultural Resources</b>					
4.2-1: Implementation of the 2040 General Plan could convert Important Farmland, interfere in agricultural operations from non-compatible land uses or lead to premature		Policies LUP-1.11 through 1.13, EJ-2.8 and EJ-2.9.	LTS	None required	LTS

Table ES-1. Summary of Impact Statements, Proposed Sacramento 2040 Project, and Mitigation Measures

Environmental Impact	Applicable Regulations	Proposed 2040 GP Policies/CAAP	Significance After Policy Implementation	Mitigation Measure	Significance After Mitigation
conversion of Williamson Act contracts.					
4.2-2: The 2040 General Plan, combined with past, present and reasonably foreseeable future projects could contribute to the conversion of Important Farmland, interfere in agricultural operations from non-compatible land uses or lead to premature conversion of Williamson Act contracts.		Policies LUP-1.11 and LUP-1.12	LTS	None required	LTS
<b>4.3 Air Quality</b>					
4.3-1: Implementation of the 2040 General Plan could conflict with or obstruct implementation of an applicable air quality plan.	Sacramento Valley Regional Ozone and PM-attainment plans,	Policies LUP-2.2, LUP-4.1 and LUP-5.3, M-1.1, M-1.2, M-1.4, M-1.6, M-1.11, M-1.12 through M-1.15, M-1.17, M-1.18, M-1.20, M-1.22, M-1.25, M-4.1, ERC-8.1, and CAAP	LTS	None required	LTS
4.3-2: Implementation of the 2040 General Plan could result in a cumulatively considerable net increase of criteria pollutants for which the project region is non-attainment.	SMAQMD Guidelines, Rules, and Regulations	Policies ERC-4.3 and ERC-8.1, LUP-2.2, LUP-4.1, LUP-5.1, LUP-5.3, EJ-1.4, ERC-8.1, M-1.13, M-1.20, M-1.28, M-1.30, M-1.33, M-1.35, M-4.8, and CAAP	LTS	None required	LTS
4.3-3: Implementation of the 2040 General Plan could expose sensitive receptors to substantial pollutant concentrations.	CARB land use guidance and SMAQMD protocols	Policies M-4.9, ERC-4.3, ERC-4.4, and CAAP	LTS	None required	LTS



**Table ES-1. Summary of Impact Statements, Proposed Sacramento 2040 Project, and Mitigation Measures**

Environmental Impact	Applicable Regulations	Proposed 2040 GP Policies/CAAP	Significance After Policy Implementation	Mitigation Measure	Significance After Mitigation
4.3-4: Implementation of the 2040 General Plan could result in other emissions (such as odors) adversely affecting a substantial number of people.	SMAQMD Guidelines, Rules, and Regulations, (i.e., Rule 402 – Nuisance),	Policies EJ-1.4 and LUP-7.1, CAAP	LTS	None required	LTS
4.3-5: The 2040 General Plan, in combination with past, present and reasonably foreseeable future projects, could result in a cumulatively considerable impact to air quality.	CARB air toxic control measures and SMAQMD Guidelines, Rules, and Regulations	Policy EJ-1.4	LTS	None required	LTS
<b>4.4 Biological Resources</b>					
4.4-1: Implementation of the 2040 General Plan could contribute to degradation of the environment or reduction of habitat or population below self-sustaining levels for special-status plants.	Federal Endangered Species Act (ESA), California Endangered Species Act (CESA), California Fish and Game Code, and CEQA Section 15380	Policies ERC-2.1, ERC-2.2, and ERC-6.3	LTS	None required	LTS
4.4-2: Implementation of the 2040 General Plan could contribute to degradation of the environment or reduction of habitat or population below self-sustaining levels for special-status invertebrates.	Federal ESA, CESA, California Fish and Game Code, and CEQA Section 15380	Policies ERC-2.1, ERC-2.2, ERC-6.3, and LUP-1.11	LTS	None required	LTS
4.4-3: Implementation of the 2040 General Plan could contribute to degradation of the environment or reduction of habitat or population below self-	Federal ESA, Clean Water Act (CWA), CESA, California Fish and Game Code, CEQA Section 15380	Policies ERC-1.1 through ERC-1.3, ERC-2.1A, ERC-2.2, ERC-6.3, and PFS-4.2	LTS	None required	LTS

**Table ES-1. Summary of Impact Statements, Proposed Sacramento 2040 Project, and Mitigation Measures**

Environmental Impact	Applicable Regulations	Proposed 2040 GP Policies/CAAP	Significance After Policy Implementation	Mitigation Measure	Significance After Mitigation
sustaining levels for special-status fish species.					
4.4-4: Implementation of the 2040 General Plan could contribute to degradation of the environment or reduction of habitat or population below self-sustaining levels for special-status reptiles and amphibians.	Federal ESA, CESA, California Fish and Game Code, and CEQA Section 15380	Policies ERC-2.1 and ERC-2.2	LTS	None required	LTS
4.4-5: Implementation of the 2040 General Plan could contribute to degradation of the environment or reduction of habitat or population below self-sustaining levels for special-status birds.	Federal ESA, Federal Migratory Bird Treaty Act, CESA, California Fish and Game Code; and CEQA Section 15380	Policies ERC-2.1, ERC-2.2, ERC-3.2, ERC-3.3, and ERC-3.6	LTS	None required	LTS
4.4-6: Implementation of the 2040 General Plan could contribute to degradation of the environment or reduction of habitat or population below self-sustaining levels for special-status mammals.	Federal ESA, CESA, California Fish and Game Code, and CEQA Section 15380	Policies ERC-2.1, ERC-2.2, ERC-3.2, ERC-3.3, ERC-3.6	LTS	None required	LTS
4.4-7: Implementation of the 2040 General Plan could result in loss or modification of riparian habitat.	CEQA, California Fish and Game Code, Clean Water Act Section 404	Policies ERC-2.1, ERC-2.2, and ERC-6.3	LTS	None required	LTS

**Table ES-1. Summary of Impact Statements, Proposed Sacramento 2040 Project, and Mitigation Measures**

Environmental Impact	Applicable Regulations	Proposed 2040 GP Policies/CAAP	Significance After Policy Implementation	Mitigation Measure	Significance After Mitigation
4.4-8: Implementation of the 2040 General Plan could adversely affect state or federally protected wetlands and/or waters of the United States through direct removal, filling, or hydrological interruption.	Clean Water Act Section 404, California Wetlands Conservation Policy 1993, Porter-Cologne Water Quality Control Act, and California Fish and Game Code	Policies ERC-2.1 and ERC-2.2	LTS	None required	LTS
4.4-9: Implementation of the 2040 General Plan could result in loss of sensitive natural communities.	Federal ESA, CEQA, California Fish and Game Code, and Clean Water Act Section 404	Policies ERC-2.1 through ERC-2.3	LTS	None required	LTS
4.4-10: The 2040 General Plan, combined with past, present and reasonably foreseeable future projects, could contribute to a regional loss of special-status plant or wildlife species or their habitat.	CEQA, California Fish and Game Code, and Clean Water Act Section 404	Policies ERC-1.1 through ERC-1.3, ERC-2.1, ERC-2.2, ERC-3.2, ERC-3.3, and ERC-6.3, LUP-1.11, PFS-4.2	Significant and Unavoidable (SU)	None available	SU
4.4-11: The 2040 General Plan, combined with past, present and reasonably foreseeable future projects, could contribute to a regional loss of sensitive natural communities including wetlands and riparian habitat.	CEQA, Clean Water Act Section 404, California Fish and Game Code Section 1602, National Pollutant Discharge Evaluation System (NPDES) Construction General Permit	Policies ERC-2.1, ERC-2.2, and ERC-6.3	SU	None available	SU
<b>4.5 Cultural and Historic Resources</b>					
4.5-1: The 2040 General Plan could result in a substantial change in the significance of a historical resource as defined in	National Historic Preservation Act (NHPA), U.S. Department of Transportation Act of 1966, California Historical Building Code, Public Resources Code (PRC)	Policies HCR-1.3, HCR-1.6, HCR-1.10, HCR-1.17, HCR-2.1 through HCR-2.5, LUP-8.10, and LUP-8.11	SU	None available	SU

**Table ES-1. Summary of Impact Statements, Proposed Sacramento 2040 Project, and Mitigation Measures**

Environmental Impact	Applicable Regulations	Proposed 2040 GP Policies/CAAP	Significance After Policy Implementation	Mitigation Measure	Significance After Mitigation
CEQA Guidelines Section 15064.5.	Section 21084.1, Sacramento City Code Title 17				
4.5-2: The 2040 General Plan could result in a substantial change in the significance of an archaeological resource as defined in CEQA Guidelines Section 15064.5.	NHPA, Senate Bill (SB) 297, Assembly Bill (AB) 52, PRC Section 5097.5	Policies HCR-1.1, HCR-1.6, HCR-1.14, HCR-1.15, HCR-1.17, and HCR-1.18	SU	None available	SU
4.5-3: The 2040 General Plan, combined with past, present and reasonably foreseeable future projects, could directly or indirectly destroy or remove an archeological resource.	NHPA, SB 297, AB 52, PRC Section 5097.5	Policies HCR-1.1, HCR-1.6, HCR-1.14, HCR-1.15, HCR-1.17, and HCR-1.18	SU	None available	SU
<b>4.6 Energy</b>					
4.6-1: Implementation of the 2040 General Plan could result in wasteful, inefficient, or unnecessary consumption of energy resources.	Electrification Ordinance <sup>2</sup> , California Code of Regulations (CCR) Title 24, California Air Resources Board (CARB) regulations	Policies ERC-4.3, ERC-4.5, ERC-8.1, ERC-9.3, ERC-9.4 and ERC-9.9, LUP-2.2, LUP-2.5, LUP-2.6, LUP-4.1, and LUP-10.1, M-1.1, M-1.3, M-1.4, M-1.6, M-1.13, M-1.20, M-1.22, M-1.23, M-1.28, M-1.30, M-1.33, M-1.35 through 1.37, M-4.7 and M-4.8	LTS	None required	LTS
4.6-2: Implementation of the 2040 General Plan could conflict with or obstruct a state or local renewable energy plan or impede energy efficiency.	SB 100 and CCR Title 24	None	LTS	None required	LTS

<sup>2</sup> The City's Electrification Ordinance is currently invalid under the 9<sup>th</sup> Circuit Court of Appeals ruling.

**Table ES-1. Summary of Impact Statements, Proposed Sacramento 2040 Project, and Mitigation Measures**

Environmental Impact	Applicable Regulations	Proposed 2040 GP Policies/CAAP	Significance After Policy Implementation	Mitigation Measure	Significance After Mitigation
4.6-3: The 2040 General Plan, combined with past, present and reasonably foreseeable future projects, could result in wasteful, inefficient, or unnecessary consumption of energy resources.	Applicable City Ordinances, CalGreen Building Code, and CCR Title 24	Policies ERC-4.3, ERC-8.1, ERC-9.3, ERC-9.4, and ERC-9.9	LTS	None required	LTS
<b>4.7 Geology, Soils, and Paleontological Resources</b>					
4.7-1: Implementation of the 2040 General Plan could result in substantial soil erosion.	NPDES Construction General Permit, Sacramento City Code Chapter 15.88 Grading Ordinance, Stormwater Discharge Control Ordinance	Policy ERC-1.4	LTS	None required	LTS
4.7-2: Implementation of the 2040 General Plan could contribute to geologic or seismic hazards to future development.	Uniform Building Code (UBC), California Building Code/Title 24 (CBC), Sacramento City Code Chapter 15.20	Policies ERC-7.1 ERC-7.2, and EJ-1.6	LTS	None required	LTS
4.7-3: Implementation of the 2040 General Plan could result in the loss of a known mineral resource that would be of value to the region and the state.	Surface Mining and Reclamation Act (SMARA), Sacramento City Code Chapter 17.194	None	LTS	None required	LTS
4.7-4: Implementation of the 2040 General Plan could result in the loss of designated locally-important mineral resource recovery sites.	SMARA, Sacramento City Code Chapter 17.194	None	LTS	None required	LTS
4.7-5: Implementation of the 2040 General Plan could directly or indirectly destroy a	Paleontological Resource Protection Act, Section 5097.5 California PRC, Antiquities Act of 1906,	Policy HCR-1.1	LTS	None required	LTS



**Table ES-1. Summary of Impact Statements, Proposed Sacramento 2040 Project, and Mitigation Measures**

Environmental Impact	Applicable Regulations	Proposed 2040 GP Policies/CAAP	Significance After Policy Implementation	Mitigation Measure	Significance After Mitigation
unique paleontological resource or unique geologic feature.	Archeological and Paleontological Salvage – 23 USC 305				
4.7-6: Potential for the 2040 General Plan, combined with past, present and reasonably foreseeable future projects could contribute to the loss of a known mineral resource or of a locally-important mineral resource area.	SMARA, Sacramento City Code Chapter 17.194	None	No Impact (NI)	None Required	NI
4.7-7: The 2040 General Plan, combined with past, present and reasonably foreseeable future projects, could directly or indirectly destroy a unique paleontological resource or site.	Paleontological Resource Protection Act, Section 5097.5 California PRC, Antiquities Act of 1906, Archeological and Paleontological Salvage – 23 USC 305	None	LTS	None Required	LTS
<b>4.8 Greenhouse Gases</b>					
4.8-1: Implementation of the 2040 General Plan could generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment or could conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of GHGs.	California Green Building Standards Code, Title 24 Building Energy Efficiency Standards	Policies ERC-4.3, ERC-4.5, M-1.1, M-1.2, M-1.14, M-1.17, and CAAP	LTS	None required	LTS
<b>4.9 Hazards and Public Safety</b>					
4.9.1: Implementation of the 2040 General Plan could expose people to contaminated	Section 25401.05 (a)(1) of the California Health and Safety Code, Department of Toxic Substances Control (DTSC), Regional Water	Policy EJ-1.8	LTS	None required	LTS

**Table ES-1. Summary of Impact Statements, Proposed Sacramento 2040 Project, and Mitigation Measures**

Environmental Impact	Applicable Regulations	Proposed 2040 GP Policies/CAAP	Significance After Policy Implementation	Mitigation Measure	Significance After Mitigation
soil during construction activities.	Quality Control Board (WQCB), Sacramento County Environmental Management (SCEMD)				
4.9-2: Implementation of the 2040 General Plan could expose people to hazardous building materials (e.g., asbestos and lead-based paint) or other hazardous materials.	SMAQMD Rule 902, Construction Safety Orders 1529 and 5208 (asbestos) and 1532.1 (lead) from Title 8 of the CCR, Part 61, Subpart M-of the Code of Federal Regulations, Toxic Substances Control Act (Title 40 Chapter 1 Subchapter R Part 761), 22 CCR 66263.44, 22 CCR 67426.1 – 67428.1 and 66261.50, Federal Aviation Administration’s 14 Code of Federal Regulations Part 77 (14 CFR Part 77), Safe, Efficient Use, and Preservation of the Navigable Airspace	Policies EJ-1.5 through EJ-1.7, PFS-5.8, ERC-10.10, and ERC-10.11	LTS	None required	LTS
4.9-3: Implementation of the 2040 General Plan could expose people to contaminated groundwater during construction activities or dewatering activities.	Department of Utilities Engineering Services Policy No.0001, adopted as Resolution No. 92-439, oversight of DTSC, Regional WQCB, SCEMD, California Health and Safety Code Section 25401.05 (a)(1)	Policy EJ-1.8	LTS	None required	LTS
4.9-4: Implementation of the 2040 General Plan could obstruct emergency response access and affect response times of emergency responders.	Sacramento City Code Sections 12.20.020 and 12.20.030, state and local building code requirements including Fire Code requirements	Policy PFS-2.3	LTS	None required	LTS
4.9-5: Implementation of the 2040 General Plan could expose people or structures to	California Fire Code (Title 24, Part 9, California Code of Regulations)	Policies PFS-2.1 and PFS-2.10	LTS	None required	LTS

Table ES-1. Summary of Impact Statements, Proposed Sacramento 2040 Project, and Mitigation Measures

Environmental Impact	Applicable Regulations	Proposed 2040 GP Policies/CAAP	Significance After Policy Implementation	Mitigation Measure	Significance After Mitigation
loss, injury or death involving wildland fires.					
4.9-6: The 2040 General Plan, combined with past, current, and reasonably foreseeable future projects, could obstruct emergency response and affect response times.	Sacramento City Code (Sections 12.20.020 and 12.20.030), City and County building codes	None	LTS	None required	LTS
4.9-7: The 2040 General Plan, combined with past, current, and reasonably foreseeable future projects, could expose people or structures, to loss, injury or death involving wildland fires.	State and local Fire Code requirements and safety regulations	None	LTS	None required	LTS
<b>4.10 Hydrology, Water Quality and Flooding</b>					
4.10-1: Implementation of the 2040 General Plan could degrade water quality or conflict with state water quality objectives, due to sediments and other contaminants generated by construction and/or operational activities.	Sacramento Stormwater Quality Improvement Program (SQIP), Sacramento Stormwater Management and Discharge Control ordinance, Stormwater Quality Design Manual for the Sacramento, Sacramento City Code Chapters 13.08 Sewer Service System, 13.16 Stormwater Management and Discharge Control Code (2004), NPDES Construction General Permit	Policies ERC-1.1 through ERC-1.4 and ERC-5.2	LTS	None required	LTS
4.10-2: Implementation of the 2040 General Plan could increase exposure of people and/or property to the risk of	5 CFR 60.3, California Water Code 13000	Policies ERC-6.1 through ERC-6.12	LTS	None required	LTS

Table ES-1. Summary of Impact Statements, Proposed Sacramento 2040 Project, and Mitigation Measures

Environmental Impact	Applicable Regulations	Proposed 2040 GP Policies/CAAP	Significance After Policy Implementation	Mitigation Measure	Significance After Mitigation
injury and damage in the event of a 100-year flood.					
4.10-3: The 2040 General Plan, combined with past, present and reasonably foreseeable future projects, could degrade water quality or conflict with state water quality objectives, due to increases in sediments and other contaminants generated by construction and/or operational activities.	NPDES Construction General Construction Permit and NPDES MS4 Permit	None	LTS	None required	LTS
4.10-4: Potential for the 2040 General Plan combined with past, present and reasonably foreseeable future projects could increase exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood.	NPDES MS4 Permit	None	LTS	None required	LTS
<b>4.11 Noise and Vibration</b>					
4.11-1: Implementation of the 2040 General Plan would have the potential to result in a substantial permanent increase in ambient noise levels in excess of established City standards.		Policies ERC-4.3, ERC-10.1 through ERC-10.11, LUP-1.14, LUP-8.5, and YPRO-2.3	Potentially Significant (PS)	None available	SU
4.11-2: Implementation of the 2040 General Plan could result in a substantial temporary increase in ambient noise levels	Sacramento City Code Section 8.68.080	Policy ERC-10.9	PS	NOI-1 (see below)	LTS

Table ES-1. Summary of Impact Statements, Proposed Sacramento 2040 Project, and Mitigation Measures

Environmental Impact	Applicable Regulations	Proposed 2040 GP Policies/CAAP	Significance After Policy Implementation	Mitigation Measure	Significance After Mitigation
in excess of established City standards.					
<p><b>NOI-1: Construction Noise.</b> The following measure shall be implemented by all construction contractors to reduce the effects of noise levels generated from construction activities.</p> <ul style="list-style-type: none"> <li>▪ 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 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.</li> <li>▪ 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.</li> <li>▪ 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 at the boundary of the construction area may be necessary.</li> <li>▪ 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.</li> <li>▪ 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.</li> <li>▪ 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., bad muffler, etc.) 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.</li> </ul>					
4.11-3: Implementation of the 2040 General Plan would not result in the generation of excessive groundborne vibration or noise levels.	FTA Vibration Criteria/Sacramento Vibration Policies	Policies ERC-10.5 through ERC-10.7	LTS	None Required	LTS

Table ES-1. Summary of Impact Statements, Proposed Sacramento 2040 Project, and Mitigation Measures

Environmental Impact	Applicable Regulations	Proposed 2040 GP Policies/CAAP	Significance After Policy Implementation	Mitigation Measure	Significance After Mitigation
4.11-4: Implementation of the 2040 General Plan could expose people residing or working in the Planning Area to excessive aircraft noise levels from a private airstrip, public airport or public use airport.		Policies LUP-1.14, LUP-1.15, ERC-10.10, and ERC-10.11	LTS	None required	LTS
4.11-5: The 2040 General Plan, in combination with past, present and reasonably foreseeable future projects, could result in a cumulatively considerable impact to the ambient noise and vibration environment.		None	PS	None available	SU
<b>4.12 Public Services and Recreation</b>					
4.12-1: Implementation of the 2040 General Plan could result in the construction of new or expanded facilities related to the provision of police protection.		Policies PFS-1.1, PFS-1.9, PFS-1.10, and PFS-1.14	LTS	None required	LTS
4.12-2: Implementation of the 2040 General Plan could result in the construction of new or expanded facilities related to the provision of fire protection.		Policies PFS-1.9, PFS-1.10, PFS-1.12, and PFS-1.14	LTS	None required	LTS
4.12-3: Implementation of the 2040 General Plan could result in the construction of new or expanded facilities related to the provision of schools.	AB 2926, Proposition 1A/SB 50, CCR Title 5, California Education Code	Policies YPRO-2.2, YPRO-2.3	LTS	None required	LTS

**Table ES-1. Summary of Impact Statements, Proposed Sacramento 2040 Project, and Mitigation Measures**

Environmental Impact	Applicable Regulations	Proposed 2040 GP Policies/CAAP	Significance After Policy Implementation	Mitigation Measure	Significance After Mitigation
4.12-4: Implementation of the 2040 General Plan could result in the construction of new or expanded facilities related to the provision of libraries.	Sacramento Public Library Authority Facility Master Plan	Policies YPRO-2.4 and YPRO-2.5	LTS	None required	LTS
4.12-5: Implementation of the 2040 General Plan could cause or accelerate a substantial physical deterioration of existing area parks or recreational facilities.	Sacramento City Code Chapter 18.44 Park Development Impact Fee	Policies YPRO-1.3 through YPRO-1.9	LTS	None required	LTS
4.12-6: Implementation of the 2040 General Plan could result in new park facilities, the construction and operation of which could cause adverse effects on the physical environment.	Sacramento City Code Chapters 12.72, 16.64, 18.44 Park Development Impact Fee, State Public Park Preservation Act, Quimby Act and federal, state and local development standards and requirements	Policies YPRO-1.3 through YPRO-1.9	LTS	None required	LTS
4.12-7: The 2040 General Plan, combined with past, present and reasonably foreseeable future projects, could result in a cumulative impact related to the provision of fire protection services.		Policies PFS-1.9, PFS-1.10, PFS-1.12, and PFS-1.14	LTS	None required	LTS
<b>4.13 Public Utilities</b>					
4.13-1: Implementation of the 2040 General Plan could increase demand for potable water in excess of existing supplies.	Water Management Planning Act, 2020 Urban Water Management Plan, Sustainable Groundwater Management Act, SB X7-7 (Water Conservation Act), AB 1668/SB 606	Policies PFS-4.1 through PFS-4.8, ERC-5.1, ERC-5.3 through ERC-5.5, and ERC-5.7	LTS	None required	LTS

**Table ES-1. Summary of Impact Statements, Proposed Sacramento 2040 Project, and Mitigation Measures**

Environmental Impact	Applicable Regulations	Proposed 2040 GP Policies/CAAP	Significance After Policy Implementation	Mitigation Measure	Significance After Mitigation
4.13-2: Implementation of the 2040 General Plan could result in inadequate capacity in the City’s water supply facilities to meet water supply demand, requiring the construction of new facilities.	Water Management Planning Act, 2020 Urban Water Management Plan, Sustainable Groundwater Management Act, SB X7-7 (Water Conservation Act), AB 1668/SB 606	Policies PFS-4.8, ERC-5.1, ERC-5.3 through ERC-5.5	LTS	None required	LTS
4.13-3: Implementation of the 2040 General Plan could result in inadequate capacity to serve the project’s water demand in addition to existing commitments.	Water Management Planning Act, 2020 Urban Water Management Plan	Policy PFS-4.5	LTS	None required	LTS
4.13-4: Implementation of the 2040 General Plan could require the construction of new utilities or the expansion of existing utilities, the construction of which could cause significant environmental impacts.	Water Management Planning Act, 2020 Urban Water Management Plan, Regional San Connection Fee Combined System Development Fee, SMAQMD District Rules and Regulations pertaining to construction Emissions, Sacramento City Code Chapters 13.08 and 15.30	Policies PFS-3.2, PFS-2.5, PFS-3.6, PFS-3.8, PFS-3.10, PFS-3.14, PFS-6.3, PFS-6.4, ERC-5.4, and ERC-5.6, CAAP	LTS	None required	LTS
4.13-5: Implementation of the 2040 General Plan could require the construction of new solid waste facilities or the expansion of existing facilities, the construction of which could cause significant environmental effects.	Sacramento City Code Chapter 13.24	Policies PFS-5.1 through PFS-5.9	LTS	None required	LTS
4.13-6: Implementation of the 2040 General Plan, combined with past, present and	Water Management Planning Act, 2020 Urban Water Management Plan, Sustainable Groundwater	Policies PFS-4.1 through PFS-4.8, ERC-5.1, ERC-5.3, ERC-5.4, and ERC-5.7	LTS	None required	LTS



**Table ES-1. Summary of Impact Statements, Proposed Sacramento 2040 Project, and Mitigation Measures**

Environmental Impact	Applicable Regulations	Proposed 2040 GP Policies/CAAP	Significance After Policy Implementation	Mitigation Measure	Significance After Mitigation
reasonably foreseeable future projects, could increase demand for potable water in excess of existing supplies which could also result in the determination that adequate capacity is not available to serve the project’s demand in addition to existing commitments.	Management Act, SB X7-7 (Water Conservation Act), SB 610 (Water Supply Assessments)				
4.13-7: Implementation of the 2040 General Plan, combined with past, present and reasonably foreseeable future projects, could require the construction of new utilities or the expansion of existing utilities which could cause significant environmental impacts.	Water Management Planning Act, 2020 Urban Water Management Plan, Regional San Connection Fee Combined System Development Fee, SMAQMD District Rules and Regulations pertaining to construction Emissions, Sacramento City Code Chapters 13.08 and 15.30	Policies PFS-3.2, PFS-2.5, PFS-3.6, PFS-3.8, PFS-3.10, PFS-3.14, PFS-6.3, PFS-6.4, ERC-5.4, and ERC-5.6, CAAP	NI	None required	NA
4.13-8: Implementation of the 2040 General Plan, combined with past, present and reasonably foreseeable future projects, could require the construction of new solid waste facilities or the expansion of existing facilities which could cause significant environmental effects.	Sacramento City Code Chapter 13.24	Policies PFS-5.1 through PFS-5.9	NI	None required	NA

Table ES-1. Summary of Impact Statements, Proposed Sacramento 2040 Project, and Mitigation Measures

Environmental Impact	Applicable Regulations	Proposed 2040 GP Policies/CAAP	Significance After Policy Implementation	Mitigation Measure	Significance After Mitigation
<b>4.14 Transportation</b>					
4.14-1: Implementation of the 2040 General Plan could result in less than a 16.8% reduction of passenger vehicle VMT per capita compared to the Citywide baseline.	SB 743	Policies M-1.11, M-1.20, M-1.22, M-2.1, M-2.2, M-2.14, M-2.17, LUP-1.1	LTS	None required	LTS
4.14-2: Implementation of the 2040 General Plan could adversely affect existing and planned public transit facilities or services or fail to adequately provide access to transit.		Policy M-2.1	LTS	None required	LTS
4.14-3: Implementation of the 2040 General Plan could adversely affect existing and planned bicycle and pedestrian facilities or fail to adequately provide access for bicycle and pedestrians.	City of Sacramento Bicycle Master Plan	None	LTS	None required	LTS
<b>4.15 Tribal Cultural Resources</b>					
4.15-1: Implementation of the 2040 General Plan could cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources.	National Historic Preservation Act, SB 18, AB 52	Policies HCR-1.6, HCR-1.14, and HCR-1.17	SU	None available	SU

**Table ES-1. Summary of Impact Statements, Proposed Sacramento 2040 Project, and Mitigation Measures**

Environmental Impact	Applicable Regulations	Proposed 2040 GP Policies/CAAP	Significance After Policy Implementation	Mitigation Measure	Significance After Mitigation
4.15-2: Implementation of the 2040 General Plan could cause a substantial adverse change in the significance of a tribal cultural resource, that is determined to be significant per Public Resources Code Section 5024.1(c).	National Historic Preservation Act, SB 297, SB 18, AB 52, PRC Section 5024.1(c)	Policies HCR-1.6, HCR-1.14, and HCR-1.17	SU	None available	SU
4.15-3: The 2040 General Plan, combined with past, present, and reasonably foreseeable future projects, could contribute to a substantial adverse change in the significance of a tribal cultural resource within the northern Sacramento Valley region.	National Historic Preservation Act, SB 297, SB 18, AB 52, PRC Section 5097.5, California Health and Safety Code (Section 7050.5)	Policies HCR-1.6, HCR-1.14, and HCR-1.17	SU	None available	SU

**Notes:**

- NI = No Impact
- LTS = Less than Significant
- PS = Potentially Significant
- SU = Significant and Unavoidable

## ES.6 Environmentally Superior Alternative

Table ES-2, Comparison of Impacts of the Alternatives, provides a summary of the alternatives impact analysis considered in the Master EIR and identifies the areas of potential environmental effects per CEQA, and ranks each alternative as better, the same, or worse than the 2040 General Plan with respect to each issue area.

**Table ES-2. Comparison of Project Alternatives**

Environmental Issue	2040 General Plan Impacts	Alternative 1: No Project/2035 General Plan	Alternative 2: MTP/SCS Reduced Employment Alternative
Aesthetics	LTS	-	-
Agricultural Resources	LTS	-	-
Air Quality (localized)	LTS	-	-
Air Quality (regional)	LTS	-	▼
Biological Resources	SU	-	▼
Cultural and Historic Resources	SU	-	▼
Energy	LTS	-	-
Geology, Soils, Mineral Resources and Paleontology	LTS	-	-
Greenhouse Gases	LTS	▲	▲
Hazards and Public Safety	LTS	-	-
Hydrology, Water Quality and Flooding	LTS	-	-
Noise and Vibration	SU	▼	▼
Public Services and Recreation	LTS	-	▼
Public Utilities	LTS	-	▼
Transportation and Circulation	LTS	▲	▲
Tribal Cultural Resources	SU	-	▼

**Notes:**

- ▲ Alternative is likely to result in greater impacts to issue area when compared to the 2040 General Plan.
  - Alternative is likely to result in similar impacts to issue area when compared to the 2040 General Plan.
  - ▼ Alternative is likely to result in reduced impacts to issue area when compared to the 2040 General Plan.
- NI = No impact  
 LTS = Less-than-significant impact  
 LTS/MM= Less than significant with mitigation  
 SU = Significant and unavoidable

As indicated in Table ES-2, Alternative 1, the No Project Alternative would result in the fewest environmental impacts and would be considered the environmentally superior alternative. However, Section 15126.6(e)(2) of the CEQA Guidelines states that if the environmentally superior alternative is the No Project Alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.

Of the alternatives evaluated, Alternative 2 was found to be the environmentally superior alternative because 6 out of 16 environmental issues evaluated would have a reduction in the severity of the impact as compared to the 2040 General Plan. Each of the impacts identified as significant and unavoidable under the 2040 General Plan would be reduced in severity, but Alternative 2 would not reduce these impacts to less than significant. Therefore, the impacts would also remain significant and unavoidable.

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# 1 Introduction and Scope of the Master Environmental Impact Report

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## 1.1 Introduction

The purpose of a Master Environmental Impact Report (Master EIR) is to evaluate cumulative impacts, growth inducing impacts, and irreversible significant effects, and to substantially reduce review of subsequent projects. (Pub. Resources Code, Section 21156; Guidelines, Section 15175.)<sup>1</sup> This Draft Master EIR evaluates the potential environmental effects that could occur with adoption and implementation of the proposed Sacramento 2040 General Plan (2040 General Plan) and Climate Action & Adaptation Plan (together identified as the “Sacramento 2040 Project”). The proposed Sacramento 2040 Project is described in detail in Chapter 2, Project Description, of this Draft Master EIR.

The project background and scope of the Master EIR are described below. Existing setting information is provided in the General Plan Technical Background Report (TBR). The 2040 General Plan TBR is a separate document because it serves the dual purpose of documenting the existing conditions for the proposed 2040 General Plan and establishing the environmental baseline for the Master EIR. The City of Sacramento (City) Council reviewed and accepted the TBR in January 2021. The proposed 2040 General Plan, Climate Action & Adaptation Plan, and Technical Background Report may be accessed online at [www.sac2040gpu.org](http://www.sac2040gpu.org).

## 1.2 Scope of the Master Environmental Impact Report

This Draft Master EIR evaluates the potential short-term and long-term, direct, indirect, cumulative, growth inducing, and irreversible environmental impacts of adoption of the proposed 2040 General Plan, and it evaluates a reasonable range of alternatives. Each technical section begins with an introduction that describes the particular environmental topic of that section, as well as a summary of any public comments pertaining to that topic received during the Notice of Preparation (NOP) review period.

The City circulated two NOPs for the proposed Sacramento 2040 Project. The initial NOP was circulated in January 2019 and a revised NOP was circulated in October 2019. All comments received on the two NOPs have been reviewed and evaluated. Both NOPs and all responses received are included in Appendix A to this Master EIR. A short summary of the environmental setting is provided in each technical section in addition to any relevant updates to information included in the Technical Background Report.

The City, as Lead Agency, determined that the Draft Master EIR should address all technical areas listed in Appendix G of the CEQA Guidelines, including Land Use, Population and Housing addressed in Chapter 3. Chapter 4 includes the following technical sections:

- 4.1 Aesthetics
- 4.2 Agricultural Resources
- 4.3 Air Quality
- 4.9 Hazards and Public Safety
- 4.10 Hydrology, Water Quality, and Flooding
- 4.11 Noise and Vibration

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<sup>1</sup> “Guidelines” means CEQA Guidelines in title 14 California Code of Regulations sections 15000 et seq.

# 1 – Introduction and Scope of the Master Environmental Impact Report

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- 4.4 Biological Resources
- 4.5 Cultural Resources
- 4.6 Energy
- 4.7 Geology, Soils, and Paleontological Resources
- 4.8 Greenhouse Gases
- 4.12 Public Services and Recreation
- 4.13 Public Utilities
- 4.14 Transportation
- 4.15 Tribal Cultural Resources

Section 15125(a) of the California Environmental Quality Act (CEQA) Guidelines provides that an EIR must include a description of the existing physical environmental conditions in the vicinity of the project as they exist at the time when the Notice of Preparation (NOP) is published. This “environmental setting” will normally constitute the “baseline condition” against which project-related impacts are compared. Therefore, the baseline conditions for this Master EIR, unless noted otherwise, are based on conditions that existed in September/October 2019, when the NOP was published and circulated.

The CEQA Guidelines recognize that the data for establishing an environmental baseline cannot be rigid. Because physical environmental conditions may vary over a range of time, the use of environmental baselines that differ from the date of the NOP is reasonable and appropriate in certain circumstances when doing so results in a more accurate or conservative environmental analysis.

As indicated above and throughout this Master EIR, the environmental setting is included in the TBR (available online at [www.sac2040gpu.org](http://www.sac2040gpu.org)). Each technical section in Chapter 4 indicates which specific section(s) of the TBR include the environmental setting for the specific topic(s) of discussion in the technical section and provides a brief summary of setting information contained in the TBR. Since completion of the TBR there have been some updates to the regulatory setting, which are reflected, as appropriate, in the respective technical sections.

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

The impacts discussion describes potential effects on the environment that would result from adoption and implementation of the proposed 2040 General Plan and Climate Action & Adaptation Plan. The environmental impacts include an analysis of the effects anticipated to result from implementation of the proposed 2040 General Plan, as well as a general overview of future development included within the list of subsequent projects included in Appendix G to this document. Any relevant goals and policies included within each of the ten Community Plans are also evaluated in those technical sections where the Community Plan-specific policies differ from the proposed 2040 General Plan goals and policies.

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

- **No Impact** – A project impact would be considered to have no impact if it is clear there would be no effect on the environment.



- **Less than Significant** – A project impact is considered less than significant when it does not reach the standard of significance, indicating there would be no substantial change in the environment. No mitigation is required for less-than-significant impacts.
- **Significant or Potentially Significant** – A potentially significant impact is an environmental effect that could cause a substantial adverse change in the environment; however, additional information is needed regarding the extent of the impact to make the determination of significance. For CEQA purposes, a potentially significant impact is treated as if it were a significant impact. The City is required to identify mitigation, as feasible, for such effects.
- **Significant and Unavoidable** – A project impact is considered significant and unavoidable if it results in a substantial adverse change in the physical conditions of the environment and there are no potentially feasible mitigation measures and/or project alternatives available to reduce these effects to less than significant.

If impacts are considered significant and it is determined that implementation of the proposed 2040 General Plan policies or compliance with existing federal, state or local laws or ordinances would not reduce impacts to a less-than-significant level, feasible mitigation measures are described to reduce or avoid these impacts. Significant and unavoidable impacts are impacts that remain significant after identification of feasible mitigation.

In determining the level of significance of environmental impacts associated with the proposed 2040 General Plan, the analysis in this Draft Master EIR assumes that future development under the general plan would comply with relevant federal and state laws and regulations, City general plan policies, City Code and ordinances, other adopted City documents, and policies, actions, and design guidelines. Such mandatory policies, ordinances, and standards are not identified as mitigation measures, but rather are discussed as part of the “Regulatory Setting” in the TBR (available online [www.sac2040gpu.org](http://www.sac2040gpu.org)) and compliance with these laws and requirements often mitigate potential impacts.

An example of an impact statement is shown below.

**Impact 4.2-1: Implementation of the proposed 2040 General Plan could have a substantial adverse effect on a candidate, sensitive, or special-status species.**

A discussion of potential impacts is presented in paragraph form. The analysis discusses the applicable local, state, and federal laws and regulations/standards that could reduce or eliminate impacts and assumes that future development under the proposed 2040 General Plan would comply with these underlying requirements. The applicable goals, policies, and implementing actions included in the proposed 2040 General Plan are also provided, because compliance with these goals and policies would direct future development and buildout of the general plan. In many instances, the actions that are necessary to reduce a project impact are already required by compliance with existing laws or requirements. The impact analysis concludes with a determination of the impact’s significance in **bold type** (e.g., **significant impact/significant and unavoidable impact/potentially significant impact/less-than-significant impact/no impact**).

### Mitigation Measures

Following each impact analysis is a discussion of the applicable mitigation measures identified to reduce the significance of an impact is provided, if required. A discussion of how the mitigation would reduce the impact is included before the mitigation measure.

Mitigation measures, if applicable, are numbered and presented in the following format.

**BIO-1:** Statement of what, if any, mitigation measures are required.

CEQA Guidelines, Section 15370, defines mitigation as:

- Avoiding the impact altogether by not taking a certain action or parts of an action;
- Minimizing impacts by limiting the degree of magnitude of the action and its implementation;
- Rectifying the impact by repairing, rehabilitating, or restoring the affected environment;
- Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; and
- Compensating for the impact by replacing or providing substitute resources or environments.

## **Additional Cumulative Analysis**

According to CEQA, “cumulative impacts refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts” (14 CCR 15355). CEQA requires that cumulative impacts be discussed when the “project’s incremental effect is cumulatively considerable” (14 CCR 15130[a]).

The 2040 General Plan anticipates development across a large geographic area over a 20-year buildout under the 2040 General Plan; therefore, its analysis is inherently cumulative. Potential impacts to the physical environment are evaluated by the City on a project-specific basis as development projects are proposed, and as the City conducts its various public works programs. Individual project review will continue after adoption of the 2040 General Plan. This project-specific review will inquire whether a proposed project would result in any project-specific impacts not identified in the Master EIR, and whether the project would conflict with a regulatory program or standard. While some events and impacts are localized and site-specific, the question asked in the Master EIR regarding conflict and compliance with existing regulations takes into account the anticipated projects that could occur over the course of a twenty-year perspective. In CEQA terms, the Master EIR is focused on cumulative effects.

The purpose of the Master EIR is to evaluate the potential impacts that could occur from the range of projects and activities assumed as part of the 2040 General Plan with reference to the appropriate context for the additional cumulative impact analysis. As defined in CEQA Guidelines Section 15355, cumulative impacts refer to two or more past, present and/or reasonably foreseeable future actions which, when considered together, result in a significant impact. The additional cumulative impacts discussion evaluates the extent to which the 2040 General Plan would contribute to an existing cumulative impact, and whether that contribution would be considerable (i.e., would cause a cumulative condition to be significant and/or substantially increase the severity of a cumulative impact that would be significant whether or not the general plan was adopted). In addition, a separate additional cumulative analysis methodology and cumulative context for respective sections (e.g., development in the General Plan Planning Area *and* development within Sacramento County, or the larger region such as the Northern Sacramento Valley Air Basin) is identified at the beginning of the “Additional Cumulative Analysis” discussion.

In some instances, a project-specific impact may be considered less than significant but would be considered potentially significant in combination with other development within the surrounding area. Or, in some

instances, a potentially significant impact could result on a project level but would not result in a cumulatively considerable impact. The additional cumulative impacts analysis is presented in the same format as the impacts section, shown above.

### 1.2.1 Assumptions and Updates

The Master EIR evaluates the potential environmental impacts that could result with adoption of the 2040 General Plan. While the City intends to review and update the general plan on a five-year cycle, the general plan is a long-range plan, providing policy guidance with a twenty-year perspective, thus its designation as the “2040” General Plan.

The general plan includes policies that will guide the physical development of the city, with resulting physical changes in the environment. Exactly where, and when, these changes will actually occur in the next twenty years is not known, nor is it feasible to know. As a result, the City has made certain assumptions regarding future physical development in the city, and these assumptions, based on the best evidence available, have assisted in evaluation of the potential effects on the environment that could occur during the general plan period.

As an example, the Master EIR does not assume that every parcel in the city would be developed during the general plan period, nor does it assume each such parcel would be developed to the maximum intensity allowed by the general plan. Due to market forces, as well as building and zoning restrictions when applied to specific sites, construction of less than the maximum allowable development identified in a general plan is typical.

The assumptions used in the Master EIR analysis were designed for consistency with the analyses in the adopted 2020 Metropolitan Transportation Plan and Sustainable Communities Strategy (MTP/SCS) prepared by the Sacramento Area Council of Governments (SACOG). For certain technical sections, including traffic, noise, and air quality, the analytical models were used, with appropriate adjustments based on technical analysis, the city’s geography, and neighborhoods.

For example, the traffic analysis is based in large part on the Sacramento Regional Activity-Based Simulation Model (SACSIM) traffic model, which refers to a 2016 baseline whereas Chapter 2, Project Description uses 2019 as the environmental baseline (based on when the NOP was released). Households and employment totals for the SACSIM baseline year (2016) are slightly different from what is reported in SACOG’s MTP/SCS EIR which is used for the environmental baseline year in the Project Description. This difference occurs because the SACSIM model is based on *households*, whereas the MTP/SCS reports *dwelling units*, including total number of units and occupancy rates. Baseline and future plus project scenario land use inputs for households, employment, and population may vary slightly between the assumptions in Chapter 2 (see Table 2-3, Growth Projections for Sacramento [2040]) and Section 4.14, Transportation (see Table 4.14-3, Sacramento Land Use Related Inputs for Transportation Impact Analysis Scenarios).

The Master EIR is a document that provides decision-makers, and the public, a reasonable and good faith evaluation of potential effects of the action, in this case adoption of a general plan, on the physical environment. While certainty in knowing the future is not attainable, the City has adopted assumptions, when necessary, regarding future development to inform the reader. As noted above, the plans and actions of other agencies with responsibility in certain areas provide guidance and assist in establishing a reasonable basis for the analysis.

On June 1, 2021, the City Council approved a new building electrification ordinance that requires all-electric construction for new low-rise developments beginning in 2023, and medium- and higher density developments in 2026. An updated Ordinance that was mostly technical in nature was adopted by City Council on November 29, 2022, to align the New Building Electrification Ordinance with the 2022 California Building Standards Code. The City initiated enforcement of the New Building Electrification Ordinance on January 1, 2023.

An April 2023 decision by the United States Court of Appeals, Ninth Circuit in *California Restaurant Association vs. City of Berkeley* (2023) 65 F.4<sup>th</sup> 1045 has led the City to suspend enforcement of the New Building Electrification Ordinance. In June 2023, the City of Berkeley filed a request for an ‘en banc’<sup>2</sup> hearing of the case by a full panel of the Ninth Circuit Court of Appeals. The Ordinance would become enforceable again should the April 2023 ruling be overturned. If the April 2023 decision is sustained, the City will pursue an alternate pathway for the electrification of new buildings. In the meantime, the majority of new buildings in the city will be voluntarily constructed as all-electric based on a range of incentives and rebates that significantly improve the up-front cost effectiveness of all-electric construction, as well as projected bill savings.

The assumptions used in this process are considered to be conservative based on a reasonable analysis and substantial evidence.

## 1.3 Lead, Responsible, and Trustee Agencies

### 1.3.1 Lead Agency

As Lead Agency, the City of Sacramento (City) is responsible for the preparation of the proposed Sacramento 2040 Project environmental analysis, per Sections 15050 and 15367 of the CEQA Guidelines. In addition, the City is responsible for scoping the analysis, preparing the Master EIR, responding to comments received on the Draft Master EIR, and compiling Final Master EIR documentation.

### 1.3.2 Responsible Agencies

Responsible agencies are state and local public agencies that propose to carry out or approve a project, for which a Lead Agency is preparing or has prepared an EIR or negative declaration. For the purposes of CEQA, the term “Responsible Agency” includes all public agencies other than the Lead Agency that have discretionary approval authority over any aspects associated with implementation of the proposed 2040 General Plan. Because the “project” is a general plan and a CAAP, there are no agencies other than the City that have approval or permitting authority for adoption. Implementation of the proposed Sacramento 2040 Project, however, would involve many additional agencies depending upon the nature of subsequent projects. The following are some of the agencies that may act as Responsible Agencies for certain subsequent projects:

- California Air Resources Board
- California Department of Fish and Wildlife
- California Department of Housing and Community Development

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<sup>2</sup> French for “on the bench,” refers to the practice where all judges of an appellate court sit to hear an argument. En banc review of an appeal is usually reserved for exceptionally important cases or to reconsider a decision made by a panel of the same court,

- California Department of Parks and Recreation
- California Department of Transportation
- Central Valley Flood Protection Board
- Central Valley Regional Water Quality Control Board
- Sacramento Local Agency Formation Commission
- Sacramento Metropolitan Air Quality Management District
- Sacramento Municipal Utilities District
- State Lands Commission
- State Office of Historic Preservation
- State Water Resources Control Board

### 1.3.3 Trustee Agencies

Pursuant to CEQA Guidelines Section 15386, a Trustee Agency is a State agency having jurisdiction by law over natural resources that are held in trust for the people of California, and which may be affected by a project. If it has discretionary authority over a project, a Trustee Agency may also function as a Responsible Agency. CEQA identifies four Trustee Agencies within the state: California Department of Fish and Wildlife; State Lands Commission; State Department of Parks and Recreation; and University of California (14 CCR 15386[a-d]).

## 1.4 Public Review of Draft Master Environmental Impact Report and Lead Agency Contact

Upon publication of this Draft Master EIR and in accordance with CEQA requirements, the City will notify all responsible and trustee agencies and the public of the document's availability for review and invite comment from the general public, agencies, organizations, and other interested parties. Copies of the Draft Master EIR will be available on the City's Community Development Department environmental documents webpage at the following link:

<http://portal.cityofsacramento.org/CommunityDevelopment/Planning/Environmental/Impact-Reports.aspx>

These documents can also be accessed through the City's General Plan webpage at the following link:

<http://www.sac2040gpu.org>

Hard copies are available at the following locations:

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

City of Sacramento Public Counter  
300 Richards Boulevard, Third Floor  
Sacramento, California 95811

The public review and comment period is 45 days, from August 24, 2023, through October 10, 2023. All written public comments, including email correspondence on the adequacy of the Draft Master EIR must be received no later than 5:00 p.m. on October 10, 2023. All written comments or questions regarding the Draft Master EIR should be addressed to:

Scott Johnson, Senior Planner  
City of Sacramento, Community Development Department  
300 Richards Boulevard, Third Floor  
Sacramento, California 95811  
srjohnson@cityofsacramento.org  
916.808.5842

Following the public review period, the City will prepare a Final Master EIR. The Final Master EIR will respond to all environmental issues raised in written comments received during the public review period. When completed, the City will review and consider the Final Master EIR prior to its decision to approve, revise, or reject the proposed Sacramento 2040 Project.

## 1.5 How to Use This Report

This Master EIR is organized as follows:

**Executive Summary.** In this chapter, the conclusions of the environmental analysis are outlined and a summary of the proposed 2040 General Plan as compared to the alternatives analyzed in the Master EIR is provided. Also included in this chapter is a summary of feasible mitigation measures proposed to reduce or avoid each significant project impact.

**Chapter 1, Introduction and Scope of the Master Environmental Impact Report.** This chapter describes the general contents of the environmental analyses and lists the Master EIR sections and discloses the scope of the document and assumptions concerning how future development would occur within the Planning Area.

**Chapter 2, Project Description.** This chapter provides information on the goals and policies of the proposed 2040 General Plan and describes the Sacramento 2040 Project. In addition, the Planning Area is defined, general buildout assumptions are provided, and the project objectives are listed, and an overview of methodology is provided.

**Chapter 3, Land Use, Population, and Housing.** This chapter establishes the land use, population, and housing conditions that would result from implementation of the proposed 2040 General Plan, outlines changes to the 2040 General Plan, and analyzes proposed changes for consistency with regional land use plans and policies. Background on relevant legislation that affects housing in the state is also included.

**Chapter 4, Environmental Analysis.** The environmental analysis is provided in sections 4.1 through 4.15 of the Master EIR. In each of these sections, a summary of the regulatory and environmental setting from the Technical Background Report is discussed and an analysis of project impacts. A discussion of cumulative impacts is also included.

**Chapter 5, Other CEQA Considerations.** This chapter identifies all significant and unavoidable impacts that could occur with implementation of the proposed 2040 General Plan, significant irreversible environmental changes, growth inducing effects, and energy conservation.

**Chapter 6, Alternatives.** This chapter includes a description of the alternatives to be evaluated and potential areas of concern raised during the Notice of Preparation (NOP) process.

**Chapter 7, Master Environmental Impact Report Preparers.** This chapter provides a list of persons, organizations, and agencies that contributed to the preparation of this Master EIR.

**Appendices.** The appendices include various studies prepared for the proposed Sacramento 2040 Project, as listed in the table of contents.

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# 2 Project Description

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## 2.1 Introduction

The City of Sacramento (City) is updating its general plan and climate action plan to reflect current conditions, new legal requirements for general plans and climate action plans, and changes to reflect the City’s planning vision through 2040. The proposed update to the general plan (the “2040 General Plan”) and Climate Action & Adaptation Plan (together, the “Sacramento 2040 Project”), is the subject of this Master Environmental Impact Report (Master EIR).

A general plan is a state-required, legal document, prepared in accordance with California Government Code Section 65300 et seq. The 2040 General Plan provides guidance to the City and the public regarding the physical form and character of Sacramento’s land use and development and the conservation of the City’s resources. The 2040 General Plan is a comprehensive update and refinement of the 2035 General Plan, which was adopted by the City on March 3, 2015, and the Climate Action & Adaptation Plan (CAAP) sets forth a community-wide strategy for reducing greenhouse gas emissions (GHG) and adaptation to the effects of climate change. The CAAP was drafted in response to the state mandate that local actions be coordinated with state goals for reducing GHG emissions. The CAAP replaces the City’s prior Climate Action Plan (CAP), which was adopted March 3, 2015.

## 2.2 Project Location

The project location is the city and adjacent areas, collectively defined as the Sacramento 2040 General Plan Planning Area (“Planning Area” see Figure 2-1). Sacramento is in the center of California’s Central Valley, roughly halfway between San Francisco to the west and Lake Tahoe to the east and is the largest incorporated city in Sacramento County (County). Sacramento is located at the confluence of the Sacramento and American rivers, and it is the capital of the State of California.

Sacramento is the sixth most populous city in California, with a 2021 population of approximately 515,670 according to the California Department of Finance (DOF 2021). Major highways providing regional access to and through Sacramento include Interstate (I) 80 and U.S. Highway 50 (east/west), and I-5 and U.S. Highway 99 (north/south). Amtrak serves Sacramento’s passenger rail needs, while Sacramento International Airport provides domestic and international flights and is served by most major airlines. Within the city and surrounding region, Sacramento Regional Transit is the primary transit provider of bus and light rail service.

### 2.2.1 Sacramento 2040 Planning Area

The 2040 General Plan Planning Area is defined as the land area addressed by the 2040 General Plan, including land within the city limits and the City’s Sphere of Influence (SOI) (outside the city limits), including five special study areas, as shown on Figure 2-1. The Planning Area comprises approximately 113,572 acres (197 square miles) of incorporated and unincorporated land. The Planning Area boundary is consistent with state law, which requires each city, within its general plan planning area, to include all territory within its boundaries as well as “any land outside its boundaries which in the planning agency’s judgement bears

relation to its planning.”<sup>1</sup> While the City has jurisdiction only within the city limits, it can establish potential future land use in the SOI to indicate desired uses and intensity in the event of future annexation.

### City Limits

The city limits encompass approximately 64,425 acres (101 square miles) of incorporated land within the legal jurisdiction of the City of Sacramento. The existing uses within the city limits include residential, commercial, and industrial developments, as well as public facilities including parks, schools, and hospitals.

### Sphere of Influence (SOI)

The SOI is an area outside of the City’s jurisdictional boundary (e.g., outside the city limits) that delineates the City’s probable future boundary and service area. The City’s SOI encompasses 14,018 acres (22 square miles), as shown on Figure 2-1. The Sacramento Local Agency Formation Commission (LAFCo) has jurisdiction over defining Sacramento’s SOI and acts on annexations and the approval of service contracts outside the city limits. The purpose of the SOI is to coordinate and shape logical and orderly development while discouraging urban sprawl and the premature conversion of agricultural and open space lands by preventing overlapping jurisdictions and duplication of services. While the LAFCo cannot tell agencies what their planning goals should be, the LAFCo for each California county helps coordinate efficient provision of services for the benefit of area residents and property owners. The 2040 General Plan does not propose expanding the existing SOI boundaries, nor make any changes to the existing land use designations within the SOI.

### Special Study Areas

The Planning Area also includes five special study areas: Natomas Basin Study Area, Arden Arcade Study Area, East Study Area, Fruitridge-Florin Study Area, and the Town of Freeport Study Area, shown in Figure 2-2. These are unincorporated locations adjacent to the city limits where careful coordination between the City and the County of Sacramento is required to plan for natural resource protection and the efficient delivery of services. Collectively, the special study areas total approximately 47,610 acres (74 square miles), approximately 74% of which lies outside the existing city limits and the SOI.

## 2.3 Project Background

A general plan is a state-required legal document (Government Code Section 65300) that guides decisions of local elected and appointed officials (decision makers) and staff when making determinations about the allocation of resources and land use decisions that determine the future physical form and character of development in cities and counties. It is the official statement of a jurisdiction regarding the values and vision of the community and includes the extent and types of development needed to achieve the vision for physical, economic, social, and environmental goals.

Per California law, each local jurisdiction must have a general plan that guides land use decisions and sets a vision for how a community will grow. Each general plan must contain elements, or topics, that address land use, conservation, noise, circulation, open space, safety, housing, and environmental justice, if the jurisdiction contains any disadvantaged communities. A disadvantaged community is “an area identified by the California Environmental Protection Agency pursuant to Section 39711 of the Health and Safety Code or an area that is

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<sup>1</sup> California Government Code Section 65300.

a low-income area that is disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation” (General Plan Guidelines, Environmental Justice Element, OPR 2020). Sacramento contains several such disadvantaged communities and an environmental justice element has been included in the 2040 General Plan. State law and state guidelines require that general plans be maintained and amended or updated periodically as conditions and needs change.

The required elements of a general plan may be organized as separate chapters or may be combined as long as the mandatory topics are adequately addressed. A general plan may also include any other topics of importance to the community (“optional elements”), such as historic and cultural resources or economic development. These “optional elements,” once adopted, are as legally binding as a mandatory element. Further, state law requires that the general plan include an integrated and internally consistent set of goals, policies, standards, programs, and diagrams. State law and state guidelines require that general plans should be maintained and amended or updated periodically as conditions and needs change.

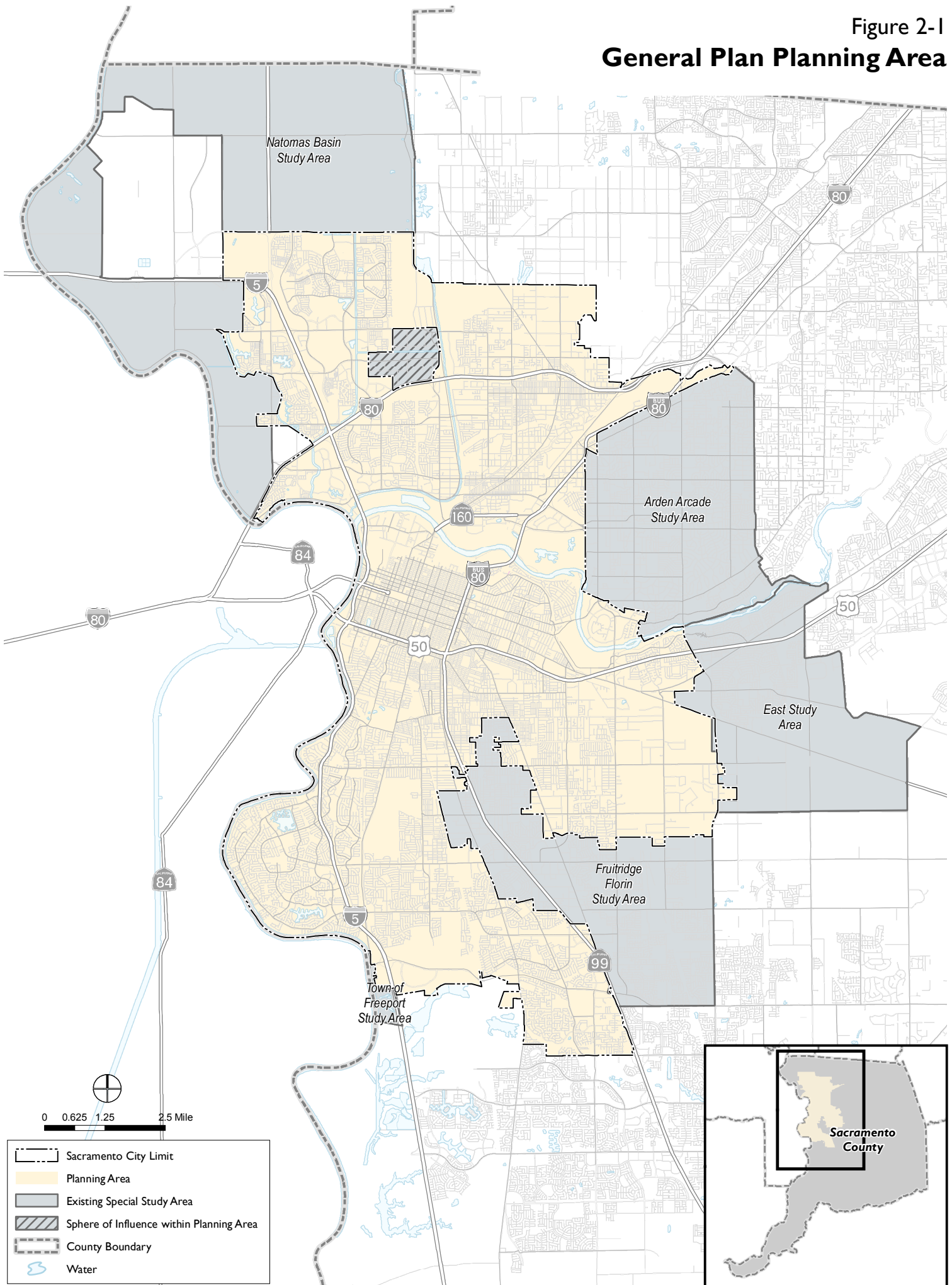
Starting with the City’s 2030 General Plan, an implementation program has been included that requires the City to thoroughly review the general plan and revise and update it as necessary every five years. The City updated the 2030 General Plan in March 2015 with the 2035 General Plan. The 2030 General Plan set forth a planning roadmap, that was carried forward in the 2035 General Plan, to achieve Sacramento’s vision to be the most livable city in America. The 2035 General Plan included a set of six interconnected themes: Making Great Places; Growing Smarter; Maintaining a Vibrant Economy; Creating a Healthy City; Living Lightly–Reducing Our “Carbon Footprint”; and Developing a Sustainable Future.

Building on these themes, the proposed 2040 General Plan is based on an updated vision statement and guiding principles that were adopted by the City Council on November 12, 2019. The vision and guiding principles for the proposed Sacramento 2040 General Plan are organized into six general categories or themes: (1) Sustainable and Responsible Growth; (2) Resiliency and Climate Action; (3) Safe, Equitable, Inclusive and Just City; (4) Regional Economic Hub; (5) Livability and Sense of Place; and (6) Interconnected, Accessible City. These guiding principles establish the basis for a framework of Key Strategies to help guide the creation of goals and policies for land use, circulation, open space, conservation, noise, safety, historic and cultural resources, and environmental justice for the entire city, consistent with state law. An update to the Housing Element of the General Plan was prepared separately on a different timeline due to associated legal requirements and is not part of the “project” evaluated in this Master EIR (The 2021-2029 Housing Element is available online at: [https://www.cityofsacramento.org/Community\\_Development/Planning/Housing/Housing-Element](https://www.cityofsacramento.org/Community_Development/Planning/Housing/Housing-Element)).

As part of the 2035 General Plan process, the City updated its Climate Action Plan to address internal City operations, and in 2015, the CAP was adopted. As part of the Sacramento 2040 Project, an updated CAAP has been prepared that includes strategies to help the City address the effects of climate change and to provide the tools for the City to achieve carbon neutrality by 2045.

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Figure 2-1  
**General Plan Planning Area**



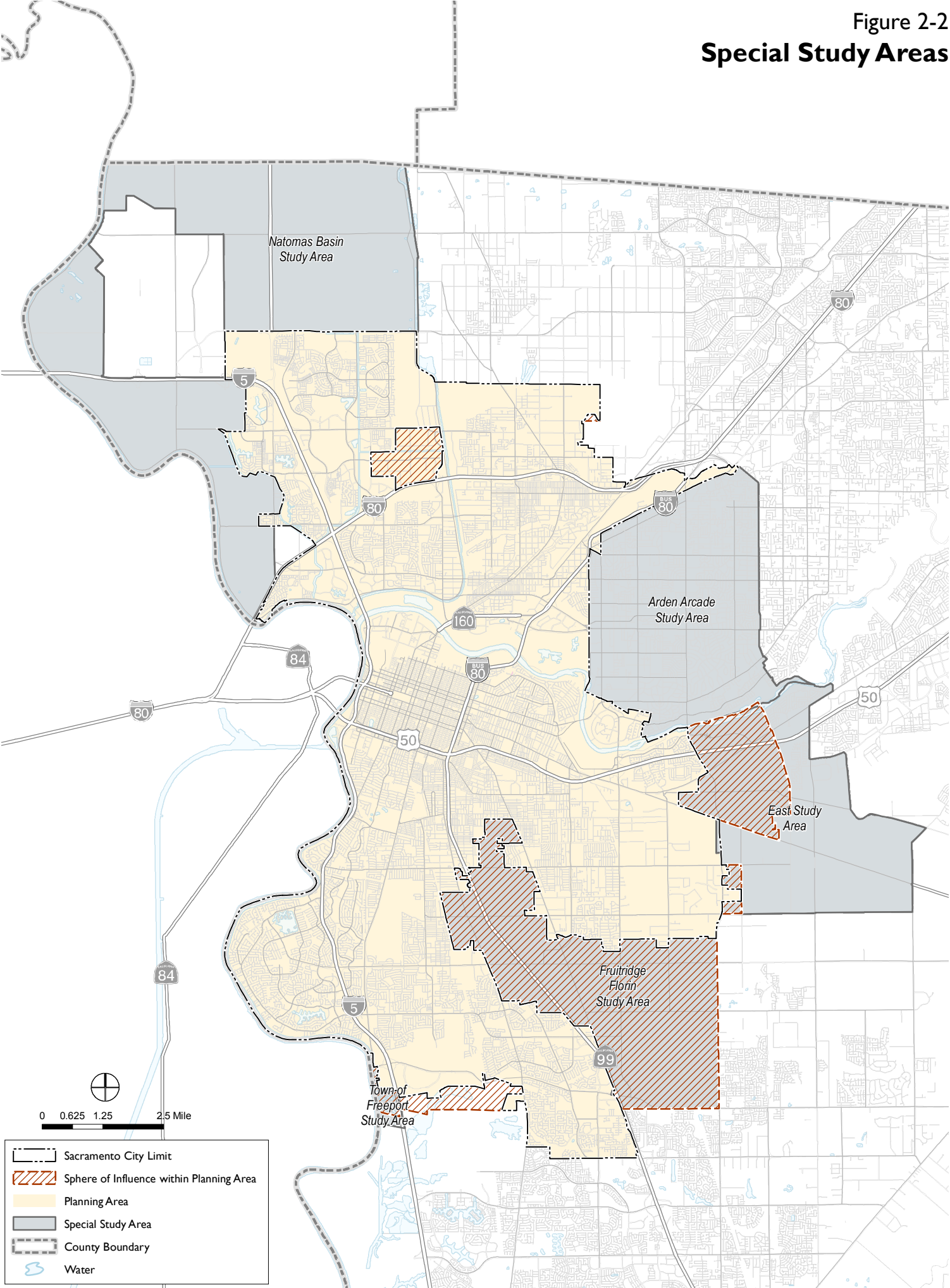
0 0.625 1.25 2.5 Mile

- Sacramento City Limit
- Planning Area
- Existing Special Study Area
- Sphere of Influence within Planning Area
- County Boundary
- Water

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Figure 2-2  
Special Study Areas



Source: City of Sacramento Community Development Department, 2018; Sacramento County, 2020

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## 2.4 2035 General Plan

The City adopted the 2035 General Plan on March 3, 2015, which was largely based on data and analyses compiled in the mid-2010s. The 2035 General Plan reflects the City’s vision for accommodating future growth, protection of important biological and historic resources, and focuses on how the quality of life will be defined and fostered within the City over the next 20 years. The City’s proposed 2040 General Plan builds on the themes contained in the 2035 General Plan and includes required updates, summarized below and further discussed under Section 2.6.

## 2.5 Proposed 2040 General Plan Updates

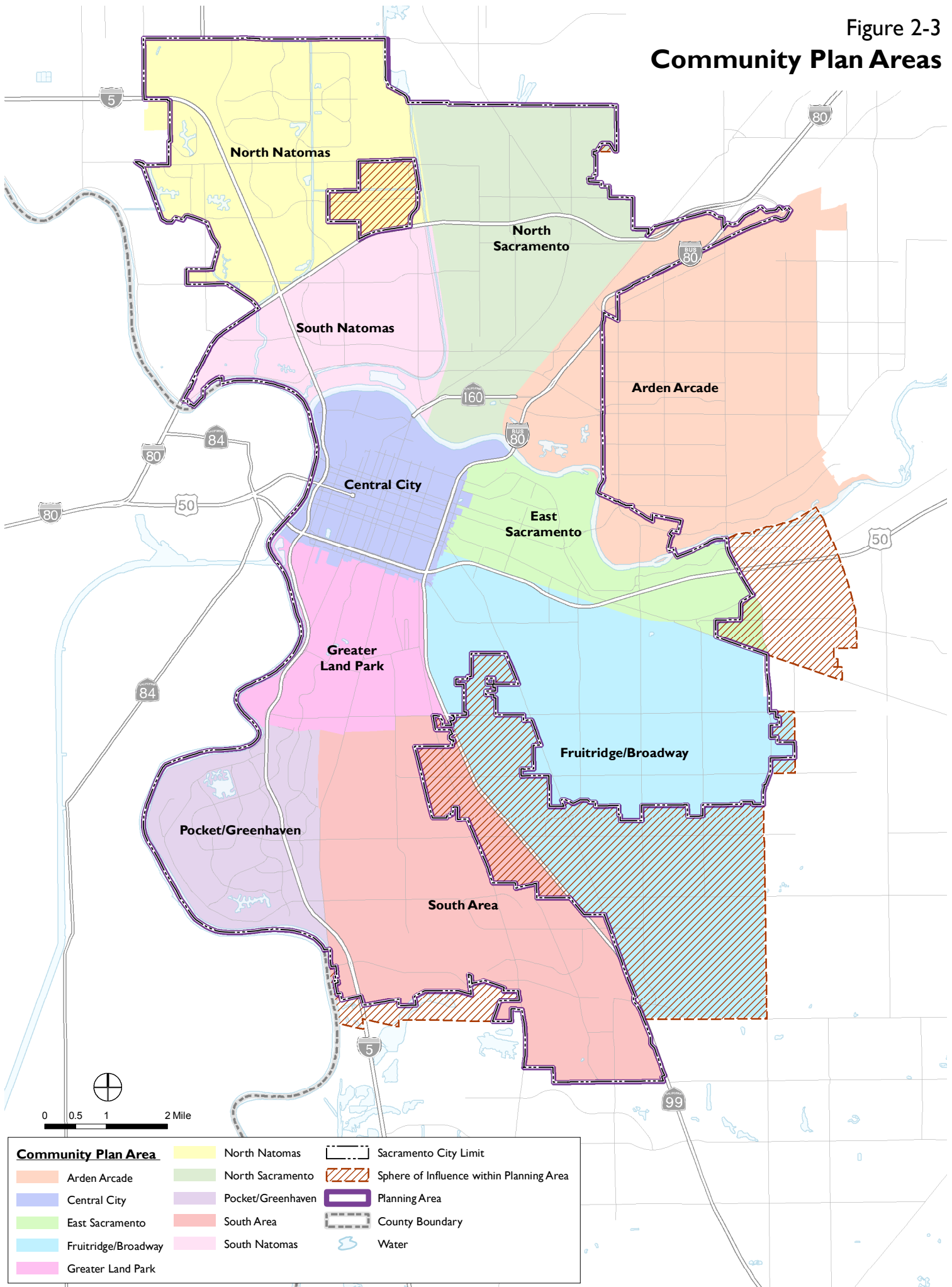
The proposed 2040 General Plan includes the following updates that build upon the 2035 General Plan and reflect changes in state law. The proposed 2040 General Plan focuses on the following updates.

- **Update existing conditions information and data.** The 2035 General Plan and Master EIR were based on information gathered from 2012 through 2014. The proposed 2040 General Plan, CAAP and Master EIR are being updated to reflect updated information, including changes in state law.
- **Update the planning horizon and revise projected growth estimates.** The 2035 General Plan and Master EIR evaluated projected growth through the year 2035. The proposed 2040 General Plan draft Land Use map accommodates 69,012 new housing units and 76,612 new jobs over the next 20 years, consistent with Sacramento Area Council of Governments (SACOG) regional growth allocation and the City’s Market Demand Study completed by Bay Area Economics in 2019.
- **Address recent state mandates.** Several laws affecting general plans have been passed that affect the 2040 General Plan, including but not limited to the following topics: environmental justice [SB 1000; 2016], vehicle miles traveled [SB 743; 2013], climate adaptation and resiliency [SB 379; 2015], annexation of disadvantaged communities [SB 244, 2011], and consultation with California Native American tribes [AB 52; 2014], which must be reflected in the general plan in order for it to comply with state law.
- **Update Community Plans.** There are ten existing community plans: Arden Arcade, Central City, East Sacramento, Fruitridge/Broadway, Greater Land Park, North Natomas, North Sacramento, Pocket/Greenhaven, South Area, and South Natomas (see Figure 2-3, Community Plan Areas). These community plans have been updated as part of the proposed 2040 General Plan and include policies to address issues or conditions unique to the community plan area in addition to the applicable citywide policies.
- **Update the Special Study Areas.** There are five existing Special Study Areas adjacent to the city limits: Natomas Basin, Arden Arcade, East, Fruitridge Florin, and the Town of Freeport (see Figure 2-2). The coverage of these existing Special Study Areas has been updated as part of the proposed 2040 General Plan and include a brief description of existing conditions, background information, and information related to City and County coordination in managing the future of these areas, as applicable.
- **Revisions to the Land Use and Urban Design Element.** The proposed 2040 General Plan includes a new Land Use and Placemaking Element to replace the current Land Use and Urban Design Element. This element includes a land use map showing the distribution and location of proposed land uses as well as policies that address land use and placemaking. Standards for maximum allowable development intensity (i.e., Floor Area Ratio [FAR]) applicable to all parcels in the city and controlled

via a Maximum Base FAR Map to accommodate the City's 2040 growth projections are proposed to replace the maximum residential density standards from the 2035 General Plan Land Use and Urban Design Element. Minimum residential density standards from the 2035 General Plan Land Use and Urban Design Element remain.

- **Develop policies to address social equity, environmental justice, and community resilience.** In accordance with SB 1000, the proposed 2040 General Plan identifies the city's Disadvantaged Communities (DACs) and identifies policies that address social equity, environmental justice and community resilience in these communities.
- **Reflect past accomplishments and incorporate adopted amendments.** Since adopting the 2035 General Plan, the City has completed many of that Plan's implementation programs and has amended the plan several times. All prior amendments have been incorporated into the proposed 2040 General Plan.
- **Support adopted and ongoing plans and initiatives.** Recent 2035 General Plan implementation efforts (e.g., Planning and Development Code amendments) and regional planning efforts (e.g., SACOG Metropolitan Transportation Plan/Sustainable Communities Strategy) have identified new issues and opportunities that required updates to general plan policies and implementation programs.

Figure 2-3  
Community Plan Areas



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## 2.6 Project Objectives

The City of Sacramento seeks to achieve the following objectives, consistent with the vision and guiding principles set forth in the proposed 2040 General Plan.<sup>2</sup>

- **Safe, Equitable, Inclusive and Just City.** Ensure Sacramento is equitable, inclusive, and a just city for people of all ages, abilities, ethnicities, races, genders, sexual identities, incomes, and cultures; and celebrate all diverse and multicultural communities through promoting equity, justice, and accountability.
- **Interconnected and Accessible City.** Expand and enhance the range of transportation options for people of all ages and abilities by improving the efficiency of a multimodal transportation system that prioritizes and promotes active transportation and less reliance on single-occupant vehicles.
- **Resiliency and Climate Action.** Strive to achieve carbon neutrality by 2045 by reducing carbon emissions through reducing energy usage, waste and pollutants, electrifying buildings and transportation, and investing in sustainable infrastructure including zero emission transportation infrastructure.
- **Regional Economic Hub.** Support a diversity of business and employment opportunities that attract and retain a broad range of living-wage jobs through improving access to efficient, affordable transportation, training, childcare, and senior care for workers and encourage equitable economic development that creates opportunities for all residents and businesses.
- **Livability and Sense of Place.** Ensure a clean and safe city and promote pride of place by respecting the unique character of established neighborhoods while also welcoming compatible infill development and promoting healthy, physically active lifestyles through expanding access to nature and recreational opportunities and programs.
- **Sustainable and Responsible Growth.** Accommodate growth that supports a compact development pattern with a mix of housing options; access to transit; investment in utility infrastructure; and conservation of energy, water, and natural resources.

## 2.7 Project Description/Updates

The proposed Sacramento 2040 Project involves a comprehensive update to the City's 2035 General Plan as well as preparation of a Climate Action & Adaptation Plan. While the City undertook a technical update to these key long-range planning documents five years ago, the last major update was more than 10 years ago, and the City and community needs have evolved since that time. Updates to these documents were needed to respond to community needs and to ensure the City takes full advantage of the opportunities that growth presents while also addressing the associated challenges.

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<sup>2</sup> The Vision and Guiding Principles were adopted by City Council on November 12, 2019.

## 2.7.1 Proposed 2040 General Plan

The 2040 General Plan addresses the eight state-mandated topics as well as several additional topics of local importance. The organization of the 2040 General Plan is similar to the 2035 General Plan, with four parts as follows:

### Part 1: Introduction to the 2040 General Plan and Sustainability and Equity

- **Introduction.** The Introduction contains an overview of the general plan organization, and describes Sacramento’s regional location and planning boundaries, the planning process, how the 2040 General Plan relates to other plans and regulations, and how to use, revise, and amend the plan.
- **Sustainability and Equity.** This section discusses two themes that are integral to the 2040 General Plan and are woven throughout the General Plan: sustainability and equity. It includes a summary of key initiatives the City has already undertaken to address these themes. It also identifies a series of indicators that can be used to monitor progress in achieving the community wide objectives of the general plan and help ensure that growth contributes incrementally to a more sustainable and equitable city.

### Part 2: Citywide Goals and Policies

The eight topical elements of the 2040 General Plan set out citywide goals and policies as follows:

- **Land Use and Placemaking.** This Element combines land use, a required topic by state law, and an additional topic that is a closely related priority for the community: placemaking. This Element describes the existing land use pattern and provides an explanation of the general plan’s approach to citywide growth, presenting policies and standards for land use designations and development intensities, urban design, green building, arts, culture, and placemaking.
- **Economic Development.** This Element addresses a topic of local importance, providing an overview of the population and employment context in Sacramento, and outlining goals and policies to foster a dynamic local economy, innovation, business resilience, and inclusive economic development.
- **Historic and Cultural Resources.** This Element covers historic and cultural resources, which is a topic of local importance. This Element describes preservation efforts to date, and presents policies for the preservation, adaptation, and reuse of historic and cultural resources.
- **Environmental Resources and Constraints.** This Element addresses the topic of noise and identifies noise sources, quantifies future noise levels through a contour map, and establishes measures to address noise issues. It also addresses the requirements for conservation, including water, energy, vegetation, wildlife, and air to improve the environmental well-being of the community, and it addresses Safety Element requirements for community protection from wildfires, flooding, seismic events, dam inundation, and climate change.
- **Environmental Justice.** This Element addresses Government Code section 65302(h), identifying disadvantaged communities (DACs) and integrating goals, policies, and objectives related to the topics of air quality and pollution exposure; safe and sanitary homes; healthy food access; and civic engagement and investment prioritization.
- **Mobility.** This Element addresses the topic of circulation and provides maps identifying transportation routes for vehicles, transit, bicycles, and pedestrians, as well as airports. The Element also includes policies for “complete streets,” which provide a balanced, multimodal transportation network serving

all users and abilities, as well as transportation demand management programs and other methods of reducing greenhouse gas emissions in the transportation sector.

- **Public Facilities and Safety.** This Element addresses public safety related to urban fires as well as the location and extent of public utilities, including water, sewer, stormwater, and electricity. This Element also provides background information and a policy framework related to police and fire services, schools, libraries, and solid waste.
- **Youth, Parks, Recreation, and Open Space.** This Element addresses open space for environmental and scenic conservation, as well as topics of community importance: youth, parks, and recreation. It includes background information and policies relating to youth programs, parks and recreation, and open space conservation and access.

### Part 3: Community Plans and Special Study Areas

Part 3 of the 2040 General Plan provides policy direction for the ten Community Plan Areas and five Special Study Areas. This part of the General Plan contains policies and procedures for maintaining the Community Plans in a manner consistent with the citywide goals and policies. The introduction to Part 3 is organized as follows:

- Community Plans Overview
- Community Plan Organizing Goal and Policies
- Special Study Areas

The ten Community Plans are as follows:

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

The five Special Study Areas are as follows:

- Arden Arcade Study Area
- East Study Area
- Fruitridge-Florin Study Area
- Natomas Basin Study Area
- Town of Freeport Study Area

### Part 4: Administration and Implementation

The Administration and Implementation section of the General Plan contains procedures for maintaining and carrying out the General Plan in a systematic and consistent manner. The Administration and Implementation part of the General Plan is organized as follows:

- Introduction
- Implementation Programs
- General Plan Maintenance and Monitoring

### Appendices

The following information is contained in Appendices A–C to the 2040 General Plan:

- Vision & Guiding Principles
- Glossary & Acronyms
- Photograph/Illustration Credits

The Housing Element, a mandatory element under state law, has been completed and published under separate cover as it is subject to a different approval timeline.

### Proposed Land Use Changes

The land use framework provided in the proposed 2040 General Plan includes streamlined and flexible land use controls to facilitate development by allowing a greater range of uses within given designations and reducing barriers to increased housing production. Major changes proposed for the land use framework include simplifying and consolidating land use classifications or designations and use of a FAR-based system to control maximum development intensity for all development (residential and non-residential), regulating allowed intensities (e.g., FAR) by map. These major land use changes are described below. Minimum residential density would be carried forward from the 2035 General Plan and regulated by the Minimum Residential Density map. Similarly, minimum FAR standards applicable in Corridors and Centers would be carried forward from the 2035 General Plan and regulated by the Minimum FAR map.

The current 2035 General Plan has an extensive number of land use designations, 27 in total. The existing land use designations refer to geography (e.g., “Corridor”), building/neighborhood typologies (e.g., “Urban” or “Suburban”), and densities (e.g., “Medium Density”) leading to overlap and redundancies. The proposed 2040 General Plan streamlines the land use designations for greater clarity and ease of use, resulting in 11 total land use designations. Ten land use designations are within the city limits and one, the Special Study Area designation, is outside of the city limits. Some of the proposed land use designations have been condensed and simplified from the existing 2035 General Plan, some are reworded for consistency, and some are the same, as outlined below and summarized in Table 2-1:

- **Condensed/simplified:**
  - The Residential Mixed-Use designation, proposed for most of Sacramento’s revised opportunity areas (further addressed under section 2.7.3), would encompass the existing Centers and Corridors



- designations, and would in addition allow residential development only (rather than requiring, for example, commercial uses at the ground level everywhere).
- All primarily residential use areas except for Rural Residential, formerly divided by neighborhood density and location have been consolidated into one Neighborhood designation. The Neighborhood designation is envisioned as the most general, encompassing most of the city’s residential areas (formerly designated Suburban Neighborhood Low Density, Suburban Neighborhood Medium Density, Suburban Neighborhood High Density, Traditional Neighborhood Low Density, Traditional Neighborhood Medium Density, Traditional Neighborhood High Density, Urban Neighborhood Low Density, Urban Neighborhood Medium Density, and Urban Neighborhood High Density). These areas would also allow some commercial and other use types but would remain primarily residential neighborhoods.
  - **Different name, same idea:** Four existing land use designations would remain essentially unchanged in terms of land use allowances: Suburban Center would become Commercial Mixed Use (intended for small neighborhood-oriented commercial areas); Employment Center Low Rise would become Employment Mixed Use (intended for light industrial, office, and some residential, in areas transitioning to higher intensities); Employment Center Mid Rise would become Office Mixed Use (intended for primarily office-oriented uses); and Industrial would become Industrial Mixed Use. These revised designations would remove location descriptions (e.g., Center) making them more flexible for use across the city and reflect that there should be mixed uses in each area.
    - **Direct correlation:** Five existing land use designations—Rural Residential, Public/Quasi-Public, Open Space, and Parks and Recreation—would maintain the same name and general land uses allowances from the existing 2035 General Plan.

The 11 proposed new land use designations of the proposed 2040 General Plan are described below and also listed in Table 2-1. Table 2-2 provides a breakdown of the number of acres per land use and overall percentage of the total Planning Area.

**Table 2-1. Land Use Designation Comparison Between the 2035 General Plan and 2040 General Plan**

2035 General Plan Land Use Designation	Corresponding 2040 General Plan Land Use Designation
Rural Residential	Rural Residential
Suburban Neighborhood Low Density	Neighborhood Commercial Mixed Use Residential Mixed Use
Suburban Neighborhood Medium Density	
Suburban Neighborhood High Density	
Traditional Neighborhood Low Density	
Traditional Neighborhood Medium Density	
Traditional Neighborhood High Density	
Urban Neighborhood Low Density	
Urban Neighborhood Medium Density	
Urban Neighborhood High Density	
Suburban Center	
Traditional Center	
Regional Commercial Center	

**Table 2-1. Land Use Designation Comparison Between the 2035 General Plan and 2040 General Plan**

2035 General Plan Land Use Designation	Corresponding 2040 General Plan Land Use Designation
Urban Center Low	
Urban Center High	
Central Business District	
Suburban Corridors	
Urban Corridor Low	
Urban Corridor High	
Employment Center Low Rise	Employment Mixed Use
Employment Center Mid Rise	Office Mixed Use
Industrial	Industrial Mixed Use
Public/Quasi-Public	Public/Quasi-Public
Open Space	Open Space
Parks and Recreation	Parks and Recreation
Special Study Area	Special Study Area
Planned Development	Removed

Source: Dyett & Bhatia 2020.

**Table 2-2. Break Down of Acreage by Land Use Designation**

Land Use Designation	Acres	Percentage of the Total
Rural Residential	194	0%
Neighborhood	25,844	50%
Residential Mixed Use	5,816	11%
Commercial Mixed Use	965	2%
Office Mixed Use	1,506	3%
Employment Mixed Use	3,359	6%
Industrial Mixed Use	2,658	5%
Public/Quasi Public	3,911	8%
Open Space	1,207	2%
Parks and Recreation	6,634	13%
<b>Total</b>	<b>52,096</b>	<b>100%</b>

Source: Dyett & Bhatia 2023.

Note: Roadway rights-of-way would contain 133 acres.

**Residential Designations**

The Rural Residential (RR) designation is intended to preserve low-intensity residential neighborhoods adjacent to rural and undeveloped land. Allowable uses include detached residential uses normally associated with urban/rural interface areas, limited neighborhood-serving commercial uses, and compatible public and quasi-public uses.

The Neighborhood (N) designation applies throughout Sacramento’s established residential neighborhoods and in newly annexed areas in the north of the city where primarily residential development is planned. The N

designation is intended to maintain and enhance livability and sense of place. The N designation is primarily comprised of residential uses, with some complementary neighborhood-serving commercial and public uses.

Allowable uses include the following:

- Detached and attached residential dwelling units
- Neighborhood support uses (schools, parks, libraries, community centers, and care facilities)
- Neighborhood-serving commercial and employment uses like corner markets, coffee shops, hair salons, shops, gyms and fitness centers
- Office uses
- Assembly facilities
- Compatible public and quasi-public uses

### **Mixed-Use Designations**

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

Allowable uses include the following:

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

The Commercial Mixed-Use (CMU) designation is intended to foster vibrant retail and commercial centers of varying scales throughout the community. The designation applies to existing regional, community, and neighborhood shopping centers and provides for their redevelopment with a wide range of commercial and/or residential uses to complement existing development.

Allowable uses include the following:

- A full range commercial uses, including retail, dining, entertainment, offices, lodging, recreational and cultural facilities
- Attached residential dwelling units
- Compatible public, quasi-public, and special uses

The Office Mixed-Use (OMU) designation is intended to provide space for job centers, office buildings, and business parks, with complementary commercial and service uses that cater to employees throughout the day. This designation applies in areas with good access to the regional transportation system outside of the Central City.

Allowable uses include the following:

- Professional and service-oriented offices
- Commercial support uses such as restaurants, coffee shops, dry cleaners, gyms and fitness centers, markets, hotels, and business support services
- Residential development in either a mixed-use or stand-alone format
- Care facilities
- Assembly facilities
- Compatible public and quasi-public uses

The Employment Mixed-Use (EMU) designation is intended to buffer residential uses from more intense industrial activities and to provide compatible employment uses in proximity to housing. This designation provides for a range of light industrial and high technology uses. Generally, the EMU designation applies to industrial areas that are next to residential neighborhoods, including McClellan Airfield, Pell-Main Industrial Park, Cannon Industrial Park, and portions of the Sacramento Railyards and the Power Inn Business Improvement District.

Allowable uses include the following:

- Light/advanced manufacturing, production, distribution, repair, testing, printing, research and development
- Service commercial uses that do not generate substantial noise or odors
- Accessory office uses
- Retail and service uses that provide support to employees
- Compatible residential uses such as live-work spaces or employee housing
- Care facilities
- Assembly facilities
- Compatible public and quasi-public uses

The Industrial Mixed-Use (IMU) designation provides for manufacturing, warehousing, and other employment-generating uses that may produce loud noise or odors and tend to have a high volume of truck traffic. Building intensities in this designation tend to be lower, and uses may require staging and support spaces, often outdoors. The IMU designation applies in the Power Inn/Army Depot area.

Allowable uses include the following:

- Industrial or manufacturing that may occur within or outside a building
- Office, retail, and service uses that provide support to the employees
- Assembly facilities
- Care facilities
- Compatible public and quasi-public uses

This designation should not be located adjacent to a residential neighborhood without substantial buffers (i.e., office uses, parks, greenways, or open space). Supportive office, retail, and service uses that cater to employee needs are also allowable. Compatible public, quasi-public, and special uses are also permitted.

### Public/Quasi-Public Designations

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

Allowable uses include the following:

- Government buildings
- Public and private schools
- Schools/colleges
- Hospitals
- Cemeteries
- Airports
- Transportation and utility facilities
- Other compatible public and quasi-public uses

The Open Space (OS) designation includes areas that are intended to remain open with limited or no development, including largely unimproved open spaces used primarily for passive recreation, resource protection, and/or hazard avoidance. The OS designation is intended to preserve natural features, establish quality living environments, and maintain boundaries and buffers between communities and incompatible uses.

Allowable uses include the following:

- Natural parks
- Woodlands
- Habitat
- Agriculture
- Floodplains
- Areas with permanent open space easements
- Buffers between urban areas
- Compatible public and quasi-public uses

The Parks and Recreation (PR) designation includes greenways, public parks, and other areas primarily used for recreation. Typically, these areas are characterized by a high degree of open area and a limited number of buildings. Recreational facilities in the PR designation frequently include sports fields, playground equipment, picnic areas, sitting areas, concession businesses, open turf and natural areas, trails, and golf courses.

Allowable uses include the following:

- Parks (community and regional parks)
- Greenways and trails

- Golf courses, and commercial recreation facilities with an emphasis on outdoor
- Compatible public and quasi-public uses

Parks and recreation facilities are also allowable in other designations.

The Special Study Areas (SSA) designation is applied to five potential annexation areas that may become part of the city in the future after additional studies have identified the fiscal and service delivery implications on City functions. These include Arden Arcade Study Area, East Study Area, Fruitridge-Florin Study Area, Natomas Basin Study Area, and Town of Freeport Study Area. The future land uses will include a combination of several land use designations applied in conjunction with a General Plan amendment. (See Part 3 of the 2040 General Plan for a discussion of these areas).

### Building Intensity

The 2040 General Plan proposes building intensity standards that are established by floor area ratio (FAR) for nonresidential and mixed-use development. For residential development, building intensity standards are established by minimum building density and maximum FAR.

FAR is calculated by dividing the gross building area (GBA) by the total net lot area (NLA) (both expressed in square feet). GBA is the total building area of a site less structured parking areas and open space (common, public, and private). Net lot area is the total lot size, excluding publicly dedicated land; private streets which meet City standards, and other public use areas.

The formula for FAR is:

- $FAR = GBA / NLA$

Example: A GBA of 43,560 square feet and NLA of 43,560 square feet would yield an FAR of 1.0. ( $43,560 / 43,560 = FAR 1.0$ )

Building density for residential land uses is expressed as the number of permanent residential dwelling units per acre of land. Building intensity standards are shown on Maps LUP-6, LUP-7, and LUP-8 in the Land Use and Placemaking Element of the 2040 General Plan. Map LUP-6 shows the maximum FAR allowable on a site inclusive of both residential and non-residential uses. Map LUP-7 shows the minimum required FAR throughout the city for mixed-use and non-residential development. Map LUP-8 shows the minimum required density for residential uses throughout the city.

The building intensity standards are intended to provide more flexibility and innovation in building design. Minimum density standards apply in all areas where residential development is permitted, as shown on Map LUP-8. Especially for multi-unit residential developments, a primarily FAR-based system could incentivize the design and construction of smaller units, potentially resulting in units that are more affordable by design.

The 11 proposed land uses within the city limits delineate allowable land uses within each designation. Proposed locations for each of the designations are shown on Figure 2-4, 2040 General Plan Land Use Map. For all land uses, in addition to the standards set forth in this General Plan, the City's Planning and Development Code also applies, including standards for density and FAR that are within the ranges authorized by this General Plan.

The 2040 General Plan includes building intensities in residential neighborhoods that would be implemented with a permitted maximum FAR of 1.0 in most Neighborhood areas. The Neighborhood land use designation would be more flexible and have fewer restrictions than exist currently; it would allow single or multiple units on any given lot within the designation within the FAR limits and the Planning and Development Code’s development standards. The Planning and Development Code’s development standards would continue to control the outward appearance of buildings (i.e., size, height and open space requirements) to maintain a neighborhood scale. Near high-frequency transit and closer to downtown, FAR intensities would be generally higher.

The proposed highest intensities (found in the City’s Central Business District) would not be changed – the current FAR allowances would be carried over. In other areas, proposed maximum intensities are typically similar or a bit higher than what is currently allowed. Areas with somewhat higher FARs are closer to downtown and to high frequency transit, including Central City Corridors, R Street, Arden/Del Paso, and parts of Stockton Boulevard. Areas with lower FARs are farther from downtown and transit, or areas with previously high development estimates that may have been overstated, like Arden Fair/Point West, North Natomas Employment Center, and Lemon Hill.

### **Proposed Transportation Changes**

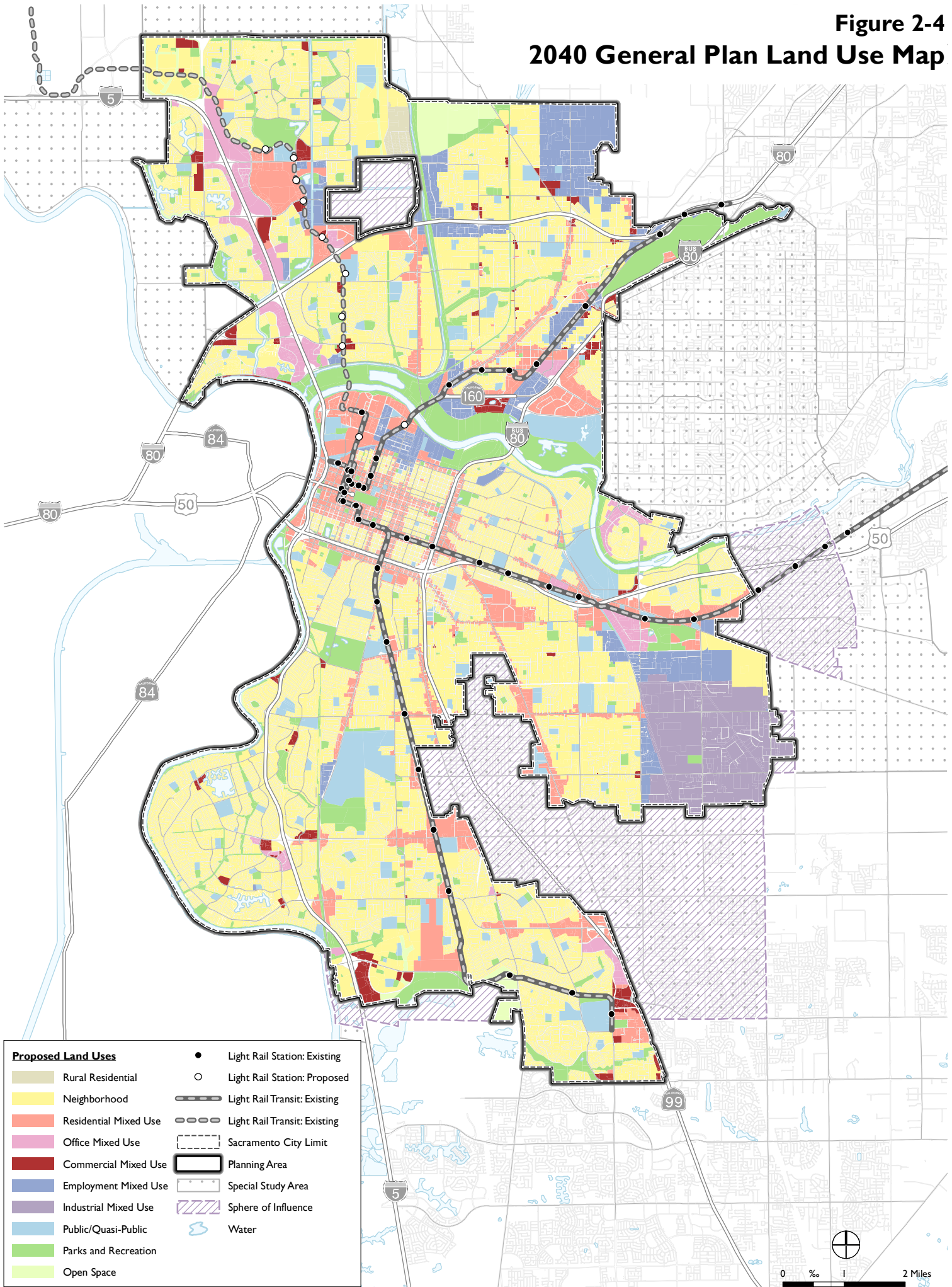
The proposed 2040 General Plan aims to ‘right-size’ streets to fit today’s mobility needs, prioritizing walking, biking, and transit over automobile use. The total number of vehicle travel lanes on key roadways throughout the city are generally recommended for reduction and reallocation of space to either public transit or active transportation uses. Further study, roadway design, community outreach, and identification of funding would be required prior to the implementation of most of the proposed roadway changes. The anticipated benefits of proposed roadway changes include improving transit service; slowing drivers (safety); and creating more comfortable and safe space for those walking and biking.

The City also proposes to revise and update the Mobility Element to include background on SB 743, which recommends an evaluation of Vehicle Miles of Travel (VMT) as the primary metric used to identify transportation impacts in CEQA documents. Compliance with SB 743 does not preclude the City from maintaining level of service (LOS) policies in its general plan and City Code. However, the legislation requires that automobile delay, as described solely by LOS or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment. Policies that address LOS are not included in the City’s proposed 2040 General Plan.

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**Figure 2-4  
2040 General Plan Land Use Map**



**Proposed Land Uses**

- Rural Residential
- Neighborhood
- Residential Mixed Use
- Office Mixed Use
- Commercial Mixed Use
- Employment Mixed Use
- Industrial Mixed Use
- Public/Quasi-Public
- Parks and Recreation
- Open Space

- Light Rail Station: Existing
- Light Rail Station: Proposed
- Light Rail Transit: Existing
- Light Rail Transit: Existing
- Sacramento City Limit
- Planning Area
- Special Study Area
- Sphere of Influence
- Water

Source: City of Sacramento, 2020; Dyett and Bhatia, 2020



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### Proposed Key Strategies

The six key topics of the adopted 2040 Vision and Guiding Principles that will be addressed in the General Plan—Sustainable and Responsible Growth; Resiliency and Climate Action; Safe, Equitable, Inclusive, and Just City; Regional Economic Hub; Livability and Sense of Place; and Interconnected and Accessible City—include key strategies, as outlined below. The key strategies represent major policy changes and act as a bridge to the specific policies and actions in the General Plan to achieve the adopted 2040 Vision and Guiding Principles.

#### A. Sustainable and Responsible Growth

The following strategies are proposed to promote sustainable and responsible growth:

- Facilitate compact mixed-use development in key commercial corridors to create vibrant walkable and transit-supportive neighborhoods. These corridors would be home to new housing development within walking distance of transit in integrated, walkable environments with improved streetscapes. These corridors would include Freeport Boulevard, Northgate Boulevard, Broadway, Franklin Boulevard, Truxel Road, Del Paso Boulevard, Stockton Boulevard, Folsom Boulevard, and Florin Road, and would be planned for more intense new development, including housing, jobs, and shops, located around high-frequency light rail stations and bus routes. Clustering homes and businesses around high-frequency transit would create synergies between land use and transportation, reduce car trips and the land needed for parking areas, and provide the population density and ridership necessary to support more reliable and more frequent transit service. Infill growth that increases population and employment density near jobs and services can help reduce per capita greenhouse gas emissions by reducing vehicle trips.
- **Designate the Natomas Basin Study Area (NBSA) as an Area of Concern.**<sup>3</sup> The City aims to better manage and control the future of the NBSA by balancing potential growth with the protection of agriculture and open space. To help ensure that County-proposed development at the city’s edge is better integrated with the city, the Area of Concern designation will improve the City’s ability to provide planning and public services, including police, fire, and park services; water, wastewater, and stormwater; flood risk; traffic mitigation; and open space, habitat, and agriculture preservation. Any future SOI amendments for the NBSA would be considered by the Sacramento Local Agency Formation Commission (LAFCo) and used to delineate probable future city boundaries and service areas. The designation of the SOI is intended to help a city plan for efficient provision of services, discourage urban sprawl, and protect open space and agricultural lands. The County is currently processing two large specific plans (Grand Park and Upper Westside) which call for development of lands in the NBSA and are not currently within the city’s SOI. Providing input and analysis of these development plans and influencing their outcome will help to lessen potential adverse effects to the City and its residents.

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<sup>3</sup> Sacramento County LAFCo defines “Area of Concern” as the geographic area beyond the SOI of a local agency in which land use decisions or other government actions of the County impact directly or indirectly upon the local agency or in which urbanization may be anticipated on the intermediate or long-range planning horizons (LAFCo 2007).

## **B. Resiliency and Climate Action**

The Sacramento City Council declared a Climate Emergency on December 10, 2019. The Mayors' Commission on Climate Change adopted its final report on June 29, 2020, with the electrification of new buildings as a key strategy. On June 1, 2021, the City adopted the New Building Electrification Ordinance that establishes phased requirements for new construction to be all-electric. An updated Ordinance was then adopted on November 29, 2022, to align the Ordinance with the 2022 California Building Standards Code. Please see Chapter 1, Introduction and Scope of the Master EIR, under section 1.2.1 on page 1-5 regarding the status of this ordinance.

The following are additional *climate change* strategies that could help to curb GHG emissions that contribute to climate change.

- **Gradually transition existing buildings away from natural gas to electric and assist low-income residents by offering financial incentives.** A key strategy of the Mayors' Commission on Climate Change Final Report (June 2020) is to gradually transition existing buildings to all electric. The GHG emissions from natural gas combustion in existing buildings must be addressed for Sacramento to achieve carbon neutrality. On June 1, 2021, City Council adopted a framework for existing building electrification. The framework defines the timeline and objectives for developing a strategy to transition Sacramento's existing buildings to electricity by 2045. City staff are working with a wide range of stakeholders and technical experts to develop an Existing Building Electrification Strategy, which will guide an equitable approach to existing building electrification. The City is also working with SMUD and facilitate access to state and federal funding that will support electrification and other energy efficiency investments in existing buildings, with the goal of reducing energy consumption, decreasing utility bills, and gradually decarbonizing Sacramento's existing buildings, primarily by transitioning homes and other buildings to all-electric.
- **Provide infrastructure to fully transition from internal combustion engine vehicles, supporting use of zero-emission vehicles (ZEVs).** This can be achieved by requiring electric vehicle (EV) capable charging spaces and electrical panel capacity in new multi-unit dwellings and non-residential development; amending the City's Planning and Development Code to incentivize EV charging in both existing and new development; and supporting affordable, zero-emission car share program expansions to serve affordable housing, such as by expanding the Our Community Carshare program managed by the Sacramento Metropolitan Air Quality Management District to more locations.

The following are some *climate change adaptation* strategies that could help to address the effects of climate change.

- **Increase the amount of tree-canopy cover in the City, prioritizing investments in areas with the greatest urban heat island effects, areas of poor air quality, and areas with populations most vulnerable to the effects of increased and extreme heat.** Using a range of tactics, including prioritizing tree planting along arterials in disadvantaged communities; working with landowners through incentives or partnerships to add more trees to existing parking lots; promoting the use of tree canopy, cool pavements,

landscaping, building materials, and site design techniques that provide passive cooling and reduce energy demand; planning for cool roof retrofits of City facilities; prioritizing tree planting in streetscape improvements, increasing tree canopy cover in public places, installing heat-reducing public amenities in areas most affected by urban heat; and working with community groups to help get more trees planted would help to reduce pollution and air quality burdens and reduce summer air temperatures and cooling energy needs. The City would further explore strategies to reduce barriers to tree planting in disadvantaged areas, including addressing ownership issues, irrigation, and maintenance costs.

- **Increase community resilience to prepare for climate impacts.** Develop neighborhood-level resilience plans and provide resources, trainings and strategies that empower community organizations and residents to develop and achieve community-driven and culturally competent resilience goals. These plans would improve initial emergency response, subsequent recovery, and ongoing self-sufficiency throughout the city. Through CERT and other programs, train community members in climate resilience and disaster response skills such as evacuation planning, emergency communications, access and functional needs awareness, and neighborhood-level preparedness and recovery to ensure that all residents, especially the most vulnerable, return to a healthy condition and remain a vital part of their community.

### **C. Safe, Equitable, Inclusive, and Just City**

The following are some strategies that could help to make Sacramento a more safe, equitable, inclusive, and just city.

- **Establish and maintain ongoing channels of dialogue so that residents of all ages, including youth, have a regular forum for highlighting their priorities, rather than simply responding to proposals from the City.** General Plan policies commit the City to engaging residents and civic groups from underserved communities in City activities through innovative strategies for increasing community involvement in civic processes and ownership of outcomes. This would involve dedicating additional resources to community engagement, partnering with community-based organizations (CBOs), community ambassadors, culture brokers, and holding public meetings and outreach activities at culturally appropriate neighborhood gathering places, at accessible times and venues, and/or at community event. Dialogue should occur through multiple forms of communication, including regular in-person meetings and social media.
- **Partner with other government agencies and community-based organizations to increase sales of healthy foods in underserved neighborhoods by prioritizing resources for community gardens, urban farms, and other urban agriculture facilities in food deserts and in neighborhoods.** With fewer private yards the 2040 General Plan identifies policies and actions to respond to resident needs. These include; identifying private or non-profit sector partners and landowners to help to increase available land for community gardens; promoting and reducing barriers around temporary community markets; finding new locations for regular food sales in food deserts; promote adaptive reuse throughout the city for food operations and sales as appropriate; making City-owned properties such as library parking lots or parks available for vendors to sell fresh

- produce or homemade foods at farmers markets; and exploring incentives to attract new grocery stores or food co-ops, such as making surplus City-owned properties available at reduced rents or providing financial assistance in the form of subsidies or loan guarantees to community based organizations who provide benefits to the broader public. Several areas within Sacramento, especially in North Sacramento, Arden Arcade, and South Area, are classified as being low-income neighborhoods where over 33% of the population lives more than a mile from the nearest large grocery store.
- **Expand access to healthy food.** Policies and actions in the General Plan include working with convenience stores, discount stores, or other neighborhood retailers to sell fresh foods in underserved areas; ensuring that all certified farmer’s markets accept EBT (the debit card system that lets individuals use cards to pay through the CalFresh or SNAP program, formerly known as Food Stamps), and the California WIC Card (the California program that provides supplemental food assistance to pregnant and nursing women and children age five and under); and expanding allowances, opportunities, and public education around urban agriculture, potentially by increasing the number of days per week home-based urban agriculture stands can operate, encouraging developers and landlords to provide space for residents to have gardens in multifamily buildings; or by promoting urban food production businesses. Communities of color and low-income people are those most affected by lack of access to healthy, nutritious, and affordable food. Enacting a broad suite of measures to expand access to fresh, healthy food will help to improve equity and health outcomes throughout the city.
  - **Use an equity framework to prioritize and fund infrastructure improvements in historically disinvested and underserved neighborhoods.** This strategy would bring about a wide variety of benefits to underserved neighborhoods, including increased park access, better sidewalks and paths, better bike lanes, safer routes to school, better transit and active transportation supportive investments, and improved prospects for private investment.
  - **Prioritize maintaining and improving parks and recreational facilities and programs in disadvantaged communities.**
  - **Initiate studies for a potential future annexation of the Fruitridge Florin study area in an effort to consolidate and provide City services to that community.** Surrounded on three sides by incorporated areas of Sacramento, the ‘Fruitridge Finger’ located within the County already receives some City services, including police and fire service, but without the benefit of municipal representation or provision of a fuller array of City services. Annexing the Fruitridge Finger could help the City plan for more efficient delivery of City services and may help current County residents benefit from City programs, many of whom are socioeconomically disadvantaged and linguistically isolated. Some of the Fruitridge Finger area is adjacent to the Blue Line light rail and annexation of this area could help the City more effectively plan for transit-oriented development. However, annexation could also increase burdens on already-stretched City services, diverting some resources from existing residents to help new ones. Full understanding of the associated costs and benefits of annexation would require substantial further study and coordination with the County.

### D. Regional Economic Hub

The following are some strategies that could help to maintain and enhance Sacramento as a regional economic hub:

- **Allow small home businesses by right and expand eligible home business permits to allow larger home businesses.** Allowing home businesses by right and expanding the size of businesses eligible for home business reduces barriers to entrepreneurship, supports workforce participation, lowers the need for vehicular travel by eliminating commutes for more workers, and supports “complete neighborhoods” by allowing residents to provide services locally. Allowing signage could help neighbors know that these services are available and support the businesses (for example, a small sign indicating that the resident provided childcare could help neighboring families find out about the service).
- **Increase access to job centers throughout the City by improving reliability of, and access to, high-frequency transit networks.** Facilitating implementation of high-frequency transit service on a network of interconnected corridors that support high-frequency transit service, and managing corridor operations to provide for adequate transit vehicle speed and reliability, will support the climate and land use goals of the City. Encouraging new development around transit corridors to support frequent service, working with Sacramento Regional Transit District (SacRT) to increase light rail service to job centers, and providing free or more heavily subsidized transit passes for low-income residents, youth, and/or senior citizens would expand access to good jobs and support workforce participation.
- **Facilitate food vendor and truck businesses by providing assistance and guidance through permit processes and legal requirements necessary for food businesses.** The City will work with existing local organizations to increase access to resources and coordinate with the Sacramento County Environmental Health Division regarding food permits and fees. The City will coordinate its efforts with the County to allow microenterprise home kitchen operations, starting with a pilot program; work to expand access to commercial kitchens; provide guidance on and space for food truck parking; and promote all-electric food trucks in lieu of gasoline or diesel generators.

### E. Livability and Sense of Place

The following are strategies that could help to improve livability within Sacramento.

- **Permit a greater array of housing types in existing single-unit neighborhoods.** Attached single-unit and multi-unit housing types are already present in many residential neighborhoods established before 1960. Subsequently, however, City regulations were changed to allow only single-unit homes, and as a result, today 43% of the city’s total land area is zoned for single-unit detached homes. California now requires cities to allow duplex dwellings and Accessory Dwelling Units (ADUs) on all single-family residential sites. Current City zoning regulates the type of housing (for example, single-unit detached) as well as density (number of dwelling units per acre). This would be changed to focus on regulating the form and size of buildings, with less emphasis on



the number of units in a building. This strategy would permit a wider, more inclusive variety of housing products in all neighborhoods while retaining development standards and maintaining a neighborhood scale, creating more opportunities for families, seniors, young people, and those with lower incomes to live in more neighborhoods. This approach follows other cities in the United States such as Minneapolis and Portland that have changed their zoning regulations to allow a wider range of small-scale multi-unit housing in all residential neighborhoods as a way to help provide more housing options.

- **Ensure that new development is walkable, and connected to adjacent urban fabric, transit, bike networks, and trails and open spaces.** Strategies would include site planning (block sizes, connectivity requirements) appropriate to land uses and surrounding context and amenities and coordination with other agencies for connections and maintenance.

### F. Interconnected, Accessible City

The following are strategies that could increase accessibility and improve sustainable mobility in Sacramento.

- **Right-size streets to fit today’s mobility needs to prioritize walking, biking, and transit over automobile use.** Prioritizing high-frequency bus lanes, separated bike lanes, and wider sidewalks on Vision Zero corridors and high-frequency transit arterials would help move buses faster along these corridors and make walking and biking safer and more appealing. Curb management strategies could be implemented, including pricing parking more effectively and removing parking spaces to make room for transit stops, bike lanes, pedestrian amenities, bike share stations, and commercial loading zones. Reallocating roadway space to create bus-only lanes, dedicated bike trails and lanes, and better, safer sidewalks and crosswalks could help the City achieve its goals for improving transit and active transportation, reducing reliance on private vehicles, and creating more sustainable, compact development, including urgently needed housing.
- **Emphasize Transportation Demand Management (TDM) strategies.** Updating and implementing the City’s Transportation Systems Management Program Ordinance (City Code Title 17.700) would create a more robust and sustainable program that shifts travel behavior for new developments away from single-occupancy vehicles and to reduce congestion. TDM strategies seek to promote more efficient travel modes and spread travel demand across more hours of the day. Strategies could include employer-provided incentives, pricing parking more accurately (parking is often subsidized or free in Sacramento) to discourage driving alone, unbundling parking costs from rent (i.e., charging for parking spaces separately from commercial or residential rents), providing state-of-the-art trip planning apps with real-time information to help people make more efficient transportation choices; and active parking management or shared parking to make more efficient use of parking spaces.<sup>4</sup> New development projects that create long drives, either for inward or outward commutes, could be required to implement programs or projects to discourage single occupancy. Additionally, the City can create significant efficiency improvements

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<sup>4</sup> <https://smartgrowthamerica.org/app/legacy/documents/state-of-the-practice-tdm.pdf>



- through systemic management of the transportation systems, including streamlining intersection signal controls.
- **Partner with transit partners to provide free or more affordable transit passes for low-income residents, youth, and/or senior citizens.** These groups are among the most likely to ride transit, in part, because they generally have less access to private automobiles. Currently, the RydeFreeRT program offers fare-free transit for youth and students in grades TK through 12. Additionally, seniors' bus or light rail fare is currently set at half the cost of a regular ticket. Further subsidizing this cost for seniors and other groups could have significant benefits, including increasing ridership and improving mobility for those who cannot drive. Kansas City, with a population similar to Sacramento's, recently made bus rides throughout the city free for these residents.
  - **Strategic Parking Management.** Deploying a parking management strategy that optimizes the use of existing supply, minimizes the need for the construction of new parking facilities, and promotes the use of active modes of transportation, public transit, and high-occupancy vehicles will advance the City's General Plan objectives. Program components could include adjusting parking management strategies based on goals and needs; adjusting parking meter hours and pricing for effective management; eliminating City-mandated parking minimums; implementing parking maximums along established transit corridors; allowing unbundled parking in conjunction with strategies to reduce the need for private automobiles; incorporating or facilitating technology such as smart-phone apps and wayfinding signage that direct drivers to open parking spaces in real-time, automated and/or stacked parking systems, or parking technologies that improve parking efficiency in mixed-use centers and corridors; supporting the use of alternative modes by providing alternative programs in lieu of monthly parking passes and discounts; and improving branding, communications, and wayfinding signage.

### Proposed Community Plan Updates

The 2040 General Plan contains ten Community Plans that supplement citywide policies by addressing local priorities and issues unique to each Community Plan Area: Arden Arcade, Central City, East Sacramento, Fruitridge/Broadway, Greater Land Park, North Natomas, North Sacramento, Pocket/Greenhaven, South Area, and South Natomas (see Figure 2-3). The Community Plans identify specific issues, opportunities, and strategies and create more targeted policies to improve equity in disadvantaged areas. For the proposed 2040 General Plan, the 10 Community Plans will be updated, streamlined, and made more consistent by including the following sections: Community Location; Development and Planning History; Community Vision; Community Issues and Opportunities; Community Policies; and Relevant Plans and Studies. The Community Plans will complement citywide policies provided in other chapters of the proposed 2040 General Plan.

### 2.7.2 Proposed Climate Action & Adaptation Plan

The proposed Climate Action & Adaptation Plan (CAAP) incorporates recommendations from the Mayors' Commission on Climate Change and has been developed with extensive input from the community. The CAAP synthesizes other existing City sustainability plans and programs, including the City's previous Climate Action Plan, which was adopted in 2015. The proposed CAAP establishes new actions the City would take to reduce GHG emissions within the City's municipal and community energy, built environment, transportation, waste, water, and wastewater sectors. The actions developed as part of the CAAP would be evaluated across multiple

evaluation criteria, including equity, cost effectiveness, feasibility of implementation, and GHG emission reduction potential.

The Mayors' Commission on Climate Change provided a framework of strategies which guided the formulation of various actions contained within the CAAP. The Mayors' Commission identified goals and priority areas of action to achieve carbon zero by 2045, strengthen local and regional partnerships to address climate change, and increase resiliency by engaging community members and business leaders to build support for a robust approach to climate action while also advancing social equity and economic prosperity, and attracting additional investments into the region.

The proposed CAAP is designed to reduce the city's GHG emissions over 40% below 1990 levels through 2030, in alignment with state law (SB 32) and CEQA Guidelines Section 15183.5 that set forth guidelines for a qualified GHG emissions reduction strategy that demonstrates substantial progress towards meeting the state's goal of achieving carbon neutrality by 2045. The CAAP includes various measures designed to reduce GHG emissions in each sector, including electrification of buildings and electric vehicle infrastructure, increasing local electricity and storage resources, supporting and prioritizing active and public transportation to reduce the number of miles driven by single occupancy vehicles, reducing organic waste sent to landfills, supporting water conservation practices, and increasing carbon sequestration potential within the city. A copy of the CAAP is included online at [www.sac2040gpu.org](http://www.sac2040gpu.org).

### 2.7.3 Buildout Projections

Buildout of the proposed 2040 General Plan represents a reasonably foreseeable projection of the total number of housing units and jobs in the city in 2040 that could result with adoption of the proposed General Plan. Buildout estimates should be considered a prediction, not a guarantee, for growth because the actual amount of development that could occur through 2040 is based on many factors outside of the City's control, including changes in regional real estate and labor markets and the decisions of individual property owners. Therefore, buildout estimates represent reasonably likely outcomes rather than definitive figures. Additionally, the designation of a site for a specific land use in the proposed 2040 General Plan does not guarantee that the site would be developed or redeveloped at the assumed intensity during the planning period, because future development would rely on each property owner's initiative and market forces.

SACOG has developed a set of regional projections for the year 2040 as part of its state-mandated Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). SACOG housing unit projections for the city are useful as a control total for the proposed 2040 General Plan and provide a reliable gauge for the level of housing that will be needed to satisfy existing and future Regional Housing Needs Assessment (RHNA) allocations for the City beyond the current 2021-2029 cycle which requires the City to provide 45,580 homes to meet the RHNA allocation.<sup>5</sup> By planning for housing development consistent with regional projections, the City positions itself well for future RHNA cycles; planning for less could make it more difficult to satisfy RHNA in the future.

SACOG projected that job growth in the city would occur more slowly compared to the region as a whole, which is expected to add approximately 252,840 new jobs over this period at a rate of roughly 0.9% per year, indicating that the city would account for a declining share of regional employment growth. This is contrary to

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<sup>5</sup> The RHNA is mandated by state housing law as part of the periodic process of updating local housing elements of the General Plan. RHNA quantifies the need for housing within each jurisdiction during specified planning periods.

recent historical trends. Further, key strategies within the proposed 2040 General Plan would promote infill development<sup>6</sup> and job growth within city limits. BAE Urban Economics performed a Market Study which indicated an expected job growth increment of 76,599 jobs within the city limits in the 2018 to 2040 planning horizon. This higher job projection number (76,612 jobs) was selected as the control total for job growth (see Table 2-3).

Overall, the residential housing unit growth projections of 69,012 are generally consistent with SACOG’s 2040 forecast of 73,519 but employment projections are higher because the proposed 2040 General Plan assumes the City would maintain its current share of regional office and industrial jobs in 2040, whereas SACOG assumes it would lose this share. Additional data from the California Department of Finance (DOF), U.S. Census Bureau, and BAE Urban Economics were used to finalize adjustments to the jobs and housing increment totals and these totals were shared with and approved by SACOG. These values are summarized in Table 2-3.

**Table 2-3. Growth Projections for Sacramento (2040) General Plan**

	Baseline	Projected 2040 Citywide Buildout <sup>2</sup>	Growth Attributed to 2040 General Plan
	Adjusted (2018) <sup>1</sup>		
Housing Units	197,753	266,765	69,012
Jobs	315,214	391,826	76,612
Population	472,693 <sup>3</sup>	638,433 <sup>4</sup>	165,740

**Notes and sources:**

- <sup>1</sup> U.S. Census Bureau 2018, as modified by Dyett & Bhatia.
- <sup>2</sup> See Table 2-5.
- <sup>3</sup> SACOG 2019, Table 14-1, Population, Housing Units, and Employees by Jurisdiction (2016).
- <sup>4</sup> SACOG 2021.

**Methodology Overview**

To develop a reasonably foreseeable projection of housing and job growth for the planning period, a parcel-based analysis was conducted considering development potential and market demand factors. An overview of the methodology for the projections is described below.

**Opportunity Sites/Areas**

Using County Tax Assessor data from 2019, vacant and underutilized parcels were identified as opportunity sites, or places where change (i.e., new development or redevelopment) is most likely to occur. Underutilized sites were defined as parcels with low assessor value (AV) ratio, low FAR, or both. Properties under City ownership were also taken into consideration. Using these criteria, approximately 5,900 parcels were flagged as opportunity sites on this basis. A majority—3,900 parcels (approximately 6,000 acres)— are within the current 60 identified opportunity areas, which were updated and modified from the 2035 General Plan to reflect presence of opportunity sites, strong transit access, proximity to downtown, and general potential for infill development. Approximately 92% of new housing units are anticipated to be built in the opportunity areas such as the Central City, along commercial corridors, and near transit.

<sup>6</sup> The term “infill development” as defined by the City Planning and Development Code (Section 17.108.100) means development on, or reuse of, a site that has been previously developed, or development on a vacant site, where at least 75% of the perimeter of the site adjoins or is separated only by an improved public right-of-way from parcels that are developed with existing uses.

## Development Assumptions

New development is the increment of net new growth that would occur within the Planning Area, accounting for development on vacant sites as well as redevelopment that would demolish and replace existing structures. Opportunity sites were ranked in a tiering system by their existing conditions (i.e., AV ratio, FAR, vacant status, and location) and assigned a factor representing development potential during the planning period based on these conditions. This factor was applied to the size of each parcel to determine potential new developable area, as well as the amount of existing building square footage that would likely be redeveloped.

## Buildout Summary

Table 2-4 shows that buildout of the proposed 2040 General Plan is projected to result in development of about 69,012 new homes and approximately 76,612 new jobs.

**Table 2-4. Citywide Buildout by Concept Area**

	Neighborhood	Residential Mixed Use	Commercial Mixed Use	Office/ Mixed Use	Employment Mixed Use	Industrial Mixed Use	Outside Opportunity Areas
<b>Residential</b>							
Single-detached	8,515	160	–	–	1	–	4,264
Single-attached <sup>1</sup>	2	8,359	–	22	322	–	443
Multi-unit	5,985	38,050	13	267	1,594	–	1,015
<i>Subtotal</i>	<i>14,502</i>	<i>46,569</i>	<i>13</i>	<i>289</i>	<i>1,917</i>	<i>–</i>	<i>5,722</i>
<b>Total Housing Units</b>							<b>69,012</b>
<b>Employment</b>							
Government/ Office	–	17,198	404	2,429	5,124	160	1,510
Education	640	3,402	20	221	229	–	1,247
Retail	837	3,416	63	254	693	–	674
Food	378	1,972	45	588	668	33	392
Services	669	3,614	83	851	1,176	790	885
Medical	1,393	9,800	165	2,086	2,365	105	1,683
Industrial	-5	2,201	95	345	1,895	3,527	292
<i>Subtotal</i>	<i>3,912</i>	<i>41,603</i>	<i>875</i>	<i>6,774</i>	<i>12,150</i>	<i>4,615</i>	<i>6,683</i>
<b>Total Jobs</b>							<b>76,612</b>

Source: Dyett & Bhatia 2020.

**Note:**

<sup>1</sup> Single attached is a semi-detached single-family home (essentially a duplex), as distinguished from other types of multi-unit housing, as defined by the California Department of Finance.

Table 2-5 compares the existing residential units and employment (jobs) in 2018 with 2040 projections. A jobs-to-housing ratio is a metric that indicates the degree to which residents of a community need to commute outside the city limits for work. The ratio is calculated by dividing the total number of jobs by the total number of dwelling units. In 2040, the projected jobs-to-housing ratio would be 1.47, whereas the 2018 ratio is 1.59.

**Table 2-5. Citywide Buildout Summary**

	2018 <sup>1</sup>	2040	Increment
<b>Residential</b>			
Single-detached	119,746	132,686	12,940
Single-attached	13,521	22,664	9,143
Multi-unit	64,485	111,414	46,929
<b>Citywide Total</b>	<b>197,753</b>	<b>266,765</b>	<b>69,012<sup>2</sup></b>
<b>Employment</b>			
Government/Office	94,555	121,380	26,825
Education	19,918	25,677	5,759
Retail	33,336	39,273	5,937
Food	24,970	29,046	4,076
Services	28,996	37,064	8,068
Medical	54,371	71,968	17,597
Industrial	58,876	67,226	8,350
<b>Citywide Total</b>	<b>315,214</b>	<b>391,826</b>	<b>76,612<sup>2</sup></b>

**Sources:** U.S. Census Bureau 2020; Dyett & Bhatia 2020.

**Notes:**

1. 2018 values for housing and job types calculated by applying 2018 proportions from U.S. Census Bureau data to adjusted SACOG baselines (see Growth Projections for Sacramento Table).
2. Due to the methodology described above, citywide total buildout projections are not expected to exactly match the control totals. Citywide buildout projections were shared with and approved by SACOG staff as being appropriately in line with SACOG projections.

## 2.8 Alternatives

In accordance with Section 15126.6 of the CEQA Guidelines, alternatives to the proposed 2040 General Plan are analyzed in Chapter 6 of this Master EIR. Two alternatives that would feasibly attain most of the project objectives while potentially avoiding or substantially lessening some of the significant effects of the project were analyzed, in addition to the required “no project” alternative. An environmentally superior alternative is also identified and is provided in Chapter 6. These alternatives include the following:

**Alternative 1: No Project/2035 General Plan.** Under this alternative, the 2040 General Plan would not be adopted. Development would be guided by continued implementation of the existing 2035 General Plan.

**Alternative 2: MTP/SCS Reduced Employment Alternative.** Under this alternative employment it is assumed that commercial development is reduced so that the amount of employment/jobs is consistent with the employment projections included in the 2020 MTP/SCS.

## 2.9 Approvals

Implementation of the proposed 2040 General Plan would require future project-level entitlements, approvals, and permits from City and other agencies for subsequent projects that are consistent with the 2040 General Plan, described below.

- Certification of this Master EIR and approval of the 2040 General Plan.

### 2.9.1 Subsequent Approvals

Upon approval of the 2040 General Plan, the City will initiate amendments to the Planning and Development Code (Title 17) and other sections of the City Code to implement the adopted 2040 General Plan. The Planning and Development Code would further define land use regulations and the development standards applicable to the land use designations. The Planning and Development Code would also establish the land use entitlement process applicable to the land use designations. Additional approvals may include:

- adoption of financing programs or fee programs for public infrastructure;
- rezoning of parcels to ensure consistency with the 2040 General Plan land use map, maximum development intensity map (i.e., FAR Map), minimum density standards maps, and land use and placemaking policies;
- amendments to the Planning and Development Code to ensure consistency with the 2040 General Plan goals, policies, implementing actions and standards;
- adoption of, or updates to, specific plans, neighborhood action plans and area-specific plans to implement and support General Plan goals and policies;
- acquisition of land for public facilities;
- finance and construction of public infrastructure projects or consideration of private development requests for infrastructure projects such as transit and roadway improvements consistent with the General Plan Mobility Element;
- construction of parks, trails and other infrastructure improvements (e.g., water distribution and treatment facilities, wastewater facilities, drainage improvements); and
- other capital improvements, including natural resource preservation and/or restoration activities.

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

## 2.10 Use of this Master Environmental Impact Report for Subsequent Projects

This Draft Master EIR provides a comprehensive overview of the potential environmental impacts that would result from adopting and implementing the proposed 2040 General Plan. A Master EIR provides the basis for streamlining the review of subsequent projects that are within its scope and are consistent with the goals and policies contained in the 2040 General Plan, as set forth in Sections 15176(d) and 15177 of the CEQA

Guidelines. Sections 15176(d) and 15177 specifically allow later projects that are consistent with the land use designations and the permissible densities and intensities of use described in a general plan to proceed under the Master EIR.

### 2.10.1 Subsequent Projects under the Master EIR

Projects that are consistent with the analysis contained in this Master EIR will not, in most cases, require extensive additional environmental review relating to cumulative effects, growth inducing effects, or irreversible significant effects on the environment before they can be approved (CEQA Guidelines Section 15175(a)). For projects that are consistent with the 2040 General Plan and that do not result in significant environmental effects that were not considered in this Master EIR, preparation of an Initial Study would be adequate to document consistency with the 2040 General Plan and Master EIR, after which a finding of conformance can be made. Other projects that are within the scope of the Master EIR, but that have project-specific significant environmental effects that were not analyzed in the Master EIR, could be addressed in either mitigated negative declarations or EIRs, as appropriate.

Section 15176(d) of the CEQA Guidelines sets forth the contents of a Master EIR:

Where a Master EIR is prepared in connection with a project identified in subdivision (b)(1) of Section 15175 [in this case the 2040 General Plan], the anticipated subsequent projects included within a Master EIR may consist of later planning approvals, including parcel-specific approvals, consistent with the overall planning decision (e.g., general plan, specific plan, or redevelopment plan) for which the Master EIR has been prepared. Such Subsequent projects shall be adequately described for purposes of subdivision (b) if the Master EIR and any other documents embodying or relating to the overall planning decision identify the land use designations and the permissible densities and intensities of use for the affected parcel(s). The proponents of such subsequent projects shall not be precluded from relying on the Master EIR solely because that document did not specifically identify or list, by name, the subsequent project as ultimately proposed for approval.

The City has compiled a list of specific projects that meet the definition of subsequent projects that may occur under the 2040 General Plan, in accordance with CEQA Guidelines Section 15176(d). Subsequent projects may include public works and infrastructure projects. Please see Appendix E for the list of Subsequent Projects. A current list of the City's Capital Improvement Projects (CIP) anticipated to be constructed within the next five years are included on the City's proposed Capital Improvement Program 2023 - 2028 available for review on either the City's website or at the City's offices. Subsequent projects may include land use entitlements, rezones, zoning code updates and other code amendments to the City Code, use permits, adoption/approval of specific plans or neighborhood action plans, when they are determined to be consistent with the 2040 General Plan. A project is not precluded from relying on the Master EIR solely because it was not identified by name on the subsequent project list.

If a subsequent project is identified in the Master EIR but the City is not able to determine if the project is within the scope of the Master EIR, but can verify that the cumulative impacts, growth inducing impacts and irreversible significant effects analysis in the Master EIR is adequate for the subsequent project, a mitigated negative declaration or a focused EIR can be prepared to evaluate project impacts (CEQA Guidelines Section 15178).

Notwithstanding the subsequent review procedures for the Master EIR identified in Sections 15177 and 15178, the City may use other special processes and streamlining methods identified in CEQA, as described below.

For example, CEQA provides additional streamlining features for projects consistent with the underlying land use designation and development density. If a project is consistent with the land use designation and development intensity set forth under the general plan, the City may prepare an Initial Study or other analysis to examine whether there are project-specific significant effects which are peculiar to the project or its site (Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183). In this analysis, effects of a project on the environment shall not be considered peculiar to the project or the site if compliance with general plan policies or uniformly adopted development policies or standards will substantially mitigate environmental effects or impacts, unless substantial new information shows that the policies or standards will not substantially mitigate the environmental effect (CEQA Guidelines Section 15183(f)(g)). Other projects may be able to take advantage of housing exemptions (see CEQA Sections 15192 through 15195) and the Infill streamline review (CEQA Guidelines Appendix M).

Other ongoing City activities are also covered under the Master EIR analysis of cumulative effects that could result from implementation of the 2040 General Plan. These include the City's business-as-usual activities that involve routine maintenance, repair and alterations and replacement of existing structures, facilities and equipment. In some cases, new small structures or facilities are involved, and in some cases minor alterations to land.

Examples of these types of projects and activities include the following:

- Department of Utilities and the Department of Youth, Parks and Community Engagement regularly engage in maintenance, repair and replacement of facilities, repair and replacement of irrigation systems, replacement of restroom structures, maintenance and repair of pool and water feature equipment, dredging various canals and other water bodies, maintenance of water and sewer lines, stormwater facilities, and sump pumps and maintenance of park equipment and pedestrian paths.
- Department of Public Works regularly re-stripes and resurfaces roadways and inspects, maintains and replaces streetlights.
- Department of Utilities funds and constructs ongoing improvements to the Combined Sewer System.

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

### 2.10.2 Addressing VMT for Subsequent Projects

The 2040 General Plan includes an updated CAAP along with policies and implementing actions that support mode shift (from driving to walking, bicycling, transit), higher vehicle occupancy (ridesharing), and transportation demand management (reducing demand for single-occupancy vehicles) to address the increase in vehicle miles traveled associated with new growth. Future projects consistent with the General Plan land use designations and development intensities may not be required to evaluate VMT based on



guidance provided by the Office of Planning and Research in their Technical Advisory on Evaluating Transportation Impacts in CEQA (OPR 2018). Otherwise, projects that are within the scope of the Master EIR preparation of a VMT analysis would not be required to conduct a project-specific VMT analysis. For those projects that are not within the scope of the Master EIR it may be necessary to prepare a VMT analysis.

### 2.11 References

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DOF (California Department of Finance) 2021. “E-1 Population Estimates for Cities, Counties, and the State – January 1, 2020 and 2021. <https://dof.ca.gov/Forecasting/Demographics/Estimates/e-1/>. Accessed May 27, 2021.

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SACOG (Sacramento Area Council of Governments). 2019. Environmental Impact Report for the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy. September 2019.

SACOG. 2021. “SACOG 2020 MTP/SCS Modeling Projections for 2016 and 2040.” <https://www.sacog.org/data-library>.

LAFCo (Sacramento Local Agency Formation Commission). 2007. Policies, Standards, and Procedures Manual. Glossary of Terms, page 1. [https://saclafco.saccounty.gov/PolicyStandardsandProceduresManual/Documents/sac\\_007876.pdf](https://saclafco.saccounty.gov/PolicyStandardsandProceduresManual/Documents/sac_007876.pdf). June 2020.

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# 3 Land Use, Population, and Housing

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## 3.1 Introduction

This chapter of the Master EIR for the proposed Sacramento 2040 General Plan (2040 General Plan) and Climate Action & Adaptation Plan (together, the “Sacramento 2040 Project”) analyzes the consistency of the proposed 2040 General Plan with existing regional land use plans and policies, as well as land use compatibility with adjacent lands. CEQA Guidelines Section 15125(d) requires that the EIR must discuss “any inconsistencies between the proposed project and applicable general plans and regional plans.”

Potential inconsistencies between the proposed 2040 General Plan and the Sacramento Area Council of Governments (SACOG) Metropolitan Transportation Plan/Sustainable Communities Plan (MTP/SCS) and the 2007 Sacramento International Airport (SMF) Master Plan (currently being updated) are discussed in this chapter. Potential land use inconsistencies with other regional plans, including Sacramento Metropolitan Air Quality Management District (SMAQMD) attainment plans; the Natomas Basin Habitat Conservation Plan (NBHCP); the Central Valley Regional Water Quality Control Board’s Sacramento River and San Joaquin River Basin Plan; and the Sacramento Executive, Sacramento International, McClellan, Mather, and (privately owned) Rio Linda airports’ Airport Land Use Compatibility Plans (ALUCP) are addressed in the applicable technical sections in Chapter 4. Please refer to the following sections, respectively: 4.3, Air Quality; 4.4, Biological Resources; 4.10, Hydrology, Water Quality, and Flooding; and 4.9, Hazards and Public Safety.

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

An EIR may provide information regarding social and economic issues, but CEQA Guidelines Section 15131 states “economic or social effects of a project shall not be treated as significant effects on the environment.” A direct physical change in the environment is a change caused by and immediately related to the project (14 CCR 15064[d][1]). Direct physical changes to the environment (impacts) that could result from implementation of the proposed 2040 General Plan or alternatives are addressed in the appropriate technical sections. Likewise, inconsistency with an adopted plan, in general, is not considered a direct physical impact to the environment, but may result in impacts, which would be discussed in the appropriate technical sections.

Several comments received in response to the Notice of Preparation (NOP) raised land use issues, including the following: consistency with other plans, particularly regarding GHG and climate change; maximizing infill potential; potential expansion of the Planning Area; areas of the Planning Area (i.e., the Pocket community and the town of Freeport) that fall within the boundaries of the Legal Delta; minimum lot sizes in Natomas; airport land use compatibility; and support for increased density, transit oriented development and affordable housing. NOP comments that raise environmental issues comments are addressed in the applicable technical sections of this Draft Master EIR. See Appendix A for a copy of the NOP and comments received.

## 3.2 Proposed 2040 General Plan Background

Additional information and planning context is provided in Chapter 2, Land Use and Community Development, included within the Technical Background Report (TBR) available online at: [www.sac2040gpu.org](http://www.sac2040gpu.org).

### **Planning Area Boundary**

The Planning Area covers an area in which the City of Sacramento (City) has formally adopted policies, and areas for which the proposed 2040 General Plan designates specific land uses. The proposed 2040 General Plan Planning Area is approximately 103 square miles and includes essentially the same area (previously identified as “Policy Area”) as the 2035 General Plan, shown on Figure 2-1 in Chapter 2, Project Description. The Planning Area is generally contiguous with the city limits, but also includes additional areas within the City’s sphere of influence (SOI) for which the general plan designates land use.

### **Community Plans**

As part of the proposed 2040 General Plan the ten community plans have been updated to include policies to address issues or conditions unique to the community plan area in addition to the applicable citywide policies. The community plans include: Arden Arcade, Central City, East Sacramento, Fruitridge/Broadway, Greater Land Park, North Natomas, North Sacramento, Pocket/Greenhaven, South Area, and South Natomas (see Figure 2-3 in Chapter 2).

### **Special Study Areas**

There are five Special Study Areas adjacent to the city limits but within the City’s Sphere of Influence: Natomas Basin, Arden Arcade, East, Fruitridge Florin, and the Town of Freeport (see Figure 2-2 in Chapter 2). These existing Special Study Areas have been updated as part of the proposed 2040 General Plan to include a brief description of existing conditions, background information, and information related to City and County coordination in managing the future of these areas, as applicable.

### **Land Use Designations**

Proposed changes to land use designations are described in Section 2.7.1, Proposed 2040 General Plan, subheading Proposed Land Use Changes, in Chapter 2. One of the major changes in land use is updating the land use designations and standards: residential density standards from the 2035 General Plan Land Use and Urban Design Element have been updated with a maximum allowable development intensity (i.e., Floor Area Ratio [FAR]) applicable to all parcels in the city and controlled via a Maximum FAR Map to accommodate the City’s 2040 growth projections, and to meet the market demand for different housing and employment types.

### **Environmental Justice**

A second important change in the proposed 2040 General Plan is the incorporation of environmental justice consistent with Government Code Section 65302(h). Land use and housing are integral to addressing environmental justice. Relevant policies from the Environmental Justice Element, are also included in the section below.

### 3.2.1 Proposed 2040 General Plan Goals and Policies

The following goals and policies from the proposed 2040 General Plan are relevant to land use, population, employment, and housing within the Planning Area.

#### 3 Land Use and Placemaking Element

**Goal LUP-1: A compact urban footprint and sustainable development pattern that supports efficient delivery of public services and infrastructure while protecting surrounding open space lands.**

- ❖ **Policy LUP-1.1: Compact Urban Footprint.** The City shall promote a land- and resource-efficient development pattern and the placement of infrastructure to support efficient delivery of public services and conserve open space, reduce vehicle miles traveled, and improve air quality.
- ❖ **Policy LUP-1.2: Logical Boundaries.** The City shall ensure logical City boundaries that facilitate the ability to efficiently provide City services, address economic development needs, social and economic interdependencies, and optimize municipal costs and revenues.
- ❖ **Policy LUP-1.3: New Growth Annexation.** The City shall strategically plan for the annexation of any new growth areas by considering land use, circulation, housing, climate change, infrastructure capacity, and public facilities and services needs, and analyze the associated fiscal impacts.
- ❖ **Policy LUP-1.4: City Services Prior To Annexation.** Prior to the provision of City services to new development in unincorporated areas, the City shall require that the unincorporated properties be annexed into the City. Alternatively, the City may provide utility service to properties in advance of annexation only if the annexation process has been initiated and the landowner and City have executed a conditional agreement for services that stipulates minimum standards for the development of roads and urban infrastructure and criteria and conditions for annexation into the City.
- ❖ **Policy LUP-1.5: Surplus Land Disposition.** The City shall periodically audit municipal land holdings and assess opportunities for more efficient use and management, using criteria including the provision of affordable housing and emergency shelter space, economic development and revitalization objectives, business operations, and applicable federal and State law to identify surplus properties and disposition strategies where appropriate.
- ❖ **Policy LUP-1.6: Growth and Change Evaluation.** The City shall monitor regional and municipal growth trends and review remaining capacity under the General Plan every five years, adjusting as needed to accommodate projected land use, population, and employment, subject to the evaluation of environmental impacts. As part of this five-year review, ensure alignment of the General Plan with the regional growth strategy to optimize opportunities for CEQA streamlining and eligibility for regional funding.
- ❖ **Policy LUP-1.7: Regional Growth Strategy.** The City shall continue to take a leadership role in defining and implementing a regional growth strategy, collaborating with the Sacramento Area Council of Governments (SACOG) and other stakeholders in the region on initiatives for sustainable growth, transit-oriented infill development, enhanced air quality, economic prosperity, and social equity.

- ❖ **Policy LUP-1.8: Jobs-Housing Balance.** The City shall encourage a balance between job type, the workforce, and housing development to reduce the negative impacts of long commutes and provide a range of employment opportunities for all city residents.
- ❖ **Policy LUP-1.9: Advocacy.** The City shall advocate for a fair share of regional funding, grants, and public investments commensurate with its role in the region and the growth targets for the city identified in the Regional Transportation Plan/Sustainable Community Strategy prepared by the Sacramento Area Council of Governments (SACOG).
- ❖ **Policy LUP-1.10: Adjacent Development.** The City shall review new development proposals in adjacent jurisdictions during the environmental review process to identify and avoid potential land use, circulation, or other conflicts with existing and planned development in the city of Sacramento.
- ❖ **Policy LUP-1.11: Coordinate to Protect Farmland.** The City shall continue to work with Sacramento County and other adjacent jurisdictions to implement conservation plans, preserve farmland and protect critical habitat outside the city.
- ❖ **Policy LUP-1.12: Development Adjacent to Agriculture.** The City shall require open space or other appropriate buffers for new development abutting productive agricultural areas to protect the viability of active agricultural operations outside of the city and ensure compatibility of uses with residents in adjacent areas.
- ❖ **Policy LUP-1.13: Airport Land Use Compatibility.** The City shall work with the Sacramento County Airport System (SCAS) and the Airport Land Use Commission (ALUC) to ensure that new development near the area's airports is compatible with airport operations, adopted ALUC policies, and applicable Airport Land Use Compatibility Plans.
- ❖ **Policy LUP-1.14: Deed Notice.** The City shall continue to require that all new development within an airport-defined over-flight zone provides deed notices to future residents and property owners upon transfer of title concerning airport over flights and noise.
- ❖ **Policy LUP-1.15: Homeowner Notification.** The City shall require that purchasers of newly constructed homes located in the vicinity of agricultural operations be provided notification of such activities by way of their deeds and/or escrow documentation.

**Goal LUP-2: Balanced and connected community with thriving neighborhoods and centers and development intensities linked to transit.**

- ❖ **Policy LUP-2.1: Overall Balance of Uses.** The City should encourage a balance and a mix of employment, residential, commercial, cultural, and tourism-related uses, as well as a full range of amenities and services necessary to support a thriving city.
- ❖ **Policy LUP-2.2: Interconnected City.** The City should establish a network of interconnected activity centers, corridors, parks, and neighborhoods that promotes walking, bicycling, and mass transit use as viable alternatives to private vehicles.
- ❖ **Policy LUP-2.3: Diverse Centers and Corridors.** The City shall encourage the development of centers and corridors that address diverse community needs, support local market opportunities, are well-served by transit, and are well-integrated with the surrounding neighborhoods.

- ❖ **Policy LUP-2.4: Development Intensity Linked to Transit.** The City shall plan for higher development intensities around current and planned transit to optimize public investments and support an accessible, convenient network.
- ❖ **Policy LUP-2.5: Design for Connectivity.** The City shall require that all new development maximizes existing and new connections with surroundings and with centers, corridors, parks, and neighborhoods to enhance efficient and direct pedestrian, bicycle, and vehicle movement. When feasible, grid patterns should be utilized to facilitate multiple routes.
- ❖ **Policy LUP-2.6: Employment Clusters.** The City should strengthen employment centers and clusters by facilitating the concentration of office, industrial, and commercial uses in these areas and by supporting enhanced transit access to them.
- ❖ **Policy LUP-2.7: Evolving Office Needs.** The City shall support office developments that align with the evolving needs of target industry sectors, including but not limited to the following:
  - Headquarter and business services;
  - Health and life sciences;
  - The clean economy;
  - The creative economy;
  - Advanced technology; and
  - Future mobility.
- ❖ **Policy LUP-2.8: Co-Location of Community Facilities.** The City shall promote the co-location of parks, schools, police and fire facilities, health services, and other community facilities to support community interaction, enhance neighborhood identity, and leverage limited resources. The integration of these uses into commercial, office, and mixed commercial-residential structures should be encouraged.
- ❖ **Policy LUP-2.9: Expanded Emergency Care Facilities.** The City shall support the efforts of the health care sector to provide expanded emergency health services throughout Sacramento, especially north of the American River.

#### **Goal LUP-3: Flexible development standards to promote revitalization in corridors and centers.**

- ❖ **Policy LUP-3.1: Maximum FAR.** The City shall regulate maximum building intensity using floor area ratio (FAR) standards consistent with Map LUP-6. Maximum FAR standards apply to both residential and non-residential uses.
- ❖ **Policy LUP-3.2: Flexibility for Multi-Parcel Developments.** Where a developer proposes a development project on multiple parcels and some or all of the parcels have different General Plan residential densities or floor area ratios (FARs), the City may, at the discretion of the Community Development Director, calculate the net General Plan density or FAR range and apply that net density or FAR range to the net developable area of the entire project site. Some individual parcels may be zoned for densities/FARs that exceed the maximum allowed FAR under this policy, provided that the net density/FAR of the project as a whole is within the allowed range.

- ❖ **Policy LUP-3.3: Minimum FAR.** The City shall regulate minimum building intensity using floor area ratio (FAR) standards consistent with Map LUP-7. Minimum FAR standards apply to new mixed-use and non-residential development.
- ❖ **Policy LUP-3.4: Minimum Residential Density.** The City shall regulate minimum density standards using Map LUP-8. Minimum density standards apply to new standalone residential development.
- ❖ **Policy LUP-3.5: Development Intensity at Less than the Minimum FAR:** A development with a floor area ratio (FAR) at less than the required minimum may be deemed consistent with the General Plan if the City finds any of the following:
  - (1) The use involves no building or by its nature normally conducts a substantial amount of its operations outdoors;
  - (2) The initial site development is being phased and an overall development plan demonstrates compliance with the FAR standard;
  - (3) The use is temporary and would not interfere with long-term development of the site consistent with the FAR standard;
  - (4) The building size or lot coverage is constrained beyond what is otherwise allowed by the zoning designation of the site, due to the existence of an overlay zone or because of environmental features, such as wetlands; or
  - (5) The site is less than one acre and the project includes commercial uses.
- ❖ **Policy LUP-3.6: Minimum Standards for Renovations and Expansions.** The City shall permit renovations and expansions of existing development that fall below the allowable minimum density or floor area ratio (FAR), provided that the density or FAR is not reduced and the proposed use does not substantially undermine the long-term vision of the General Plan.
- ❖ **Policy LUP-3.7: Exemptions for Historic Structure Conversions.** Where a developer proposes to convert a non-residential historic structure/building to residential use, the City shall not require compliance with minimum density or minimum FAR regulations set forth in this General Plan.
- ❖ **Policy LUP-3.8: Interim Zoning Consistency.** Zoning is consistent with the General Plan if it is compatible with the objectives, policies, general land uses, and programs specified in the plan. (Cal. Gov't Code, § 65860(a)(2).) Zoning is compatible with the objectives, policies, general land uses, and programs specified in the plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment. (See also Sacramento City Code, § 17.104.100.C, as may be amended.)

In areas where zoning has not been brought into conformity with the General Plan, the City shall allow property owners to develop consistent with the existing zoning if only a ministerial/administrative permit is required. For property owners requiring a discretionary permit, the City shall allow property owners to do either of the following:

- (1) Develop consistent with the existing zoning, provided the City makes a finding that approval of the project would not interfere with the long-term development of the area consistent with the General Plan, or
- (2) Develop under the General Plan designation, in which case the City will facilitate rezoning consistent with the General Plan.



**Goal LUP-4: Walkable, transit-oriented centers and corridors that concentrate new jobs, housing, and entertainment opportunities to support frequent, reliable transit service and foster connected, accessible neighborhoods.**

#### **Incentivizing Infill**

- ❖ **Policy LUP-4.1: Transit-Supportive Development.** The City shall encourage increased residential and commercial development intensity within one-quarter mile of existing and planned light rail stations, commuter rail stations, and high-frequency bus stops to support more frequent, reliable transit service and vibrant, walkable neighborhoods.
  
- ❖ **Policy LUP-4.2: Incentivizing Infill.** The City shall consider a range of incentives to attract development to centers, corridors, and sites, including the following:
  - Prioritization of capital investment strategies for infrastructure, services, and amenities to support development;
  - Economic incentives (e.g., fee reductions, regulatory exemptions, or tools such as enhanced infrastructure financing districts (EIFDs), Opportunity Zones, and Enterprise Zones);
  - Streamlined development review, environmental review, and permitting processes;
  - By-right entitlements for development projects consistent with applicable zoning;
  - Ministerial approval of infill housing and mixed-use projects consistent with objective development and design standards;
  - Public-private partnerships; and
  - Proactive solicitation of development.
  
- ❖ **Policy LUP-4.3: Anchor Institutions.** With respect to anchor institutions (colleges, medical centers, and public agencies), the City shall encourage the integration of uses and amenities in and around these campuses that increase economic opportunity, neighborhood vitality, and quality of life. Such uses and amenities may include the following:
  - Housing,
  - Retail,
  - Neighborhood services,
  - Arts/culture venues, athletic facilities,
  - Parks,
  - Improved pedestrian/bikeway connections,
  - “Green” infrastructure, or
  - Other publicly accessible facilities.
  
- ❖ **Policy LUP-4.4: Public Uses and Services.** The City shall promote incorporation of public- and neighborhood-serving uses and services near transit stations and bus stops, as appropriate. Such uses may include the following:
  - Post offices,
  - Pharmacies,
  - Childcare facilities,

- Community meeting rooms, as well as
  - Retail and services that cater to the daily needs of local residents.
- ❖ **Policy LUP-4.5: Efficient Parcel Utilization.** The City shall promote the aggregation of small and irregular shaped parcels along high-quality transit corridors into larger development sites to facilitate their reuse as transit-oriented, higher-intensity residential, mixed-use developments.
- ❖ **Policy LUP-4.6: Compatibility with Adjoining Uses.** The City shall ensure that the introduction of higher-intensity mixed-use development along major arterial corridors is compatible with adjacent land uses, particularly residential uses, by requiring features such as the following:
- Buildings set back from rear or side yard property lines adjoining single-unit dwelling residential uses;
  - Building heights stepped back from sensitive adjoining uses to maintain appropriate transitions in scale and to minimize impacts to privacy and solar access;
  - Landscaped off-street parking areas, loading areas, and service areas screened from adjacent residential areas to the degree feasible; or
  - Lighting shielded from view and directed downward to minimize impacts on adjacent residential uses.
- ❖ **Policy LUP-4.7: Visual and Physical Character.** Using development standards and design standards/guidelines, the City shall promote development patterns and streetscape improvements that transform the visual and physical character of automobile-oriented corridors to create a positive impact on the human and natural systems that interact with them.
- ❖ **Policy LUP-4.8: Buildings that Engage the Street.** The City shall require that buildings be oriented to actively engage and enhance the public realm through techniques such as building orientation, build-to and setback lines, façade articulation, ground-floor transparency, and location of parking.
- ❖ **Policy LUP-4.9: Enhanced Pedestrian Environment.** The City shall require the design of sidewalks in commercial and mixed-use areas to promote walkability and pedestrian activity, with widths wide enough to provide for free and clear pedestrian use, activation of building frontages with displays, landscaping, and seating areas for cafes and restaurants.
- ❖ **Policy LUP-4.10: Multi-Modal Access.** The City shall require that new development provide bicycle, pedestrian, and transit access where appropriate to reduce the need for on-site parking and to improve the pedestrian experience within corridors and centers with street trees and landscaping.
- ❖ **Policy LUP-4.11: Shared Parking, Driveways, and Alley Access.** The City shall encourage the creation of shared parking areas and shared vehicular driveways for access along arterial corridors to minimize the number of driveways and curb cuts. The City should also encourage the use of adjacent alleys for vehicular access.
- ❖ **Policy LUP-4.12: Drive-Through Restaurants.** The City shall prohibit new drive-through restaurants within ¼-mile walking distance of existing and proposed light rail stations and high-frequency transit stops.
- ❖ **Policy LUP-4.13: Future-Ready Gas Stations.** The City shall prohibit the establishment of new gas stations or the expansion of fossil fuel infrastructure at existing gas stations unless the project

proponent provides high-speed electric vehicle charging stations on site at a ratio of at least 1 charging station per 3 fuel pumps.

**Goal LUP-5: Attractive, thriving commercial centers that are well-located to serve the needs of Sacramento residents, workers and visitors.**

- ❖ **Policy LUP-5.1: Evolving Regional Commercial Centers.** The City shall promote housing and employment uses at existing regional commercial centers to enhance retail viability, establish pedestrian-oriented shopping districts, create more attractive buildings and public spaces, support transit viability, and reduce vehicle trips. The City shall facilitate the redevelopment of surface parking, drive aisles, shared parking facilities, and existing buildings to accomplish this.
- ❖ **Policy LUP-5.2: Shopping Centers as Focal Points:** The City shall encourage existing regional and neighborhood shopping centers to integrate amenities, events, and programming that strengthen their role as destinations for area residents to shop and gather. Features to integrate may include the following:
  - Pedestrian amenities;
  - Electric vehicle charging;
  - Bike parking;
  - Traffic-calming features;
  - Plazas and public areas;
  - Shade trees;
  - Lighting;
  - Public art;
  - Farmers markets;
  - Retail and other services that provide for everyday needs; and
  - Community events.
- ❖ **Policy LUP-5.3: Mixed-Use Neighborhood Centers.** The City shall promote the development of strategically located mixed-use neighborhood centers that accommodate local-serving commercial, employment, entertainment, and cultural uses; provide diverse housing opportunities; are within walking distance of surrounding residents; and are efficiently served by transit.
- ❖ **Policy LUP-5.4: Neighborhood Shopping Center Revitalization.** In areas where existing neighborhood shopping centers have reached the end of their economic life, the City shall support revitalization through the introduction of housing and/or the attraction of essential services to the site, such as medical clinics, a grocery store, banks, and cultural/educational uses to provide for the daily needs of area residents and ensure the vitality of the site over time.
- ❖ **Policy LUP-5.5: Neighborhood Commerce.** The City shall support geographically well-distributed neighborhood-oriented commercial centers or “main streets” to improve local access to stores, cafés and restaurants, and other neighborhood commercial uses and services.
- ❖ **Policy LUP-5.6: Local Business Preservation.** The City shall strive to prevent the conversion of existing neighborhood retail uses and local businesses through business retention and anti-displacement strategies.

**Goal LUP-6: A city of healthy, livable, “complete neighborhoods” that provide for residents’ daily needs within easy walking or biking distance from home.**

- ❖ **Policy LUP-6.1: Neighborhoods as a Basic Unit.** Recognizing Sacramento’s neighborhoods as foundational elements of the City’s urban structure, the City shall work to enhance their livability through the development of plans and programs.
- ❖ **Policy LUP-6.2: Range of Residential Development Intensities.** The City shall allow for a range of residential development intensities throughout the community to cultivate a mix of housing types at varying sales price points and rental rates, provide options for residents of all income levels, and protect existing residents from displacement.
- ❖ **Policy LUP-6.3: Variety of Housing Types.** The City shall promote the development of a greater variety of housing types and sizes in existing and new growth communities to meet the needs of future demographics and changing household sizes, including the following:
  - Single-unit homes on small lots,
  - Accessory dwelling units,
  - Tiny homes,
  - Alley-facing units,
  - Townhomes,
  - Lofts,
  - Live-work spaces,
  - Duplexes,
  - Triplexes,
  - Fourplexes,
  - Bungalow courts, and
  - Senior and student housing.
- ❖ **Policy LUP-6.4: Neighborhood Form.** The City shall recognize the patterns in existing neighborhoods by developing defined transitions between these neighborhoods and adjoining areas, and by requiring that new development, both private and public, consider the existing physical characteristics of buildings, streetscapes, open spaces, and urban form of the neighborhood in its design. Designs may be traditional or contemporary but should contribute to the livability of the neighborhood.
- ❖ **Policy LUP-6.5: Established Neighborhoods.** The City should encourage new development to respect the pedestrian-scale, pre-automobile form, and lush urban forest that typifies established neighborhoods and contributes to their sense of place.
- ❖ **Policy LUP-6.6: New Growth Neighborhoods.** The City shall ensure that new residential growth areas include neighborhoods with a mix of residential types, sizes, and densities, such as single-, duplex-and multi-unit dwellings.
- ❖ **Policy LUP-6.7: Architectural Variations.** The City should encourage building placement variations, roofline variations, architectural projections, and other embellishments to enhance the visual interest along residential streets.

- ❖ **Policy LUP-6.8: Gated Communities.** The City shall discourage the creation of new gated private streets in residential communities to promote social cohesiveness and maintain street network efficiency, adequate emergency response times, and convenient travel routes for all street users.
- ❖ **Policy LUP-6.9: Design around Open and Green Space.** The City should encourage large-scale, small-lot, single- and multi-unit residential projects to be designed in group dwellings around open space, greenery, and/or recreational features and facilitate access for residents.
- ❖ **Policy LUP-6.10: Care Facilities.** The City shall encourage the development of older adult daycare facilities, assisted living facilities, hospice, childcare, and other care facilities in appropriate areas throughout Sacramento.
- ❖ **Policy LUP-6.11: Home-Based Businesses.** The City shall encourage home businesses to support workforce participation and lower need for vehicular travel by eliminating commutes for more workers and supporting “complete neighborhoods” by allowing residents to provide services locally.

**Goal LUP-7: Industrial opportunities in suitable locations to provide employment for Sacramento residents and promote inclusive economic growth in the city.**

- ❖ **Policy LUP-7.1: Heavy Industry.** The City shall support the continued operation and expansion of heavy industrial activities, focusing them in the Power Inn area in the eastern part of the city, subject to performance standards for industrial development and operation that prohibit creation of noise, odor, or other harmful emissions beyond the boundaries of the site.
- ❖ **Policy LUP-7.2: Industrial Uses Along Rivers.** The City shall prohibit new heavy industrial uses along the American River Parkway and prevent incompatible industrial development adjacent to the American and Sacramento Rivers.
- ❖ **Policy LUP-7.3: Production, Distribution, and Repair.** The City shall maintain sufficient land in areas designated for industrial uses to accommodate a wide range of production, distribution, and repair-oriented light industrial uses, including the following:
  - Research and development,
  - Manufacturing, and
  - Food processing.
- ❖ **Policy LUP-7.4: Live/Work Options.** The City shall allow for the introduction of compatible residential and commercial uses, such as live-work units, artisan shops/studios, brew pubs, coffee shops, and tasting rooms, in Employment Mixed-Use areas.
- ❖ **Policy LUP-7.5: Industrial Aesthetics.** The City shall encourage the development and maintenance of well-designed industrial and light industrial properties and structures that meet adopted standards for visual quality and design.
- ❖ **Policy LUP-7.6: Industrial Conversion.** As market conditions permit, the City shall allow the conversion of existing industrial, warehousing, and distribution facilities to flex space (i.e., artist live/work, small scale manufacturing, production), business incubators (i.e., light industrial and research and development uses) that provide new jobs and comparable employment opportunities without the environmental impacts of traditional industrial uses.

**Goal LUP-8: A unique and varied sense of place, defined by distinctive natural and urban elements that contribute to local quality of life and hometown pride.**

- ❖ **Policy LUP-8.1: Unique Sense of Place.** The City shall promote quality site, architectural, and landscape design that include the following:
  - Connected walkable blocks;
  - Distinctive parks and accessible open spaces;
  - Tree-lined streets; and
  - Varied architectural styles.
  
- ❖ **Policy LUP-8.2: River as Signature Feature.** The City shall require new development along the Sacramento and American Rivers to use the natural river environment as a key feature to guide the scale, design, and intensity of development, and to maximize visual and physical access to the rivers, subject to the public safety requirements of local, state, and federal agencies, including the Local Maintaining Agencies (LMA) and the Central Valley Flood Protection Board (CVFPB).
  
- ❖ **Policy LUP-8.3: River Access and Ecology.** The City shall strive to balance the provision of river access and continued recreational and tourist-oriented activities with efforts to enhance the ecological setting along the Sacramento and American Rivers.
  
- ❖ **Policy LUP-8.4: Enhanced City Gateways.** The City shall ensure that public improvements and private development work together to enhance the sense of entry at key gateways to the city and use gateway design to strengthen the sense of arrival into Sacramento and districts and neighborhoods within the city. Gateway design elements may include the following:
  - Streetscape design,
  - Signage,
  - Building massing, and
  - Similarly-themed design elements.
  
- ❖ **Policy LUP-8.5: Development Adjacent to Freeways and Railroad Corridors.** The City shall promote high-quality design of buildings along freeway and railway corridors, including promoting techniques such as the following:
  - Requiring extensive landscaping and trees along the freeway fronting elevation in consultation with City staff, the Sacramento Metropolitan Air Quality Management District, and Caltrans;
  - Establishing a consistent building line, articulating and modulating building elevations and heights, and varying the use of materials and color to create visual interest; and
  - Including design elements that reduce noise and provide for filtering, ventilation, and exhaust of vehicle air emissions.
  
- ❖ **Policy LUP-8.6: Prominent Corner Architecture.** The City shall encourage new development at key intersections and/or gateways to incorporate distinctive architectural features, such as prominent entries or corner towers.

- ❖ **Policy LUP-8.7: Distinctive Urban Skyline.** The City shall guide development of a distinctive urban skyline that reflects the vision of Sacramento with a prominent central core containing the city’s tallest buildings, complemented by smaller-scale urban centers and corridors with mid- and high-rise development.
- ❖ **Policy LUP-8.8: Iconic Sense of Place.** The City shall encourage the development of iconic buildings and sites in key locations with architecture, site planning, and landscaping to enhance gateways and create new landmarks and focal features that contribute to the city’s structure and identity.
- ❖ **Policy LUP-8.9: People-Friendly Design.** The City shall require people-friendly design to be incorporated into buildings and spaces, including elements and features such as the following:
  - Human scale, tree-shaded pedestrian passageways;
  - Resting areas;
  - Seating;
  - Gathering places; and
  - Other measures with demonstrated benefits for health and quality of life.
- ❖ **Policy LUP-8.10: Responsiveness to Context.** The City shall require building and site design that respects and responds to the local context, including use of local materials and plant species where feasible, responsiveness to Sacramento’s climate, and consideration of cultural and historic context of Sacramento’s neighborhoods, corridors, and centers.
- ❖ **Policy LUP-8.11: Neighborhood and Transitions.** The City shall ensure that development standards facilitate transitions between areas that border one another so that neighborhoods and districts maintain their own unique qualities.
- ❖ **Policy LUP-8.12: Design of Privately-Developed Public Spaces.** The City should encourage public spaces in private development, where feasible, to include the following features:
  - Lined with active uses at-grade and located near building entrances, windows, outdoor seating, patios, or balconies that overlook park spaces, and other areas with strong pedestrian activity;
  - Completely visible from at least one street frontage and as feasible, be at least 50 percent visible from a secondary street frontage;
  - Primarily defined by adjacent buildings, which will contribute to the unity and environmental quality of the space;
  - Located at the same grade level as the public sidewalk when possible. Where changes in grade are an important element of the overall design and programming, clear and direct access from the public sidewalk should be accommodated, and universal accessibility provided;
  - Reflective of the design and placemaking elements of the surrounding area using architectural styles, signage, colors, textures, materials, and other elements;
  - Constructed with low impact and permeable paving materials to efficiently manage the stormwater and minimize the area’s heat island effect;
  - Connected to bike and pedestrian facilities and be a part of an interconnected shared pathway or parkway system where feasible;

- Site furnishing that allows for resting; and
  - Tree canopy at least equivalent to 50 percent.
- ❖ **Policy LUP-8.13: Continuity of Streetscape Design.** The City shall encourage continuity in streetscape/landscape design especially along major streets and avenues that traverse the city north to south and east to west.
- ❖ **Policy LUP-8.14: Streetscape Beautification.** To strengthen community identity, the City shall undertake and encourage streetscape improvement and beautification projects that incorporate unified landscaping and pedestrian amenities in corridors, centers, and neighborhoods. Amenities should include the following:
- Bus shelters,
  - Public art, and
  - Pedestrian safety treatments such as
    - Sidewalk bulb-outs and
    - Widening and improved crosswalks, and
    - Branded decorative elements such as street lighting, concrete pavers, and tree grates.

**Goal LUP-9: Arts, culture, and entertainment that enriches neighborhood quality of life, strengthens community identity, and contributes to economic prosperity.**

- ❖ **Policy LUP-9.1: Cultural and Entertainment Centers.** The City shall support the equitable development of cultural, art, entertainment, and recreational facilities and events in the city to attract visitors, support a quality of life for residents, celebrate and strengthen Sacramento’s unique identity.
- ❖ **Policy LUP-9.3: Assembly Facilities and Event Centers.** The City shall encourage and support the development of assembly facilities for social, cultural, entertainment, sports, educational, and religious activities. The design and programming of these facilities should reflect the diversity of the community.
- ❖ **Policy LUP-9.6: Artist Enclaves/Live-Work Studios.** The City shall support and encourage the development, reuse, and conversion of areas and buildings to create art districts that could include the following:
- Live-work studios;
  - Spaces for performance, exhibition, rehearsal, production, and retail; and
  - Affordable residential enclaves for artists and their families.

**Goal LUP-10: Sustainable building and “green” design practices in public and private developments that reduce per capita energy use, waste, and pollutants.**

- ❖ **Policy LUP-10.1: Existing Structure Reuse.** The City shall encourage the retention of existing structures and promote their adaptive reuse and renovation with green building technologies to retain the structures’ embodied energy, sequester carbon, increase energy efficiency, and limit the generation of waste.



- ❖ **Policy LUP-10.2: Promote Green Buildings.** The City shall partner with the Sacramento Municipal Utility District (SMUD), Grid Alternatives, American Institute of Architects, North State Building Industry Association, and other organizations and public agencies to raise awareness and promote adoptions of innovative green building technologies in both new and existing buildings.

**Goal LUP-11: Create built and natural environments within the city that prioritize, support, promote, and embrace social equity, ecological regeneration, responsible resource stewardship, and human health and well-being.**

- ❖ **Policy LUP-11.1: Net-Positive Energy Future.** The City shall support and promote projects that demonstrate responsible energy use and an acceleration of renewable energy generation toward a net-positive energy future.
- ❖ **Policy LUP-11.2: Balanced Local Water Cycle.** The City shall support and promote project goals and implementation that demonstrate sustainable water resource use, including water conservation and reuse, to build climate resilience and uphold a balanced local water cycle.
- ❖ **Policy LUP-11.5: Human-Ecosystems Connection.** The City shall support and promote planning and development that provide equitable opportunities for human connection and interaction with natural ecosystems.
- ❖ **Policy LUP-11.6: Community Connection.** The City shall support and promote planning and development that creates and encourages opportunities for community connection and interaction, relationship building and cross-cultural awareness, support, and respect.
- ❖ **LUP-11.7: Building Materials.** The City shall support and promote the use of benign; responsibly and ethically-sourced; and low-carbon and/or carbon-sequestering building materials and products.
- ❖ **LUP-11.8: Construction Processes.** The City shall encourage onsite construction processes that reduce environmental harm and support sustainable methods.

#### Implementing Actions

- LUP-A-1: Area of Concern.** The City shall work with the Sacramento Local Agency Formation Commission (LAFCo) to designate the Natomas Basin Study Area as an Area of Concern to provide the City with greater influence on land use decisions and other governmental actions that directly and indirectly affect the City of Sacramento in this important area beyond its Sphere of Influence.
- LUP-A-3: Fruitridge-Florin Annexation.** The City shall study the feasibility of annexing the Fruitridge-Florin Study Area with a view of streamlining the delivery of public services, addressing infrastructure needs, promoting neighborhood revitalization, and improving the quality of life for local residents. The study should involve outreach to area residents and consider fiscal and environmental impacts as well as inclusive economic development opportunities. Based on the results of the study, the City shall consider an annexation application with the Sacramento Local Agency Formation Commission (LAFCo) if appropriate.
- LUP-A-8: Planning and Development Code Update.** The City shall update the Planning and Development Code to implement the 2040 General Plan, including amendments to:
  - Rezone parcels for consistency with the 2040 General Plan land use, intensity, and density diagrams;

- Remove maximum residential density standards from multi-unit, commercial, and industrial zones and replace them with floor area ratio-based intensity standards and minimum residential density standards;
- Broaden the range of housing types allowed by-right within single-unit and duplex dwelling residential zones;
- Update development standards for missing-middle housing types, such as accessory dwelling units, duplexes, triplexes, fourplexes, and bungalow courts;
- Require new residential development of a certain size to include a variety of housing unit types and sizes;
- Establish requirements for electric vehicle (EV) charging infrastructure in new and expanded gas stations citywide;
- Establish incentives to promote efficient parcel utilization and consolidation, particularly in transit-oriented development (TOD) areas;
- Prohibit new drive-through restaurants in areas where a strong pedestrian and transit orientation is desired;
- Allow for flexibility of new commercial uses in neighborhood-oriented commercial centers; and
- Establish incentives to facilitate the retrofit of existing shopping centers with pedestrian amenities, EV charging, bike parking traffic-calming features, plazas and public areas, shade trees, lighting, public art, farmers markets, retail and other services that provide for everyday needs, and community events.

## 7 Environmental Justice Element

### Goal EJ-2: Equitable access to fresh, healthy, and affordable food and wider access to healthy food resources in disadvantaged communities.

- ❖ **Policy EJ-2.9: Urban Agriculture in New Development:** The City shall promote rooftop gardens, edible gardens, and other sustainable agricultural landscaping alternatives within multi-unit, commercial, and industrial developments.
- ❖ **Policy EJ-2.10: Urban Agriculture Incentive Zone.** The City shall continue to implement the Urban Agriculture Incentive Zone to facilitate activation of vacant and undeveloped spaces and improve access to fresh, healthy, and affordable foods.

### Goal EJ-3: Coordination of resources to ensure stable, safe, sanitary housing for all Sacramentans.

- ❖ **Policy EJ-3.1: Resource Optimization.** The City shall coordinate across municipal departments and with relevant partner agencies including the Sacramento Housing and Redevelopment Agency (SHRA), the Sacramento Municipal Utility District (SMUD), Sacramento Metropolitan Air Quality Management District (SMAQMD), Sacramento Area Council of Governments (SACOG), Capitol Area Development Authority (CADA), and others, to optimize the use of grant monies, incentives, financial resources, staffing, investments, and programs in addressing displacement and tenant protections; sanitary housing and maintenance issues; environmental hazards in homes and neighborhoods; and other concerns related to stable, safe, and sanitary housing.

- ❖ **Policy EJ-3.3: Healthy Homes.** The City shall continue to work with the Sacramento Housing and Redevelopment Agency (SHRA) and community organizations to promote safe and sanitary housing by providing owners and occupants with information and resources. Efforts may include the development and dissemination of healthy home checklists or conducting trainings, workshops, or audits.
- ❖ **Policy EJ-3.4: Healthy Environment.** In private and non-profit housing projects, the City should promote and seek ways to incentivize the inclusion of features and amenities that support and enhance the health of occupants and the environment, including, but not limited to:
  - Energy-efficient and all-electric appliances;
  - Green infrastructure, such as green roofs or appropriate tree planting;
  - Community gardens; and
  - Active transportation infrastructure.

#### 2021–2029 Housing Element

The City’s 2021–2029 Housing Element was adopted by the City in August 2021 and was amended in December of 2021. The City of Sacramento Housing Elements is required to be updated on an 8-year cycle, and the cycle often do not coincide with updates to the general plan. Relevant policies from the Housing Element are listed below but are not included as part of the proposed 2040 General Plan evaluated in this Master EIR because the Housing Element has already been reviewed and adopted by the City.

#### Goal 1: Increasing Overall Housing Production.

- ❖ **Policy H-1.1 Ensure Adequate Supply of Land.** The City shall maintain an adequate supply of appropriately zoned land to accommodate the projected housing needs.
- ❖ **Policy H-1.2. Reduce Time and Expense of Planning Approval Process.** The City shall continue to reduce the time and expense of the planning approval process by offering ministerial/staff-level review of infill housing.
- ❖ **Policy H-1.4. Facilitate Infill Housing Development.** The City shall facilitate infill housing along commercial corridors, near employment centers, near high-frequency transit areas, and in all zones that allow residential development as a way to revitalize commercial corridors, promote walkability and increased transit ridership.
- ❖ **Policy H-1.5. Facilitate Development Through Specific Plans and Commercial Corridor Action Plans.** The City shall prepare specific plans and action plans in infill areas and along commercial corridors through a process that includes significant community participation and facilitates infill residential development, affordable housing production, and accommodates more “by-right” housing development in these areas with reduced processing time and costs, while protecting existing residents and businesses from displacement.
- ❖ **Policy H-1.7. Encourage Adaptive Reuse.** The City shall promote and facilitate the conversion of commercial, office, industrial, and parking structures for housing and mixed-use developments.

### Goal 2: Increasing Affordable Housing and Workforce Housing Production.

- ❖ **Policy H-2.1 Provide Opportunities for Affordable Housing Throughout the City.** The City shall ensure that there are sites zoned appropriately for affordable housing in each of the City's 10 community plan areas, especially high resource areas.
- ❖ **Policy H-2.2. Maximize Use of Public Properties for Affordable Housing and Shelters.** The City shall make City-owned properties that are no longer needed for current or foreseeable future public operations available for the development of affordable housing and emergency shelter space to the maximum extent feasible, and shall encourage other public entities to do so as well.
- ❖ **Policy H-2.3. Assist in the Development of Affordable Housing.** The City and SHRA shall assist affordable housing developments through site identification, direct funding, supporting funding applications, land donation, expedited permit review, and other incentives.
- ❖ **Policy H-2.14. By-right Housing on Previously Identified Housing Sites.** The City shall allow housing developments with at least 20% affordable housing by-right, consistent with objective development and design standards, on lower-income vacant sites identified in the sites inventory that have been counted in two previous housing cycles or lower-income nonvacant sites counted in one previous housing cycle, consistent with AB 1397.
- ❖ **Policy H-1.7. Encourage Adaptive Reuse.** The City shall promote and facilitate the conversion of commercial, office, industrial, and parking structures for housing and mixed-use developments.

### Goal 3: Promoting Accessory Dwelling Units.

- ❖ **Policy H-3.1. Resources and Materials.** The City shall initiate Planning and Development Code amendments and develop tools, resources, and educational materials to increase awareness and support, and to promote and facilitate the development of Accessory Dwelling Units (ADUs) in neighborhoods throughout the City.

### Goal 4: Advancing Equity and Inclusion.

- ❖ **Policy H-4.1. Expand Housing Types Throughout the City.** The City shall take meaningful actions to allow for a greater array of housing types throughout the City to create more inclusive and equitable neighborhoods and to affirmatively further fair housing.
- ❖ **Policy H-4.2. Invest to Create Equitable Neighborhoods.** The City shall invest in historically underserved communities, as described in the 2040 General Plan Update, to transform racially and ethnically concentrated areas of poverty into areas of opportunity, while working to promote housing stability and provide new stable housing opportunities for current residents to stay and enjoy the neighborhood investments.
- ❖ **Policy H-4.3. Promote Mixed Income Neighborhoods.** The City shall promote mixed income neighborhoods with an equitable distribution of housing types for people of all incomes throughout the City by encouraging new affordable housing in high resource areas and promoting homeownership opportunities throughout the City, particularly in low resource areas.

#### Goal 5: Protecting Residents from Displacement.

- ❖ **Policy H-5.1. Minimize Displacement of Vulnerable Residents.** The City shall work to make all neighborhoods places of opportunity and encourage investments while minimizing the involuntary displacement of people of color and other vulnerable populations, such as low-income households, the elderly, and people with disabilities due to the influx of less vulnerable populations attracted by increased opportunities and/or investments.
- ❖ **Policy H-5.3. Develop Neighborhood-Specific Anti-Displacement Strategies.** The City shall engage neighborhood residents in developing customized anti-displacement solutions through neighborhood-level planning in areas targeted for inclusive economic and community development, particularly those at-risk of displacement.

#### Goal 6: Preserving the Existing Housing Stock.

- ❖ **Policy H-6.1. Preserving Existing Affordable Housing.** The City shall prioritize the preservation of existing affordable housing at risk of loss of affordability covenants as a critical means of mitigating the displacement and loss of affordable housing units from the City's inventory.
- ❖ **Policy H-6.2. Rehabilitation and Preservation.** The City shall use preservation, conversion, and/or rehabilitation as tools to improve substandard single-unit homes and multi-unit affordable housing to preserve the existing housing stock and affordability.
- ❖ **Policy H-6.5. No Net Loss of Housing Stock.** The City shall ensure that sites being redeveloped for housing do not result in a net reduction in housing units.

#### Goal 7: Housing for People Experiencing Homelessness.

- ❖ **Policy H-7.1. Housing First Principles.** The City shall prioritize solutions that are consistent with the notion that stable housing is the first, critical step towards addressing human needs.
- ❖ **Policy H-7.3. Innovative Solutions.** The City shall consider and employ innovative solutions that further collaboration and coordination of the homeless continuum of care. This will include effective responses and best practices for prevention services, emergency shelters, interim housing, permanent housing and ongoing housing stability to address the homelessness crisis.
- ❖ **Policy H-7.4. Permanent Supportive Housing.** The City shall facilitate and provide permanent supportive housing options that offer appropriate services so that people experiencing chronic homelessness can maintain permanent housing.

#### Goal 8: Increasing Accessible Housing.

- ❖ **Policy H-8.2. Reasonable Accommodation Ordinance.** The City shall ensure people with disabilities have equal opportunity to use and enjoy their housing by providing a process to request modification to a land use or zoning standard, regulation, policy, or procedure.

- ❖ **Policy H-8.3. Encourage Accessible Housing Near Transit and Amenities.** The City shall encourage the development, rehabilitation, and preservation of accessible housing, particularly in neighborhoods that are accessible to public transit, commercial services, and health and community facilities.

### Community Plans

The City has long utilized community plans to provide policy direction for the various areas of the city and currently there are ten community plan areas within the city. The 2030 General Plan adjusted the boundaries of the community plans and reduced the number to the current ten plans. The following policies direct the City's community planning efforts: CP-1.1.1 (Community Plan Intent) directs the City to adopt and periodically update a community plan chapter for each community plan area that supplements citywide policies, to reflect community and neighborhood-specific issues and provide conceptual direction for the development of identified opportunity areas; CP-1.1.2 (Community Involvement) provides for broad community involvement by such groups as plan area residents, property owners, business owners, civic and community groups, public and nonprofit agencies, and City departments when updating the plans; and CP-1.1.3 (Community Plan Consistency) requires that every community plan is consistent with citywide General Plan goals and policies and does not include duplicate or redundant policies and standards addressed in the citywide General Plan. Those community plans that include policies relative to population, employment, or housing are noted below:

- **Fruitridge/Broadway:** Includes policies that support high density housing in the Stockton Boulevard Corridor, along Broadway, and along the Gold Line (light rail), recognizing the importance of the Fruitridge/Broadway's economic development, promoting the Florin-Perkins Industrial Area, and supporting the Stockton Boulevard corridor.
- **Greater Land Park:** Includes policies to promote higher intensity, transit-oriented development along Freeport Boulevard, Fruitridge Road and Franklin Boulevard; and to promote student housing south of Sacramento City College.
- **Pocket/Greenhaven:** Includes policies to increase the sense of place along the Freeport Boulevard commercial corridor.
- **South Area:** Includes policies to support higher density transit-oriented development around South Line light rail stations, and to facilitate and incentivize high-quality mixed-use redevelopment of the Florin Road corridor.
- **South Natomas:** Includes policies to support intensification of uses along Northgate Boulevard, including by promoting mixed use development and housing, to provide a wider range of quality housing options for the community; and for youth workforce development.

## 3.3 Land Use Evaluation

Physical environmental impacts resulting from future development under the proposed 2040 General Plan are discussed in the applicable technical sections in this Master EIR. This chapter differs from other Master EIR discussions in that only plan or policy consistency issues are discussed, as opposed to a discussion of the physical impacts on the environment that could occur with implementation of the proposed general plan. This discussion complies with Section 15125(d) of the CEQA Guidelines, which requires EIRs to discuss potential conflicts with local or regional plans as part of the environmental setting. Therefore, the following discussion analyzes the proposed 2040 General Plan for effects resulting in: (1) physically dividing an established

community; (2) conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the 2040 General Plan adopted for the purpose of avoiding or mitigating an environmental effect; or (3) short or long-term land use conflicts due to the placement of incompatible uses in proximity to one another.

### 3.3.1 Physical Division of an Established Community

While some development that could occur with approval of the 2040 General Plan would be in “greenfield” areas that require installation of new infrastructure, one of the goals of the General Plan is to encourage and incentivize infill development. Future growth and change is encouraged in areas that would benefit from enhancement, revitalization, or redevelopment in a manner that complements and enhances the city’s character and livability. Policies that encourage and support additional dwelling units, for example, support such development, but establish a planning framework to minimize disruption and ensure adequate public services and utilities.

Land use policies provide for strategic growth and change that preserves existing viable neighborhoods and targets new development primarily to infill areas that are vacant or underutilized, and only secondarily to new “greenfield” areas. These policies focus on enhancing the quality of life through improved connectivity with other parts of the city, greater access to amenities, enhanced safety, and greater housing and employment choices. Policies in the Land Use and Placemaking Element that support established communities include: LUP-2.2 (Interconnected City); LUP-2.3 (Diverse Centers and Corridors); LUP-2.5 (Design for Connectivity); LUP-2.8 (Co-Location of Community Facilities); LUP-6.1 (Neighborhoods as a Basic Unit); LUP-6.4 (Neighborhood Form); and LUP-6.5 (Established Neighborhoods).

The proposed 2040 General Plan policies would enhance and protect existing neighborhoods and discourage the physical division of established communities.

### 3.3.2 Conflicts with Existing Plans, Policies or Regulations

Several regionally and locally adopted land use plans, policies, and regulations that regulate potential effects of projects on the environment would be applicable to development that could occur with approval of the proposed 2040 General Plan. These include air quality attainment plans prepared by SMAQMD (including the 2017 Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan and the 2015 Triennial Report and Air Quality Plan Revision addressing the California 1-hour and 8-hour ozone standards), the NBHCP, the City’s Planning and Development Code and the Citywide Design Guidelines and Standards, as well as the ALUCPs, and the SMF Master Plan. As mentioned in Section 3.1, Introduction, analyses of consistency with many of these plans are provided in the applicable sections in Chapter 4, including Sections 4.2, Agricultural Resources; 4.3, Air Quality; 4.4, Biological Resources; 4.9, Hazards and Public Safety; 4.10, Hydrology, Water Quality, and Flooding; 4.11, Noise and Vibration; and 4.14, Transportation and Circulation.

#### **2020 Metropolitan Transportation Plan/Sustainable Communities Plan**

The 2020 MTP/SCS for the Sacramento region links land use, air quality, and transportation needs. The MTP is federally required to be updated every four years. Senate Bill (SB) 375 requires a Sustainable Communities Strategy, similar to the Sacramento region’s “Blueprint” project adopted in 2004, to be added to transportation plans in California. The SACOG board adopted the 2020 MTP/SCS on November 18, 2019. The proposed

2040 General Plan's buildout assumptions and population projections, as well as the transportation assumptions, are based largely on information provided by SACOG for the MTP/SCS.

The 2020 MTP/SCS focuses on four priority policy areas:

- Built vibrant places for today's and tomorrow's residents
- Foster the next generation of mobility solutions
- Modernize the way we pay for transportation infrastructure
- Build and maintain a safe, reliable, and multimodal transportation system.

The proposed 2040 General Plan includes goals supportive of these policy areas. The following policies encourage compact development with a mix of uses and densities to support efficient transit and walkability: LUP-1.1 (Compact Urban Footprint); LUP-1.7 (Regional Growth Strategy); LUP-2.2 (Interconnected City); LUP-2.5 (Design for Connectivity); LUP-2.6 (Employment Clusters); LUP-2.8 (Co-Location of Community Facilities); LUP-3.3 (Minimum FAR), LUP-4.1 (Transit-Supportive Development); LUP-4.2 (Incentivizing Infill); LUP-5.3 (Mixed-Use Neighborhood Centers), and H 1.4 (Facilitate Infill Housing Development).

In addition, the proposed 2040 General Plan incorporates reduction of vehicle miles traveled (VMT) as an important planning goal, consistent with the 2020 MTP/SCS and state objectives for reducing GHG emissions. VMT, and the relationship between the proposed 2040 General Plan objectives and regional VMT is discussed in Section 4.14.

### **Sacramento International Airport Master Plan**

The boundaries of the Planning Area and the Natomas Basin Study Area are in proximity to Sacramento International Airport (SMF) (see Figure 2-2 in Chapter 2). The SMF Master Plan 2020 Update, currently in progress, contemplates development within airport property, west of Power Inn Road. Development within the Planning Area boundary would not conflict with implementation of the SMF Master Plan. Land use compatibility with SMF operations is discussed in Sections 4.9 and 4.11, specifically Impact 4.9.2 and Impact 4.11.4.

Implementation of the proposed 2040 General Plan and SMF Master Plan would not violate the terms of the Natomas Joint Vision Memorandum of Understanding (MOU) adopted by the City and County of Sacramento in 2002. The MOU provides that the City would act as the agent of development within the Natomas area while the County would act as the agent of permanent open space preservation. Both jurisdictions would work to protect the airport and not encroach on the required land use buffers (County of Sacramento 2007).

### 3.3.3 Compatibility with Adjacent Lands

Generally, the Planning Area is adjacent to urban, developed areas in the county to the east and undeveloped land to the north and south, with the exception of the Sacramento International Airport located to the north. In many instances, the transition from the Planning Area into the adjacent unincorporated county is seamless. However, depending on the specific location of certain uses, potential incompatibilities could occur. Special Study Areas, including the Natomas Basin Study Area, the Arden Arcade Study Area, the East Study Area, the Fruitridge-Florin Study Area, and the Town of Freeport Study Area (see Figure 2-2 in Chapter 2), are also used as a planning tool to ensure future land use compatibility.



Based on the analysis of the proposed General Plan, this Master EIR concludes that the proposed land use designations under the 2040 General Plan would not produce excessive noise, light, odors, or traffic that could result in a land use incompatibility with adjacent lands. Refer to the applicable technical sections of this Master EIR for a discussion of specific incompatibilities associated with noise, odor, light, or traffic.

### 3.4 Population, Employment and Housing Setting

This section describes existing levels of and trends in population, employment, and housing in the Planning Area, including jobs-housing balance. It identifies growth assumptions included in the proposed 2040 General Plan and analyzes projected population, employment, and housing growth in relation to planned buildout of the Planning Area under the proposed 2040 General Plan.

Comments received in response to the NOP concerning population, employment, and housing include support for higher density residential zoning in areas close to jobs and housing, concern over compact growth and its potential to raise land values, and general opposition towards building new homes in the city. Potential environmental impacts associated with increased development intensities due to the increase in dwelling units and population are described in Chapter 4. Buildout of the proposed 2040 General Plan, which assumes an overall increase in dwelling units, population and employment uses are addressed in the applicable technical sections in Chapter 4 of this Draft Master EIR. The potential for the project to induce substantial growth by concentrating population growth away from areas with available infrastructure and urban services is addressed in Chapter 5, Other CEQA Considerations, in this Draft Master EIR.

#### 3.4.1 Proposed 2040 General Plan Growth Assumptions

##### **Population, Housing, and Employment**

As described in Chapter 2, Project Description, growth projections were developed for the proposed 2040 General Plan. SACOG growth projections developed for the 2020 MTP/SCS were used as the initial projection. Job growth was then adjusted based on the Market Study prepared for the proposed 2040 General Plan by BAE Urban Economics and historical trends. Housing growth was adjusted based on historic trends and general plan policies. See Table 2-3 in Chapter 2 for the growth projections incorporated in the proposed 2040 General Plan. Current and projected housing units are further broken down by housing type in Table 2-5 in Chapter 2.

#### 3.4.2 2021-2029 Housing Element

The City's 2021-2029 Housing Element was adopted by the City Council on August 17, 2021 and was amended on December 14, 2021. The City received Housing Element Certification from the California Department of Housing and Community Development on December 22, 2021. The Housing Element has been prepared to maintain internal consistency with the current 2035 General Plan, as required by state law. However, the adopted Housing Element follows the proposed 2040 General Plan's vision and guiding principles that the Sacramento City Council adopted on November 12, 2019. Two of these guiding principles are cultivating a broad mix of housing types in all residential zones throughout the city, while protecting existing residents and communities from displacement, and prioritizing community resources towards historically disadvantaged communities in an equitable manner.

The Housing Element meets state requirements and serves as the City’s 8-year housing strategy. It analyzes Sacramento’s housing needs, current housing conditions, and the capacity of residential land available to meet future housing needs. Organized under eight housing goals, the Housing Element is intended to address the housing crisis in Sacramento through policies and programs that focus on expanding the housing stock and offering a wider range of housing choices for everyone in the city.

The City’s 8-year housing needs, as determined by the Regional Housing Needs Allocation, are shown in Table 3-1.

**Table 3-1. Regional Housing Needs Allocation, City of Sacramento, June 30, 2021, to August 31, 2029**

Income Category	Units	Percent of Total
Extremely Low- and Very Low-Income (0%-50% AMI)	10,463	23.0%
Low-Income (51%-80% AMI)	6,306	13.8%
Moderate-Income (80%-120% AMI)	8,545	18.7%
Above Moderate-Income (>120% AMI)	20,266	44.5%
<b>Total</b>	<b>45,580</b>	<b>100.0%</b>

Source: SACOG 2020.

Note: AMI = Area Median Income.

Residential capacity to meet the City’s housing needs over the next 8 years are shown in Table 3-2. The proposed 2040 General Plan accommodates additional housing production beyond 2029.

**Table 3-2. Summary of Residential Capacity Compared to 2021-2029 Regional Housing Needs Allocation (RHNA) by Income**

	Lower Income Units	Moderate Income Units	Above Moderate Income Units	Total Units
RHNA	16,769	8,545	20,266	45,580
Pipeline Residential Development	1,931	15,543	6,323	23,797
Capacity on Vacant	9,013	4,739	4,016	17,768
Capacity on Tier 1 Underutilized Sites	6,475	1,567	73	8,115
Capacity on Tier 2 Underutilized Sites	644	268	1	911
ADU Projection	336	258	6	600
<b>Total Capacity</b>	<b>18,399</b>	<b>22,373</b>	<b>10,419</b>	<b>51,191</b>
Surplus(+)/Deficit(-)	+1,630	+13,828	-9,847	+5,611

Source: City of Sacramento 2021.

Note: ADU = Accessory Dwelling Unit.

The City’s Housing Element includes goals, programs, and policies to meet these housing needs. Relevant goals and policies are listed above, in Section 3.2.

## 3.5 Population, Employment and Housing Evaluation

### 3.5.1 Population

Projected buildout of the proposed 2040 General Plan would result in Sacramento’s population growing to approximately 638,433 by 2040. This is an increase of 165,740 residents when compared to the estimated population of 472,693 in 2018 (see Table 2-3 in Chapter 2). The proposed 2040 General Plan includes a number of goals and policies designed to support a compact urban footprint, infill development, along with well-planned development that accommodates the growing needs of the city while also emphasizing complete neighborhoods. Proposed Goal LUP-3 would encourage development in opportunity areas, and proposed Policies LUP-3.2 through LUP-3.6 would ensure that the City regulates the levels of building intensity according to the standards and land use designations set out in the 2040 General Plan. Goal LUP-6 would emphasize the neighborhood as a planning unit, emphasizing complete neighborhoods that offer a range of residential densities and housing types.

### 3.5.2 Employment

As shown in Table 2-3 in Chapter 2, Project Description, the City projects an increase of approximately 76,612 jobs by 2040, bringing the total estimated jobs in the city to 391,826. The proposed 2040 General Plan is designed to balance future housing, office, retail, commercial and industrial uses to accommodate projected employment growth. One of the visions of the proposed 2040 General Plan is to maintain the City’s role as the center of government, employment, and culture in the region. This includes broadening the City’s economy to provide jobs in all sectors, including those related to small and locally owned businesses. Policies LUP-2.6 (Employment Clusters) and LUP-2.7 (Evolving Office Needs) encourage employment centers and recognize evolving office needs. Goals LUP-5 and LUP-7 promote appropriately located commercial centers and industrial uses. Policy LUP-7.4 (Live/Work Options) recognizes compatible residential and commercial uses, and Policy LUP-6.11 (Home-Based Businesses) allows small home businesses by right. Adequate land is designated in the proposed 2040 General Plan to accommodate the increase in projected employment projected to occur over the next 20 years.

### 3.5.3 Housing

The proposed 2040 General Plan includes goals and policies that encourage and support development of a range of housing types including rural residential, neighborhood, residential mixed-use, and commercial mixed-use. The plan is designed to support and accommodate housing throughout the Planning Area to encourage development of housing and to promote usage of alternate modes of transportation. Buildout of the Planning Area under the proposed 2040 General Plan’s Land Use Diagram would accommodate projected population growth within the Planning Area.

SACOG forecasts the city would have roughly 266,765 housing units by 2040. To accommodate this growth, the City would need to add approximately 69,012 housing units, or about 3,100 new units per year. The SACOG forecast predicts a significant change in Sacramento’s mix of housing units, effectively reversing the city’s historical development patterns. Sacramento’s current stock of approved and planned residential projects appears to support a trend toward increased single family attached (as compared to detached) development

and multifamily development. Mixed use and transit-oriented development are encouraged in the proposed 2040 General Plan.

The biggest change in the proposed 2040 General Plan is to regulate residential development intensity with a maximum Floor Area Ratio (FAR) and a minimum residential density (housing units per acre), as a means to stimulate housing production and promote a greater variety of housing types and affordability. This replaces the typical approach of a minimum and maximum residential density. The FAR approach focuses on controlling the size of buildings instead of the number of housing units within buildings. Policy LUP-3.1 regulates maximum building intensity using floor area ratio (FAR) standards consistent with Map LUP-6. Maximum FAR standards apply to both residential and non-residential uses. Policy LUP-3.4 regulates minimum density standards using Map LUP-8. Minimum density standards apply to new standalone residential development. Flexibility for minimum density for renovations and historic properties is provided by policies LUP-3.6 and LUP-3.7. Overall, this approach would streamline the regulatory City’s framework and provide property owners and developers with more flexibility to design financially feasible projects in an effort to increase the supply of housing in Sacramento and address housing affordability concerns.

Proposed 2040 General Plan Policy LUP-1.6 (Growth and Change Evaluation) would require the City to monitor regional and municipal growth trends to review land capacity every five years. Policy LUP-6.2 (Range of Residential Development Intensities) allows for a range of residential development intensities throughout the Planning Area. Policy LUP-6.3 (Variety of Housing Types) promotes the development of a greater variety of housing types and sizes in existing and new growth communities, including single-unit homes on small lots, accessory dwelling units, tiny homes, alley-facing units, townhomes, lofts, live-work spaces, duplexes, triplexes, fourplexes, bungalow courts, senior housing, and student housing to meet the needs of future demographics and changing household sizes.

The 2021-2029 Housing Element also contains goals and policies to increase housing production, including affordable and workforce housing, and promoting accessory dwelling units.

#### 3.5.4 Homelessness

The 2021-2029 Housing Element includes policies to address the issue of homelessness in the city. Goal 7, housing for people experiencing homelessness, is supported by Policy H-7.1 (Housing First Principles), H-7.3 (Innovative Solutions), and H-7.4 (Permanent Supportive Housing). In addition, the City Council adopted the *2021 Comprehensive Siting Plan to Address Homelessness* on August 10, 2021. The *Comprehensive Siting Plan* identifies sites in each Council district for a variety of shelter and housing types and identifies programmatic solutions to address broader issues not confined to individual sites. On June 28, 2022, the City Council approved the Sacramento Local Homeless Action Plan which creates a cross-jurisdictional unified approach to addressing homelessness across Sacramento County. The three-year plan was developed in partnership with Sacramento Steps Forward, Sacramento City and County Continuum of Care, Sacramento County, City of Sacramento and the Sacramento Housing and Redevelopment Agency.

#### 3.5.5 Jobs-Housing Balance

The City anticipates that Sacramento’s employment base in 2040 would be 391,826, with a total of 266,765 residential units in the Planning Area. The employee-per-unit ratio under buildout conditions in the Planning Area would be 1.47:1. Over time, several factors, including recent demographic trends, ongoing housing and

development patterns, and proposed 2040 General Plan buildout projections and policies, would likely result in a more balanced ratio of jobs and housing in the Planning Area along with a reduction in VMT and associated pollutant emissions and congestion on area roadways and intersections. Recent trends indicate that an increasing number of professionals and “empty nesters” prefer to live in urban areas in closer proximity to job centers and retail, dining, and cultural amenities not as readily available in the suburbs.

The proposed 2040 General Plan includes several goals and policies that encourage a greater balance between jobs and housing, including Policy LUP-1.8 (Jobs Housing Balance) which states the City shall encourage a balance between job type, the workforce, and housing development to reduce the negative impacts of long commutes and provide a range of employment opportunities for all city residents.; Policy LUP-2.1 (Overall Balance of Uses) provides for a balance and a mix of employment, residential, commercial, cultural, and tourism-related uses; and Policy E-1.6 (Growth in Opportunity Areas) encourages new development in the Opportunity Areas to encourage development projects that generate local jobs and further inclusive economic development objectives.

### 3.5.6 Consistency with State Housing Objectives

In 2021, the California legislature passed, and the Governor signed, Senate Bills (SB) 8, 9, and 10, intended to address housing in California and streamline production. These three bills affect local land use approvals of housing and are therefore discussed below.

**SB 8.** SB 8 extends the Housing Crisis Act of 2019 (SB 330) for five additional years, to 2030, and makes other changes. SB 330 provided for a “preliminary application” that narrowed the regulations and fees applicable to a project to those in effect at that time. It also prohibited downzoning (reducing allowable density) unless the City or county upzones (increases allowable density) elsewhere to offset the potential loss of housing units. SB 8 also adds provisions for existing occupants’ right to return if they are displaced by a housing project.

**SB 9.** SB 9 provides conditions whereby a City or county must allow two residential units on an urban residential parcel zoned for single family use. SB 9 also allows an “urban lot split” on such single-family zoned parcels.

The proposed 2040 General Plan advances the objectives of these housing bills by replacing maximum residential density as a land use regulation, and instead uses maximum FAR to regulate housing development. Specific policies to implement this change include Policy LUP-3.1 (Maximum FAR Calculation), and LUP-3.4 (Minimum Residential Density). In addition, Policy H-1.2 (Reduce Time and Expense of Planning Approval Process) is consistent with SB 8, to reduce regulatory barriers to housing development. Implementing Actions LUP-6.3 (Variety of Housing Types) and LUP-A.8 (Planning and Development Code Update) would facilitate the goals of SB 9.

### 3.5.7 Potential Displacement of People and Existing Housing

As discussed above, the City would need to produce approximately 69,000 housing units to meet its 2040 housing needs. As shown in Table 3-2, current projects in progress and available vacant land within the Planning Area would not meet the need. The limited supply of housing and available housing options affordable to all income levels has the potential to displace existing residents. Therefore, policies in the 2040 General Plan provide for flexible and streamlined development of housing and the provision of a mix of housing types

at varying sales price points and rental rates throughout the city. Additionally, the 2021-2029 Housing Element includes specific goals and policies to protect residents from displacement (Goal 5) and preserving the existing housing stock (Goal 6), including Policy H-5.1 (Minimize Displacement of Vulnerable Residents), Policy H-5.3 (Develop Neighborhood-Specific Anti-Displacement Strategies), Policy H-6.1 (Preserving Existing Affordable Housing), and Policy H-6.5 (Not Net Loss of Housing Stock). Therefore, implementation of the proposed 2040 General Plan would not result in significant displacement of people and existing housing.

### 3.6 References

City of Sacramento. 2021. 2021-2029 Housing Element: An 8-Year Housing Strategy. Adopted August 17, 2021.

County of Sacramento. 2007. Sacramento International Airport Master Plan Final Environmental Impact Report. August 2007.

SACOG (Sacramento Area Council of Governments). 2019. Environmental Impact Report for the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy. September 2019.

SACOG. 2020. Regional Housing Needs Plan, 2021–2029. Adopted March 2020.

SACOG. 2021. “SACOG 2020 MTP/SCS Modeling Projections for 2016 and 2040.” <https://www.sacog.org/data-library>.

U.S. Census Bureau. 2018. “Quick Facts: Sacramento City, California”. As modified by Dyett & Bhatia by applying 2018 proportions from U.S. Census Bureau data to adjusted SACOG baselines.

# 4 Environmental Analysis

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## 4.1 Aesthetics

### 4.1.1 Introduction

This section evaluates the effects of implementation of the proposed Sacramento 2040 General Plan (2040 General Plan) and Climate Action & Adaptation Plan (together, the “Sacramento 2040 Project”) on scenic resources, scenic views, and the potential to increase light and glare and outlines applicable plans and policies related urban design and aesthetics.

In the context of this Master Environmental Impact Report (Master EIR), aesthetic resources include important, existing scenic resources as seen from a visually sensitive, public location. This section does not focus on urban design issues, except as they relate to projects that could affect visual resources as defined in the thresholds of significance. Urban design is ordinarily a land use issue that is the province of local design review, not an environmental issue. (See, *Final Statement of Reasons for Regulatory Action*, California Natural Resources Agency, November 18, 2018, pp. 66-67.) Urban design review is guided by adopted design guidelines and design review code; applicable projects are reviewed at the City of Sacramento Planning and Design Commission, Design Director, or staff level, as appropriate.

No comments specific to aesthetics were received in response to the Notice of Preparation (NOP). A copy of the NOP along with comments received is included in Appendix A.

The Technical Background Report (TBR) provides information specific to the existing aesthetic conditions within and adjacent to the Planning Area (available online at: [www.sac2040gpu.org](http://www.sac2040gpu.org)). Chapter 6, Environmental Resources, of the TBR addresses Scenic Resources (see Section 6.8). The regulatory requirements are included within the applicable chapter and section of the TBR.

The 2040 General Plan includes goals and policies that address aesthetics and visual resources. The Land Use and Placemaking Element supports the preservation of qualities and characteristics that make the City of Sacramento (city) desirable and memorable, such as by maintaining tree-lined streets and development of a distinctive urban skyline. The Environmental Resources and Constraints Element encourages the preservation of rivers, trees, and natural resources that contribute to the city’s aesthetic character. The policies of these elements seek to enhance the quality of life in Sacramento by creating and preserving attractive buildings, streets, and public spaces that facilitate and enrich the life of the community, and by seeking a balanced and sustainable mix of residential, employment, commercial, and service uses.

### 4.1.2 Environmental Setting

A summary of the existing environmental setting is provided below. Chapter 6 of the TBR (available online at: [www.sac2040gpu.org](http://www.sac2040gpu.org)) contains a detailed overview of the existing setting, including the regulatory setting; updates to the setting since the preparation of the TBR are provided in this section.

### Existing Conditions

The City’s Planning Area is a valley floor characterized by flat terrain in a predominantly built-out environment. Long-range views are generally expansive, when not impeded by existing mature trees and buildings. Views onto and across the city to the east include views of the foothills and mountains. The Sierra Nevada Mountain range can be seen directly behind the city skyline driving east across the Sacramento-Yolo Causeway on Interstate 80 when the sky is clear. The confluence of two major rivers, the Sacramento and American Rivers, contributes strongly to the scenic qualities of the city.

As further discussed in the TBR, the Planning Area is further comprised of natural and built elements. Primary natural elements include trees (Sacramento is known as the City of Trees), the Sacramento and American rivers, and open space. Prominent built elements include cultural important or historic buildings including the State Capitol, Tower Bridge, and Sutter’s Fort. Landmarks, historic districts, and parks also contribute to the existing visual character of the Planning Area.

### Views and Vistas

The Planning Area includes large portions of developed areas, ranging from single-family residential homes to high-rise office buildings in the downtown area. The areas where homes dominate the viewshed are generally areas with more green space, less artificial light (and, therefore, darker nighttime views), and less glare due to a reduction in the amount of reflective materials. A brief summary of the land uses in the city, organized by general area of the city, is provided below and informs the general composition of available views and opportunities for scenic vistas. The general areas include Central City, South Sacramento (including Fruitridge/Broadway, Pocket/Greenhaven, South Area, and Greater Land Park Community Plan Areas), North Sacramento (including Arden Arcade, North Sacramento, North Natomas, and South Natomas Community Plan Areas), and East Sacramento.

### Views of Central City

The Central City encompasses the Central City Community Plan Area. Views of the Central City offer a mix of building types and sizes, interspersed with parks, trees, and municipal uses. Building designs range from historic architecture to modern structures.

The flatness of the Central City landscape (average elevation in the area is approximately 25 feet above sea level) creates a striking visual contrast with the urban silhouette of downtown high-rises. The downtown area is also significantly brighter than outlying residential areas due to artificial light associated with buildings, roadways, and vehicles.

### Views of South Sacramento

The South Sacramento area includes Fruitridge/Broadway, Pocket/Greenhaven, South Area, and Greater Land Park Community Plan Areas. Views of the South Sacramento area are characterized by single-family neighborhoods and shopping areas, with commercial uses primarily located in single-story strip malls with surface parking lots adjacent to the front of the buildings. These commercial uses tend to be concentrated along commercial strips such as Florin Road, Freeport Boulevard, Fruitridge Road, Broadway, and Stockton Boulevard. Industrial uses are more intense in the southeastern areas (e.g., Fruitridge/Broadway).



### Views of North Sacramento

The northern portion of the Planning Area includes Arden Arcade, North Sacramento, North Natomas, and South Natomas Community Plan Areas. The North Natomas area has been developed with residential neighborhoods interspersed with retail centers. Residential subdivisions in Natomas primarily consist of modern homes that maximize lot coverage and minimize landscaping. Retail centers generally consist of large concrete buildings with glass storefronts and large surface parking areas. North Sacramento includes a mix of suburban residential uses with some industrial corridors. Arden Arcade is a major retail area with intensely developed commercial corridors, as well as a mix of suburban residential neighborhoods.

### Views of East Sacramento

The eastern portion of the Planning Area includes the East Sacramento Community Plan Area and is characterized by a mix of residential and commercial uses. Many of the residential neighborhoods in this area were established decades ago and are dominated by mature trees that provide a wide tree canopy over the streets.

### Scenic Highways

Adjacent to the Planning Area, State Route 160 is officially designated as a State Scenic Highway from the Contra Costa County line to the southern city limit of Sacramento, for a length of 45.8 miles (Caltrans 2019). Formerly known as River Road, the highway meanders through the historic Delta agricultural area and small towns along the Sacramento River. State Route 160 becomes Freeport Boulevard as it enters the city limits.

No other highways within or adjacent to the Planning Area are either officially designated or eligible State Scenic Highways.

## 4.1.3 Impacts and Mitigation Measures

### Methods of Analysis

The TBR (available online at: [www.sac2040gpu.org](http://www.sac2040gpu.org)) is the primary document used as the basis for the environmental setting and the analysis in this section. Specifically, Chapter 6 (see Section 6.8) of the TBR addresses Scenic Resources. Impacts related to visual resources were evaluated using the thresholds of significance listed below. Future development under the 2040 General Plan was reviewed to determine if existing scenic resources would be obstructed or if light or glare would be created causing a public hazard or annoyance. These types of impacts would be the greatest where large infill opportunities exist or in undeveloped areas; therefore, these are the areas that are focused on in the analysis. Impacts are evaluated assuming full buildout of the Planning Area.

### 2040 General Plan Goals and Policies

The following draft goals and policies from the 2040 General Plan are relevant to aesthetics and visual resources.

#### 3 *Land Use and Placemaking Element*

**Goal LUP-1: A compact urban footprint and sustainable development pattern with infrastructure that supports efficient delivery of public services while protecting surrounding open space lands.**

**Goal LUP-2: Balanced and connected community with thriving neighborhoods and centers and development intensities linked to transit.**

- ❖ **Policy LUP-2.3: Diverse Centers and Corridors.** The City shall encourage the development of centers and corridors that address diverse community needs, support local market opportunities, are well-served by transit, and are well-integrated with the surrounding neighborhoods.

**Goal LUP-4: Walkable, transit-oriented centers and corridors that concentrate new jobs, housing, and entertainment opportunities to support frequent, reliable transit service and foster connected, accessible neighborhoods.**

- ❖ **Policy LUP-4.1: Transit-Supportive Development.** The City shall encourage increased residential and commercial development intensity within one-quarter mile of existing and planned light rail stations, commuter rail stations, and high-frequency bus stops to support more frequent, reliable transit service and vibrant, walkable neighborhoods.
- ❖ **Policy LUP-4.6: Compatibility with Adjoining Uses.** The City shall ensure that the introduction of higher-intensity mixed-use development along major arterial corridors is compatible with adjacent land uses, particularly residential uses, by requiring features such as the following:
  - Buildings set back from rear or side yard property lines adjoining single-unit dwelling residential uses;
  - Building heights stepped back from sensitive adjoining uses to maintain appropriate transitions in scale and to minimize impacts to privacy and solar access;
  - Landscaped off-street parking areas, loading areas, and service areas screened from adjacent residential areas to the degree feasible; or
  - Lighting shielded from view and directed downward to minimize impacts on adjacent residential uses.
- ❖ **Policy LUP-4.7: Visual and Physical Character.** Using development standards and design standards/guidelines, the City shall promote development patterns and streetscape improvements that transform the visual and physical character of automobile-oriented corridors to create a positive impact on the human and natural systems that interact with them.
- ❖ **Policy LUP-4.8: Buildings that Engage the Street.** The City shall require that buildings be oriented to actively engage and enhance the public realm through techniques such as building orientation, build-to and setback lines, façade articulation, ground-floor transparency, and location of parking.
- ❖ **Policy LUP-4.9: Enhanced Pedestrian Environment.** The City shall require the design of sidewalks in commercial and mixed-use areas to promote walkability and pedestrian activity, with widths wide enough to provide for free and clear pedestrian use, activation of building frontages with displays, landscaping, and seating areas for cafes and restaurants.

**Goal LUP-5: Attractive, thriving commercial centers that are well-located to serve the needs of Sacramento residents, workers, and visitors.**

- ❖ **Policy LUP-5.1: Evolving Regional Commercial Centers.** The City shall promote housing and employment uses at existing regional commercial centers to enhance retail viability, establish pedestrian-oriented shopping districts, create more attractive buildings and public spaces, support transit viability, and reduce vehicle trips. The City shall facilitate the redevelopment of surface parking, drive aisles, shared parking facilities, and existing buildings to accomplish this.
- ❖ **Policy LUP-5.2: Shopping Centers as Focal Points.** The City shall encourage existing regional and neighborhood shopping centers to integrate amenities, events, and programming that strengthen their role as destinations for area residents to shop and gather. Features to integrate may include the following:
  - Pedestrian amenities;
  - Electric vehicle charging;
  - Bike parking;
  - Traffic-calming features;
  - Plazas and public areas;
  - Shade trees;
  - Lighting;
  - Public art;
  - Farmers markets;
  - Retail and other services that provide for everyday needs; and
  - Community events.

**Goal LUP-6: A city of healthy, livable, “complete neighborhoods” that provide for residents’ daily needs within easy walking or biking distance from home.**

- ❖ **Policy LUP-6.4: Neighborhood Form.** The City shall recognize the patterns in existing neighborhoods by developing defined transitions between these neighborhoods and adjoining areas, and by requiring that new development, both private and public, consider the existing physical characteristics of buildings, streetscapes, open spaces, and urban form of the neighborhood in its design. Designs may be traditional or contemporary but should contribute to the livability of the neighborhood.
- ❖ **Policy LUP-6.5: Established Neighborhoods.** The City should encourage new development to respect the pedestrian-scale, pre-automobile form, and lush urban forest that typifies established neighborhoods and contributes to their sense of place.
- ❖ **Policy LUP-6.7: Architectural Variations.** The City should encourage building placement variations, roofline variations, architectural projections, and other embellishments to enhance the visual interest along residential streets.
- ❖ **Policy LUP-6.9: Design around Open and Green Space.** The City should encourage large-scale, small-lot, single- and multi-unit residential projects to be designed in group dwellings around open space, greenery, and/or recreational features and facilitate access for residents.

**Goal LUP-7: Industrial opportunities in suitable locations to provide employment for Sacramento residents and promote inclusive economic growth in the city.**

- ❖ **Policy LUP-7.5: Industrial Aesthetics.** The City shall encourage the development and maintenance of well-designed industrial and light industrial properties and structures that meet adopted standards for visual quality and design.

**Goal LUP-8: A unique and varied sense of place, defined by distinctive natural and urban elements that contribute to local quality of life and hometown pride.**

- ❖ **Policy LUP-8.1: Unique Sense of Place.** The City shall promote quality site, architectural, and landscape design that include the following:
  - Connected walkable blocks;
  - Distinctive parks and accessible open spaces;
  - Tree-lined streets; and
  - Varied architectural styles.
- ❖ **Policy LUP-8.2: River as Signature Feature.** The City shall require new development along the Sacramento and American Rivers to use the natural river environment as a key feature to guide the scale, design, and intensity of development, and to maximize visual and physical access to the rivers, subject to the public safety requirements of local, state, and federal agencies, including the Local Maintaining Agencies (LMA) and the Central Valley Flood Protection Board (CVFPB).
- ❖ **Policy LUP-8.4: Enhanced City Gateways.** The City shall ensure that public improvements and private development work together to enhance the sense of entry at key gateways to the city and use gateway design to strengthen the sense of arrival into Sacramento and districts and neighborhoods within the city. Gateway design elements may include the following:
  - Streetscape design,
  - Signage,
  - Building massing, and
  - Similarly-themed design elements.
- ❖ **Policy LUP-8.5: Development Adjacent to Freeways and Railroad Corridors.** The City shall promote high-quality design of buildings along freeway and railway corridors, including promoting techniques such as the following:
  - Requiring extensive landscaping and trees along the freeway fronting elevation in consultation with City staff, the Sacramento Metropolitan Air Quality Management District, and Caltrans;
  - Establishing a consistent building line, articulating and modulating building elevations and heights, and varying the use of materials and color to create visual interest; and
  - Including design elements that reduce noise and provide for filtering, ventilation, and exhaust of vehicle air emissions.

- ❖ **Policy LUP-8.6: Prominent Corner Architecture.** The City shall encourage new development at key intersections and/or gateways to incorporate distinctive architectural features, such as prominent entries or corner towers.
- ❖ **Policy LUP-8.7: Distinctive Urban Skyline.** The City shall guide development of a distinctive urban skyline that reflects the vision of Sacramento with a prominent central core containing the city’s tallest buildings, complemented by smaller-scale urban centers and corridors with mid- and high-rise development.
- ❖ **Policy LUP-8.8: Iconic Sense of Place.** The City shall encourage the development of iconic buildings and sites in key locations with architecture, site planning, and landscaping to enhance gateways and create new landmarks and focal features that contribute to the city’s structure and identity.
- ❖ **Policy LUP-8.9: People-Friendly Design.** The City shall require people-friendly design to be incorporated into buildings and spaces, including elements and features such as the following:
  - Human scale, tree-shaded pedestrian passageways;
  - Resting areas;
  - Seating;
  - Gathering places; and
  - Other measures with demonstrated benefits for health and quality of life.
- ❖ **Policy LUP-8.10: Responsiveness to Context.** The City shall require building and site design that respects and responds to the local context, including use of local materials and plant species where feasible, responsiveness to Sacramento’s climate, and consideration of cultural and historic context of Sacramento’s neighborhoods, corridors, and centers.
- ❖ **Policy LUP-8.11: Neighborhood and Transitions.** The City shall ensure that development standards facilitate transitions between areas that border one another so that neighborhoods and districts maintain their own unique qualities.
- ❖ **Policy LUP-8.12: Design of Privately-Developed Public Spaces.** The City should encourage public spaces in private development, where feasible, to include the following features:
  - Lined with active uses at-grade and located near building entrances, windows, outdoor seating, patios, or balconies that overlook park spaces, and other areas with strong pedestrian activity;
  - Completely visible from at least one street frontage and as feasible, be at least 50 percent visible from a secondary street frontage;
  - Primarily defined by adjacent buildings, which will contribute to the unity and environmental quality of the space;
  - Located at the same grade level as the public sidewalk when possible. Where changes in grade are an important element of the overall design and programming, clear and direct access from the public sidewalk should be accommodated, and universal accessibility provided;
  - Reflective of the design and placemaking elements of the surrounding area using architectural styles, signage, colors, textures, materials, and other elements;

- Constructed with low impact and permeable paving materials to efficiently manage the stormwater and minimize the area’s heat island effect;
  - Connected to bike and pedestrian facilities and be a part of an interconnected shared pathway or parkway system where feasible;
  - Site furnishing that allows for resting; and
  - Tree canopy at least equivalent to 50 percent.
- ❖ **Policy LUP-8.13: Continuity of Streetscape Design.** The City shall encourage continuity in streetscape/landscape design especially along major streets and avenues that traverse the city north to south and east to west.
- ❖ **Policy LUP-8.14: Streetscape Beautification.** To strengthen community identity, the City shall undertake and encourage streetscape improvement and beautification projects that incorporate unified landscaping and pedestrian amenities in corridors, centers, and neighborhoods. Amenities should include the following:
- Bus shelters,
  - Public art, and
  - Pedestrian safety treatments such as
    - Sidewalk bulb-outs and
    - Widening and improved crosswalks, and
    - Branded decorative elements such as street lighting, concrete pavers, and tree grates.

**Goal LUP-9: Arts, culture, and entertainment that enriches neighborhood quality of life, strengthens community identity, and contributes to economic prosperity.**

- ❖ **Policy LUP-9.4: Vibrant Arts Ecosystem.** The City shall foster a vibrant arts and creative ecosystem by striving to provide equitable access to creative opportunities and expression for all residents by promoting access to capital, infrastructure, professional development, mentoring, and other arts programming.
- ❖ **Policy LUP-9.8: Public Art.** The City shall infuse the public realm with temporary and permanent public art installations, activations, and signature design elements through continuation of the Art in Public Places Program, recognizing the value of public art to do the following:
- Add visual variety and richness;
  - Delight, surprise, amuse, and inspire;
  - Educate and inform;
  - Engage and involve;
  - Promote neighborhood identity; and
  - Celebrate Sacramento’s heritage and environment.

## 6 Environmental Resources and Constraints Element

**Goal ERC-2: Thriving rivers, wildlife, and natural open spaces that contribute to public health, livability, and protection of the environment for future generations.**

- ❖ **Policy ERC-2.3: Onsite Preservation.** The City shall encourage new development to preserve onsite natural elements that contribute to the community’s native plant and wildlife species value. For sites that lack existing natural elements, encourage planting of native species in preserved areas to establish or re-establish these values and aesthetic character.

**Goal ERC-3: A well-maintained, resilient, healthy, expansive and equitable urban forest for an environmentally sustainable future.**

- ❖ **Policy ERC-3.10: Parking Lot Shading.** The City shall review and amend the Parking Lot Shading Design and Maintenance Guidelines and Parking Lot Shading Ordinance as needed to promote tree health, growth, and maintenance of trees to reduce urban heat island impacts.

### *Implementing Actions*

**LUP-A-8 Planning and Development Code Update.** The City shall update the Planning and Development Code to implement the 2040 General Plan, including amendments to:

- Rezone parcels for consistency with the 2040 General Plan land use, intensity, and density diagrams;
- Remove maximum residential density standards from multi-unit, commercial, and industrial zones and replace them with floor area ratio-based intensity standards and minimum residential density standards;
- Broaden the range of housing types allowed by-right within single-unit and duplex dwelling residential zones;
- Update development standards for missing-middle housing types, such as accessory dwelling units, duplexes, triplexes, fourplexes, and bungalow courts;
- Require new residential development of a certain size to include a variety of housing unit types and sizes;
- Establish requirements for electric vehicle (EV) charging infrastructure in new and expanded gas stations citywide;
- Establish incentives to promote efficient parcel utilization and consolidation, particularly in transit-oriented development (TOD) areas;
- Prohibit new drive-through restaurants in areas where a strong pedestrian and transit orientation is desired;
- Allow for flexibility of new commercial uses in neighborhood-oriented commercial centers; and
- Establish incentives to facilitate the retrofit of existing shopping centers with pedestrian amenities, EV charging, bike parking, traffic-calming features, plazas and public areas, shade trees, lighting, public art, farmers markets, retail and other services that provide for everyday needs, and community events.

**LUP-A-10 Design Guidelines Update.** The City shall review its development design guidelines and standards for consistency with the 2040 General Plan goals, policies, and standards.

**ERC-A.7 Cooling Landscape Manual.** The City shall prepare a Landscape Manual or enhance landscape standards to mitigate urban heat island effects. Such standards could include the following:

- A climate appropriate planting palette and recommended plant mix,
- Targets for street tree canopy,
- Shade structure coverage, and
- Asphalt paving coverage.

### Thresholds of Significance

A significant impact would occur if implementation of the Sacramento 2040 Project would do any of the following:

- Create new sources of light or glare that are substantially greater than typical urban sources and result in light trespass on nearby, visually sensitive receptors, such as neighborhood residents, or create transportation hazards.
- Substantially interfere with an important, existing scenic resource or substantially degrade the view of an important, existing scenic resource, as seen from a visually sensitive, public location.

### Project Impacts

**Impact 4.1-1: Implementation of the 2040 General Plan could create a new source of light or glare that is substantially greater than typical urban sources and could result in annoyance or hazards for visually sensitive receptors.**

Because the city is mostly built out, a large amount of ambient lighting from urban uses already exists in the Planning Area. New development permitted under the 2040 General Plan could add lighting similar to the existing urban light sources from any of the following: exterior building lighting, new street lighting, parking lot lights, and headlights of vehicular traffic. Because new sources of lighting associated with development permitted under the 2040 General Plan would be similar to the current urban setting in amount and intensity of lighting, the day or nighttime views of adjacent sensitive land uses (e.g., single-family, multi-family, and rural residential uses) would not be significantly affected.

In some cases and locations, residential land uses are planned adjacent to commercial uses, higher-density mixed-use, or other uses that include night-lighting. As opposed to lower density residential uses, these land uses typically include substantial amounts of lighting for building exteriors (i.e., for safety, security, and general illumination) and parking lots. In these cases, the introduction of lower density residential uses near commercial or higher-density mixed uses could potentially result in annoyance for sensitive land uses. However, the 2040 General Plan includes policies intended to promote the planning and construction of compatible development such that potential lighting issues on sensitive land uses are avoided or minimized. For example, Policy LUP-4.6 (Compatibility with Adjoining Uses) would ensure that the introduction of higher-density or more intense development is compatible with, and sensitive to, adjacent residential land uses by requiring all lighting to be shielded from view and directed downward to minimize impacts on adjacent residential uses.



While nighttime lighting is oftentimes necessary to provide safe environments (e.g., roadways, sidewalks, parking lots) and promote nighttime activities (e.g., signs for movie theaters, restaurants, nightclubs), lighting intensity dissipates with increased distance from the source and light sources illuminating specific areas are less likely to spillover onto other areas. While the introduction of commercial lighting next to residential areas could result in unnecessary illumination of sensitive land uses, such development and lighting sources would comply with relevant 2040 General Plan policies, which would maintain night lighting effects at less-than-significant levels.

Regarding glare, daytime glare could be generated by the increased amount of surface area of proposed commercial and residential structures, which could reflect or concentrate sunlight. However, new development projects are currently, and would continue to be, subject to site plan and design review. This review ensures that the physical aspects of development projects are consistent with the 2040 General Plan and other applicable plans (e.g., specific or community plans) and with all applicable design guidelines, to ensure the development is compatible with and complimentary to surrounding development (see General Plan Policy LUP-4.6 (Compatibility with Adjoining Uses)).

The scope of site plan and design review extends to all aspects of the physical characteristics of development, including building materials (such as mirrored glass) that may cause glare impacts (see Section 17.808.110, which details the scope of site plan and design review). Lastly, the 2040 General Plan includes Policy LUP-8.10 (Responsiveness to Context) that would require appropriate building and site design that considers and reflects the existing character of neighborhoods and corridors such as through the use of compatible building materials. Required site plan and design review processes, and general plan policies that promote compatible and context-appropriate development, would result in daytime glare impacts that are **less than significant**.

Because the city of Sacramento is mostly built-out with a level of ambient light that is typical of and consistent with the urban character of a large city and new development allowed under the 2040 General Plan would be subject to the General Plan policies, and site plan and design review, the introduction of substantially greater intensity or wider dispersal of light or glare would not occur. With an emphasis on infill development in the 2040 General Plan, additional light and glare sources would be primarily concentrated within existing developed areas of the Planning Area and would be similar to existing lighting conditions. Therefore, the additional light and glare that could be introduced by new development permitted under the 2040 General Plan would continue to be typical of the existing ambient levels already present in the city and would have a **less-than-significant impact** on day and nighttime views of visually sensitive receptors.

### Mitigation Measures

None required.

**Impact 4.1-2: Implementation of the 2040 General Plan could substantially interfere with an important, existing scenic resource or substantially degrade views of an important, existing scenic resource.**

While the Planning Area is primarily built-out, new development permitted under the 2040 General Plan could result in changes to important scenic resources that are visible from sensitive (and public) viewing locations. In addition to natural elements such as trees and the Sacramento and American rivers, important scenic resources in the city include culturally important or historic buildings such as the State Capitol building, Tower

Bridge, and Sutter's Fort. Landmarks, historic districts, and parks also contribute to the existing visual character of the Planning Area.

The 2040 General Plan includes policies that would prevent substantial changes to existing scenic resources. In accordance with Policy LUP-8.1 (Unique Sense of Place), the City would promote the qualities and characteristics that make Sacramento desirable and memorable by requiring incorporation of these elements into architectural and landscape design of new development permitted under the 2040 General Plan. The intent of the policy is to support and promote a unique sense of place in new development that considers the existing context of the Sacramento landscape. For example, Policy LUP-8.2 (River as Signature Feature) requires new development along the Sacramento and American rivers to use the natural river environment as a key feature to guide the scale, design, and intensity of development, and to maximize visual and physical access to the rivers. Policy LUP-8.10 (Responsiveness to Context) emphasizes the importance of local context in the design of new developments, such as inclusion of local materials and native plant species, and consideration of cultural and historic context of the specific neighborhood or corridor. The City would also encourage new development to preserve onsite natural elements contributing to native plant and wildlife species value and aesthetic character, as stated in Policy ERC-2.3 (Onsite Preservation).

Visually sensitive public locations include viewpoints where a change to the visibility of an important scenic resource, or a visual change to the resource itself, would affect the general public. These locations include public plazas, trails, parks, parkways, or designated, publicly available and important scenic corridors. An example of an important public scenic corridor in the city is the Capitol building view protection corridor which sets forth height restrictions, setback requirements, and parking regulations to protect views of the Capitol building and Capitol Park.

The 2040 General Plan includes policies that would prevent the substantial degradation of views of existing scenic resources, as seen from visually sensitive public locations. The City would ensure visual compatibility with adjoining uses by requiring features such as building heights stepped back from sensitive adjoining uses to maintain appropriate transitions in scale, as stated in Policies LUP-4.6 (Compatibility with Adjoining Uses) and LUP-8.4 (Enhanced City Gateways) would ensure that public improvements and private developments work together to enhance the sense of entry at key gateways to the city, which are often defined by scenic resources such as culturally important or historic buildings.

For developments adjacent to freeways, extensive landscaping and trees would be required along the freeway fronting elevation as established in Policy LUP-8.5 (Development Adjacent to Freeways and Railroad Corridors). Policy LUP-8.13 (Continuity of Streetscape Design) would ensure continuity in streetscape design and would therefore restrict any new development that would degrade the view of an important, existing scenic resource within streets and avenues. Lastly, per Policy LUP-8.12 (Design of Privately-Developed Public Spaces), public spaces would be completely visible from at least one street frontage and if feasible, at least 50% visible from a secondary street frontage. These are an example of policies that, if implemented, would maintain views of existing scenic resources within the city.

With adherence to these policies, potential development under the 2040 General Plan would not result in substantial changes to important scenic resources or their visibility from visually sensitive locations. Thus, this impact is considered to be **less than significant**.

### Mitigation Measures

None required.

### Additional Cumulative Impacts

The cumulative context for aesthetics and visual resources is buildout of the Planning Area in 2040 and the geographic scope is the viewshed of the Planning Area, which includes areas immediately adjacent to the city (Planning Area) (e.g., other cities, such as Elk Grove, or unincorporated County lands adjacent to the city). Cumulative impacts to the viewshed of the Planning Area within Sacramento County is further addressed in Impact 4.1-3.

**Impact 4.1-3: The 2040 General Plan, combined with past, present and reasonably foreseeable future projects, could allow development that could result in cumulative light or glare impacts or cumulative impacts to existing scenic resources and views.**

As described in Impact 4.1-1 and Impact 4.1-2, the 2040 General Plan includes policies that would ensure new development within the Planning Area is visually compatible with adjacent uses, including minimization of new light or glare impacts, and would preserve existing scenic resources and their views from visually sensitive locations. Development under the 2040 General Plan would primarily occur in urban areas with an emphasis on infill development. Because the Planning Area is mostly built out, a large amount of ambient lighting from urban uses already exists in the area. However, in some cases, development may occur adjacent to lands outside of the city or in areas that would affect the viewshed of the Planning Area. This could be considered a significant cumulative impact.

In these cases, the introduction of development may cause light or glare impacts or affect views of scenic resources from those areas within the viewshed. However, the 2040 General Plan includes policies intended to promote compatible development such that potential lighting issues on sensitive land uses are avoided or minimized. For example, Policy LUP-4.6 (Compatibility with Adjoining Uses) would ensure that the introduction of higher-density or more intense development is compatible with (and sensitive to) adjacent residential land uses by requiring all lighting to be shielded from view and directed downward to minimize impacts on adjacent residential uses. Under Policy LUP-8.12 (Design of Privately-Developed Public Spaces), public spaces would need to be completely visible from at least one street frontage and if feasible, at least 50% visible from a secondary street frontage. Additionally, new development projects would continue to be subject to site plan and design review to ensure the development is compatible with and complimentary to surrounding development (see Section 17.808.160 of the City Code). Therefore, implementation of the 2040 General Plan would not contribute new light or glare that would be cumulatively considerable and would not contribute to cumulative impacts to existing scenic resources or their views from visually sensitive locations, including in areas outside of the Planning Area. The 2040 General Plan's contribution to a cumulative visual effect is not considerable, and cumulative impacts would be **less than significant**.

### Mitigation Measures

None required.

## 4.1.4 References

Caltrans (California Department of Transportation). 2019. “List of eligible and officially designated State Scenic Highways (XLSX). [https://dot.ca.gov/-/media/dot-media/programs/design/documents/desig-and-eligible-aug2019\\_a11y.xlsx](https://dot.ca.gov/-/media/dot-media/programs/design/documents/desig-and-eligible-aug2019_a11y.xlsx). Accessed April 25, 2023.

## 4.2 Agricultural Resources

### 4.2.1 Introduction

This section evaluates the potential for agricultural resources and operations in the Planning Area and on nearby lands to be impacted by development through farmland conversion or land use conflicts under the proposed Sacramento 2040 General Plan (2040 General Plan) and Climate Action and Adaptation Plan (together, the “Sacramento 2040 Project”). This section analyzes the potential conversion of farmland to non-agricultural uses, the potential conflicts with existing zoning for agricultural uses or land under a Williamson Act contract, and potential conflicts with the proposed 2040 General Plan goals and policies that may lead to substantial physical effects on the environment.

No comments specific to agricultural resources were received in response to the Notice of Preparation (NOP). A copy of the NOP along with comments received is included in Appendix A.

The Technical Background Report ([TBR] available online at: [www.sac2040gpu.org](http://www.sac2040gpu.org)) provides information specific to the existing conditions of the agricultural resources within and adjacent to the Planning Area. Chapter 6, Environmental Resources, of the TBR addresses Agricultural Resources (see Section 6.1). However, the TBR references the 2016 Farmland Mapping and Monitoring Program (FMMP) maps, which have since been updated. The information in this section is based on the latest 2020 FMMP data. Included within this chapter and section of the TBR are the regulatory requirements.

The 2040 General Plan includes goals and policies that address agricultural resources. The Environmental Resources and Constraints Element includes goals and policies that encourage the preservation of agricultural activities and farmland while also ensuring compatibility of these uses with residents in adjacent areas.

### 4.2.2 Environmental Setting

A brief summary of the existing environmental setting is provided below. Please refer to Chapter 6 of the TBR for a detailed overview of the existing setting, including the regulatory setting (see TBR online at: [www.sac2040gpu.org](http://www.sac2040gpu.org)).

#### **Existing Conditions**

The City of Sacramento (city) is built upon soil that is among the most fertile in California. As the city has grown, agricultural lands have been converted to non-agricultural uses. Today, the city is mostly urbanized, with limited amounts of active commercial agricultural lands remaining. Some lands that are designated as farmland under the most recent 2020 Department of Conservation Farmland Mapping and Monitoring Program (FMMP) maps have since been developed and the agricultural designation no longer applies.

#### **Important Farmland Classifications**

The California Department of Conservation (DOC) FMMP combines technical soils ratings and current land use information to create an inventory of Important Farmland. Information on soils is primarily taken from the U.S. Department of Agriculture soil surveys. The FMMP classification is based on multiple factors, including soil type, the type of crop produced, agricultural zoning, and potential for irrigation. The DOC divides Important Farmland into

four categories: (1) Prime Farmland, (2) Farmland of Statewide Importance, (3) Unique Farmland, and (4) Farmland of Local Importance.

The TBR references the 2016 FMMP maps, which have since been updated. According to the 2016 FMMP maps, the Planning Area contains 279 acres of Prime Farmland, 9 acres of Farmland of Statewide Importance, 1 acre of Unique Farmland, and 4,571 acres of Farmland of Local Importance, for a total of 4,860 acres of Important Farmland in the Planning Area. As of 2020 (which is the most up-to-date information available), the Planning Area contains 41 acres of Prime Farmland, 9 acres of Farmland of Statewide Importance, 0 acres of Unique Farmland, and 3,802 acres of Farmland of Local Importance, for a total of 3,852 acres of Important Farmland in the Planning Area (DOC 2023). The 2020 FMMP map for the Planning Area is provided in Figure 4.2-1, Farmland Mitigation Monitoring Program (2020).

Since the 2020 FMMP maps were adopted, the City has developed or has approved plans to develop residential and commercial projects on areas previously designated as farmland. These changes are shown in Figure 4.2-2, Changes to Agricultural Lands Since 2020. This includes areas of the Greenbriar residential development (approximately 577 acres), ParkeBridge residential development (90 acres), The Cove residential development (83 acres), Delta Shores (approximately 782 acres), and the Panhandle planned development (approximately 589 acres).<sup>1</sup> In total, approximately 1,980 acres designated as Important Farmland in the DOC 2020 FMMP maps have since been developed or are planned for development.

### Soils

The Natural Resources Conservation Service has mapped over 30 individual soil units in the Planning Area (see Figure 7-1 in Section 7.1, Geological and Seismic Hazards, of the TBR). The predominant soil units in the Planning Area are the San Joaquin, Clear Lake, Galt, Cosumnes, and Sailboat soils, which account for over 60% of the total land area. The remaining soil units each account for only a few percent or less of the total. The San Joaquin soils are generally present in the eastern and southeastern part of the Planning Area; Clear Lake and Cosumnes soils occur in the northern part of the Planning Area; Galt soils are in the southwestern part of the Planning Area, in an area generally bounded by Interstate-5 and State Route 99. Sailboat soils occur along the American and Sacramento rivers.

### Williamson Act Contracts

The California Land Conservation Act of 1965 (commonly referred to as the Williamson Act) enables local governments to contract with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use in exchange for favorable tax treatment. These parcels are comprised of having three different statuses: active, cancellation, and non-renewal. As shown on Figure 6-3 of the TBR, there were 20 parcels within the Planning Area under Williamson Act contracts; eighteen of these parcels were entirely within the Planning Area with 13 parcels under cancellation, and five in non-renewal status. As of 2023, there are four parcels within the Planning Area that are all in non-renewal status (County of Sacramento 2023, DOC 1989). An updated figure showing the Williamson Act lands are shown in Figure 4.2-3, Land Under Williamson Act Contract (2023).

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<sup>1</sup> The listed development project acreages encompass entire project sites, which may include parcels that were not listed as Important Farmland in the DOC 2020 FMMP data.

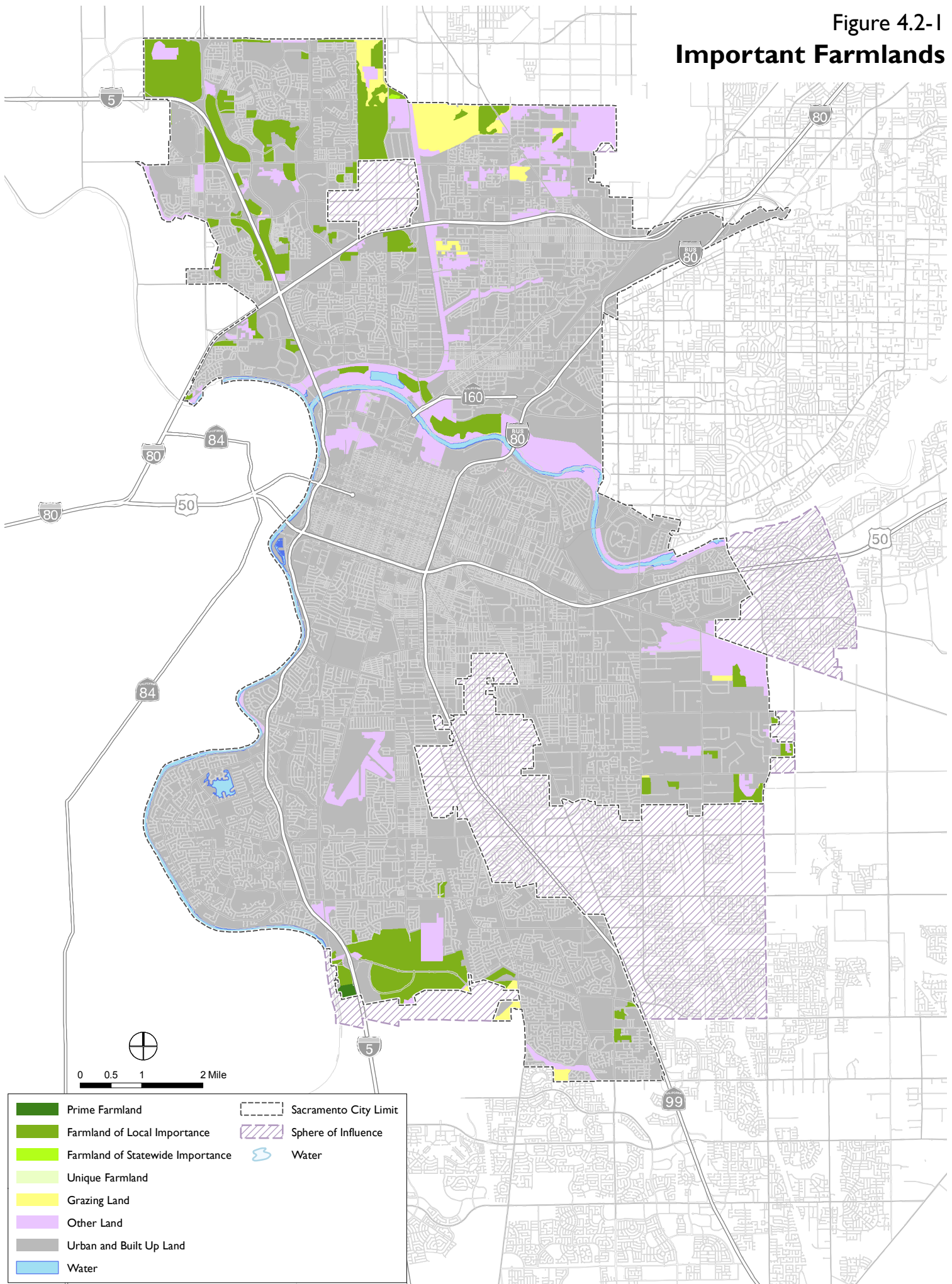
### Adjacent Lands












Lands adjacent to the Planning Area are among the most productive agricultural regions in California. The area south of the Planning Area and extending into the Delta and the area west of the Planning Area and extending towards the City of Davis are productive regions for such crops as tomatoes, pears, sugar beets, and alfalfa. Lands to the east of the Planning Area are less suitable for crop production but are well-suited for grazing livestock. Lands to the north of the Planning Area are productive sources of rice, grains, fruits, and other field crops. Agriculture, including fruit and vegetable processing and shipping, comprises a significant portion of the region's income and employment. Rice, tomatoes, wine grapes, prunes, peaches, almonds, and walnuts are among the more lucrative crops.

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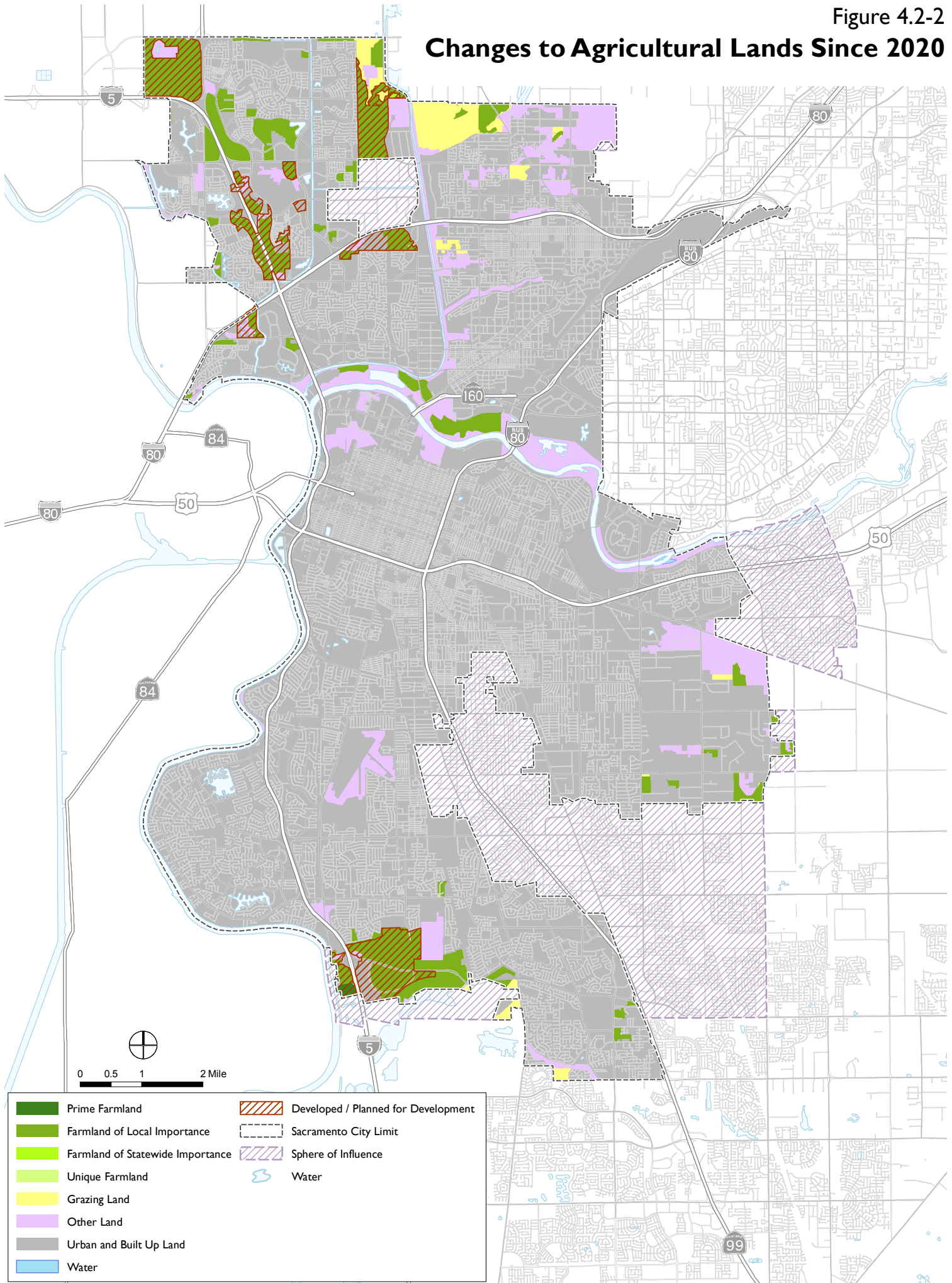
Figure 4.2-1  
**Important Farmlands**



- |  |   |
|--|---|
|  Prime Farmland                   |  Sacramento City Limit |
|  Farmland of Local Importance     |  Sphere of Influence   |
|  Farmland of Statewide Importance |  Water                 |
|  Unique Farmland                  |   |
|  Grazing Land                     |   |
|  Other Land                       |   |
|  Urban and Built Up Land          |   |
|  Water                            |   |

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# Changes to Agricultural Lands Since 2020

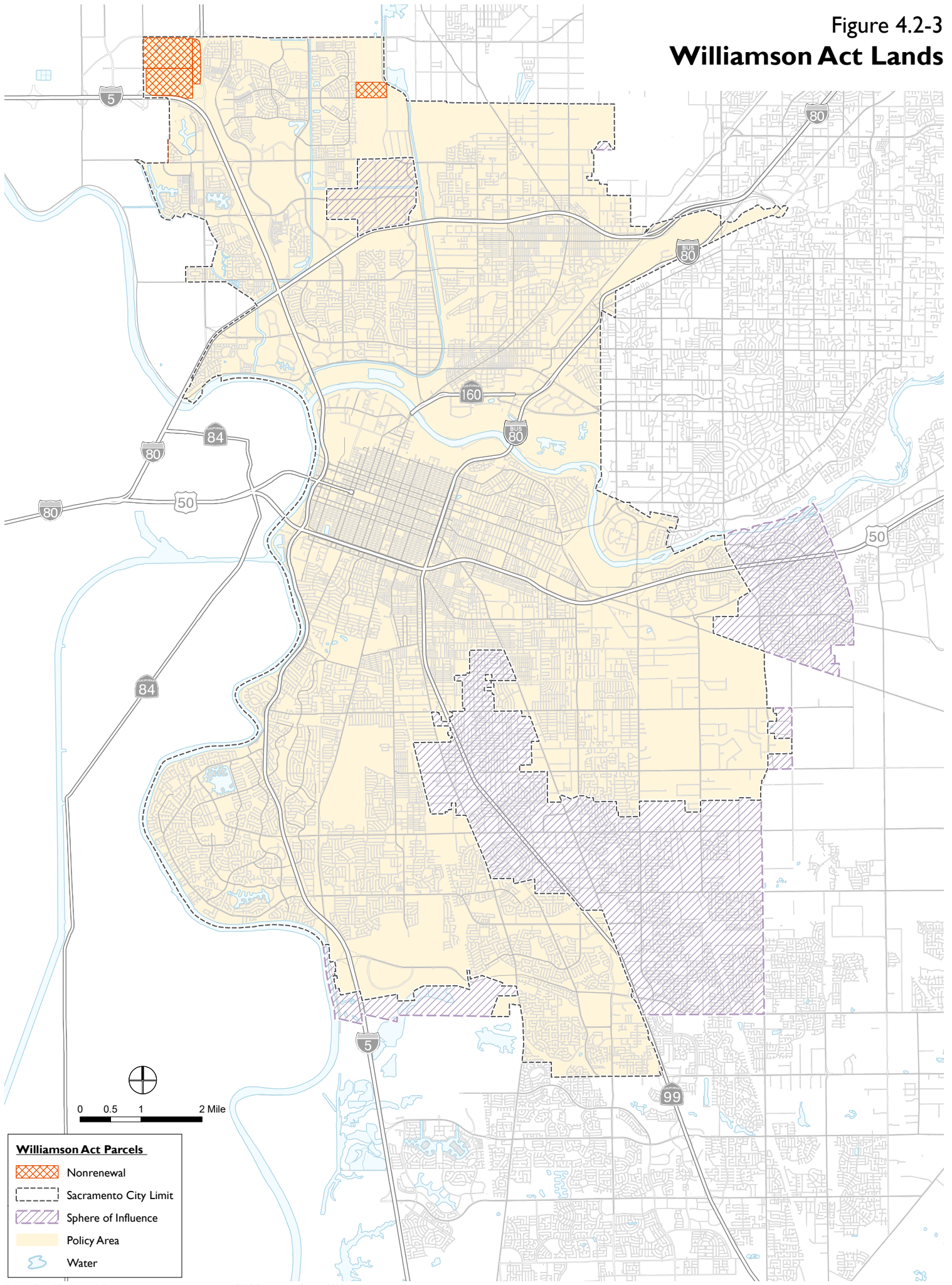


Source: City of Sacramento Community Development Department, 2018; CA Dept. of Conservation (FMMP Program) 2020

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Figure 4.2-3  
**Williamson Act Lands**



**Williamson Act Parcels**

- Nonrenewal
- Sacramento City Limit
- Sphere of Influence
- Policy Area
- Water

Source: City of Sacramento Community Development Department, 2018; Sacramento County, 2020

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## 4.2.3 Impacts and Mitigation Measures

### Methods of Analysis

Potential impacts on agricultural resources were assessed based on information contained in the TBR, the 2020 DOC FMMP data (DOC 2023), updated development map, the updated Williamson Lands map, and DOC FMMP historic land use conversion data (DOC 2018).

There are no agricultural concerns associated with any of the Community Plans; therefore, potential impacts specific to the Community Plans is not further addressed.

### 2040 General Plan Goals and Policies

The following draft goals and policies from the 2040 General Plan are relevant to agricultural resources.

#### 7 *Environmental Justice Element*

**Goal EJ-2: Equitable access, to fresh, healthy, and affordable food and wider access to healthy food resources in disadvantaged communities.**

- ❖ **Policy EJ-2.8: Community and Home Gardening.** The City shall support community and home gardening efforts, particularly in disadvantaged communities (DACs) and communities historically underserved by healthy food retail. Support may include the following:
  - Connecting residents to existing resources such as local community gardens and organizations that offer workshops on gardening basics, or
  - Cooking easy, healthy meals with fresh produce.
- ❖ **Policy EJ-2.9: Urban Agriculture in New Development.** The City shall promote rooftop gardens, edible gardens, and other sustainable agricultural landscaping alternatives within multi-unit, commercial, and industrial developments.
- ❖ **Policy EJ-2.10: Urban Agriculture Incentive Zone.** The City shall continue to implement the Urban Agriculture Incentive Zone to facilitate activation of vacant and undeveloped spaces and improve access to fresh, healthy, and affordable foods.

#### 3 *Land Use and Placemaking Element*

**Goal LUP-1: A compact urban footprint and sustainable development pattern with infrastructure that supports efficient delivery of public services while protecting surrounding open space lands.**

- ❖ **Policy LUP-1.11: Coordinate to Protect Farmland.** The City shall continue to work with Sacramento County and other adjacent jurisdictions to implement conservation plans, preserve farmland and protect critical habitat outside the city.
- ❖ **Policy LUP-1.12: Development Adjacent to Agriculture.** The City shall require open space or other appropriate buffers for new development abutting productive agricultural areas to protect the viability of active agricultural operations outside of the city and ensure compatibility of uses with residents in adjacent areas.

- ❖ **Policy LUP-1.15: Homeowner Notification.** The City shall require that purchasers of newly constructed homes located in the vicinity of agricultural operations be provided notification of such activities by way of their deeds and/or escrow documentation.

### Thresholds of Significance

A significant impact would occur if implementation of the 2040 General Plan would do any of the following:

- Affect commercial agricultural operations or resources, e.g., impacts to undeveloped important farmland (Prime, Unique or Farmland of Statewide Importance), or result in interference or adverse impacts from non-compatible land uses, or premature conversion of Williamson Act contracts.

### Project Impacts

**Impact 4.2-1: Implementation of the 2040 General Plan could convert Important Farmland, interfere in agricultural operations from non-compatible land uses or lead to premature conversion of Williamson Act contracts.**

According to the most recent DOC 2020 FMMP data, shown on Figure 4.2-1, the Planning Area contains approximately 41 acres of Prime Farmland, 9 acres of Farmland of Statewide Importance, 0 acres of Unique Farmland, and 3,802 acres of Farmland of Local Importance, for a total of 3,852 acres of Important Farmland in the Planning Area (DOC 2023). This amount is approximately 2% of the 200,430 acres of Important Farmland remaining in Sacramento County in 2020 (DOC 2023). Between 2016 and 2020 within the County, the DOC historic land use data indicates that 6,005 acres of Prime Farmland and 1,635 acres of Farmland of Local Importance were converted to land uses not considered Important Farmland (DOC 2018, DOC 2023). Farmland of Statewide Importance increased by 484 acres and Unique Farmland increased by 103 acres, but overall, the County lost 7,053 acres of Important Farmland. Additionally, since 2020, numerous projects to accommodate new residential and commercial development have been approved within the Planning Area that include parcels of Important Farmland. This includes the Delta Shores commercial development (approximately 782 acres), Greenbriar residential development (approximately 577 acres), ParkeBridge residential development (90 acres), and The Cove residential development (83 acres). Additionally, there are lands that have since been zoned and approved for development, such as the Panhandle planned development (approximately 589 acres).<sup>2</sup> In total, the areas designated as Important Farmland in the DOC 2020 FMMP maps that have since been developed or are planned for development total approximately 1,980 acres. This leaves approximately 1,872 acres of Important Farmland remaining within the Planning Area, as shown on Figure 4.2-2.

Although the city still contains agricultural land or land designated as Important Farmland, much of this land within the Planning Area has already been planned for development under the 2030, 2035 and 2040 General Plans and in many instances has also been entitled for future development, in part to limit the conversion of productive agricultural lands outside of the Planning Area. Additionally, some of this land has not been actively farmed for decades and may be a remnant parcel of a former farmstead, is not irrigated, and not large enough to be considered viable for active agricultural use. However, there are some parcels located north of the American River, for example, that are in areas designated for open space and would not be developed.

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<sup>2</sup> The listed development project acreages encompass entire project sites, which may include parcels that were not listed as Important Farmland in the DOC 2020 FMMP data.



Within the Planning Area, there are no large-scale, active agricultural operations because these activities are not economically viable or compatible with adjacent urban development. Because the city is substantially developed, large-scale active agricultural operations would conflict with nearby urban development – for example, the presence of slow-moving agricultural equipment on public roads that handle a high volume of local traffic or the application of pesticides in dense urban areas that contain sensitive receptors. Additionally, the amount of Important Farmland (1,872 acres) in the Planning Area represents a small contribution to the overall inventory of Important Farmland in the County (200,430 acres in 2020). Instead, the 2040 General Plan focuses on preserving the more productive agricultural lands currently under cultivation outside of the Planning Area.

Lands adjacent to the Planning Area are among the most productive agricultural regions in California and agriculture comprises a significant portion of the region's income and employment. Because agricultural operations are primarily concentrated in areas outside of the Planning Area, goals and policies included in the Environmental Resources and Constraints Element of the 2040 General Plan primarily encourage the continued productivity and preservation of existing local agricultural lands and operations in these areas. Policies such as Policy LUP-1.11 commit the City to continue to work with the County and other adjacent jurisdictions to ensure implementation of all existing conservation plans to preserve farmland outside the city. To the extent that the 2040 General Plan accommodates future growth within the Planning Area, the conversion of Important Farmland outside the Planning Area would be minimized.

The areas of the city adjacent to lands either actively or previously farmed include the southern area near the City of Elk Grove and in the northern portion of the Planning Area in the North Natomas Community Plan area. The 2040 General Plan is focusing new planned growth within the Planning Area in areas that are not immediately adjacent to agricultural areas outside the city. Rather than promoting incompatible agricultural uses near urbanized areas, the 2040 General Plan encourages small-scale community and home gardening efforts (Policy EJ-2.8) and urban agriculture in new developments, such as rooftop gardens (Policy EJ-2.9).

Because planned growth within the Planning Area would be focused in developed areas of the city and not adjacent to the surrounding agricultural areas outside the city, the 2040 General Plan would not result in interference or adverse impacts from non-compatible land uses. For those limited areas where new residential development within the Planning Area would be adjacent to agricultural operations outside of the city, the 2040 General Plan includes Policy LUP-1.12 (Development Adjacent to Agriculture), which requires open space or other appropriate buffers between these uses to protect agricultural operations outside of the city while also ensuring compatibility of uses with residents in adjacent areas. Policy LUP-1.13 (Homeowner Notification) requires that purchasers of homes located in the vicinity of agricultural operations are provided notification of ongoing activities and possible adverse effects.

There are currently four parcels under Williamson Act contracts, all of which are in non-renewal status (meaning that the landowner does not intend to renew the Williamson Act contract after the current contract expires), and two that are active. All of these parcels are in the northern portion of the Planning Area (North Natomas). Because all four parcels are currently in non-renewal status, the 2040 General Plan would not result in the premature conversion of Williamson Act contracts.

Within the Planning Area, future development under the 2040 General Plan would not affect commercial agricultural operations or resources, result in interference or adverse impacts from non-compatible land uses or result in the premature conversion of Williamson Act contracts, as discussed above. For these reasons and with implementation of 2040 General Plan policies, future development under the 2040 General Plan would

not contribute to the conversion of Important Farmland outside of the Planning Area, affect commercial agricultural operations or resources, result in interference or adverse impacts from non-compatible land uses, or result in the premature conversion of Williamson Act contracts. Therefore, the impact is considered **less than significant**.

### Mitigation Measures

None required.

### Additional Cumulative Impacts

The 2040 General Plan anticipates development across a large geographical area (Planning Area) over a 20-year period of time: therefore, the environmental analysis of the 2040 General Plan is inherently cumulative and considers buildout of the Planning Area. However, there are probable future projects within Sacramento County including the 2,066-acre Upper Westside Specific Plan and the 5,676-acre Grand Park Specific Plan and projects requesting to be annexed to the City (e.g., 475-acre Airport South Industrial). The analysis of additional cumulative impacts affecting agricultural resource impacts considers buildout of Sacramento County through 2040.

**Impact 4.2-2: The 2040 General Plan, combined with past, present and reasonably foreseeable future projects could contribute to the conversion of Important Farmland, interfere in agricultural operations from non-compatible land uses or lead to premature conversion of Williamson Act contracts.**

The DOC shows a consistent year-to-year decrease of Important Farmland in Sacramento County beginning in 1988. Between 1988 and 2018, the average annual acreage change in Important Farmland was a decrease of 1,551 acres. The net decrease of Important Farmland from 2014 to 2016 was 1,167 acres, and an even larger decrease of 5,887 acres occurred between 2016 and 2018 (DOC 2018). An additional 7,053 acres of Important Farmland were lost between 2018 and 2020 (DOC 2023). Since adoption of the DOC 2020 FMMP maps, the City has developed or has approved plans to develop new residential, commercial, and mixed-use projects on an additional 1,980 acres of Important Farmland. This trend suggests that Important Farmland conversion is likely to continue throughout the County, which includes the Planning Area. The cumulative loss of Important Farmland within the County is considered a significant cumulative impact.

The 2040 General Plan policies encourage preservation of agricultural lands outside of the city by focusing development in urbanized areas within the city helping to minimize the pressure to develop in more rural areas outside of the Planning Area. As previously discussed, there are no large-scale, active agricultural operations within the Planning Area because these activities are not economically viable or compatible with adjacent urban development. Also, the amount of Important Farmland in the Planning Area represents an insubstantial contribution to the overall inventory of Important Farmland in the County. Within the Planning Area there is approximately 1% of the total amount of Important Farmland remaining within the County. The conversion of any remaining farmland within the Planning Area has been contemplated dating back to the 2030 General Plan. Thus, the planned conversion of agricultural land within the Planning Area would not represent a significant contribution to the existing cumulative impact. The 2040 General Plan instead focuses on preserving the more productive agricultural lands outside of the Planning Area.

The focus of the 2040 General Plan is to continue to develop and redevelop lands within the Planning Area where existing public services and utilities exist to support development. To achieve this, the 2040 General Plan includes policies that focus on preserving agricultural lands and practices in the County. For example, Policy LUP-1.11 (Coordinate to Protect Farmland) commits the City to continue to work with the County to ensure implementation of all existing conservation plans to preserve farmland outside the city. Policy LUP-1.12 (Development Adjacent to Agriculture) would require open space or other appropriate buffers between residential development within the Planning Area and agricultural operations outside of the city to protect those agricultural operations. Therefore, implementation of the 2040 General Plan would not substantially contribute to an increase in the conversion of Important Farmland, interfere in agricultural operations from non-compatible land uses or lead to premature conversion of Williamson Act contracts. Therefore, the 2040 General Plan's contribution to a cumulative effect would not be considerable resulting in a **less-than-significant cumulative impact**.

### Mitigation Measures

None required.

## 4.2.4 References

County of Sacramento. 2023. Sacramento County Open Data – Williamson Act Parcels. GIS Dataset. Published May 10, 2018. Updated February 12, 2023. Accessed May 22, 2023.

[https://data-sacramentocounty.opendata.arcgis.com/datasets/199810930ef9465a9a1ae0315e5a7535\\_0/about](https://data-sacramentocounty.opendata.arcgis.com/datasets/199810930ef9465a9a1ae0315e5a7535_0/about).

DOC (California Department of Conservation). 1989. Certificate of Cancellation (Williamson Act Contract). February 1989.

DOC. 2018. *Sacramento County 1988-2018 Land Use Summary* (Microsoft Excel spreadsheet). Farmland Mapping and Monitoring Program. Accessed October 8, 2021.

<https://www.conservation.ca.gov/dlrp/fmmp/Pages/Sacramento.aspx>.

DOC. 2023. Sacramento County Important Farmland Data Availability. Farmland Mapping and Monitoring Program. Accessed July 20, 2023. <https://www.conservation.ca.gov/dlrp/fmmp/Pages/Sacramento.aspx>. *Note: GIS data for Sacramento County downloaded and acreages calculated for Planning Area.*

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## 4.3 Air Quality

### 4.3.1 Introduction

This section evaluates the effects of implementation of the proposed Sacramento 2040 General Plan (2040 General Plan) and Climate Action & Adaptation Plan (together, the “Sacramento 2040 Project”) on air quality in the Planning Area and the potential for exposure of sensitive individuals to unhealthy pollutant concentrations. This section also evaluates the potential for the 2040 General Plan to conflict with or obstruct implementation of applicable air quality plans; violate an air quality standard or contribute substantially to an existing or projected air quality violation; result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment; or result in exposure of sensitive receptors to excessive odors. Air pollutants of concern for Sacramento County include particulate matter (PM) and ozone. Ozone is a secondary pollutant formed from its precursors—reactive organic gases (ROG) and nitrogen oxides (NO<sub>x</sub>).

Letters received in response to the Notice of Preparation (NOP) raised issues and questions associated with transportation, including specific comments regarding consistency with existing plans, and how the 2040 General Plan would affect vehicle use and vehicle miles of travel (VMT) including the influence on air pollutants, greenhouse gas (GHG) emissions, and energy consumption; transit and transit-oriented development (TOD); bicycle and pedestrians; and state highway system operations. A copy of the NOP along with comments received is included in Appendix A.

The Technical Background Report ([TBR] available online at: [www.sac2040gpu.org](http://www.sac2040gpu.org)) provides information specific to the existing air quality setting within the Planning Area. Chapter 6, Environmental Resources, of the TBR addresses air quality (see Section 6.6). Included within the applicable chapters of the TBR are the regulatory requirements.

The 2040 General Plan includes goals and policies that address potential environmental and safety hazards associated with development that could occur with adoption of the 2040 General Plan. The Environmental Resources and Constraints Element; Environmental Justice Element; Land Use and Placemaking Element; Mobility Element; and the Youth, Parks, Recreation, and Open Space Element provides goals and policies that relate to reducing air quality and GHG emissions.

### 4.3.2 Environmental Setting

Key issues and conclusions from Chapter 6 the TBR (Section 6.6, Air Quality) are discussed below. Please refer to Chapter 6 of the TBR (available online at: [www.sac2040gpu.org](http://www.sac2040gpu.org)) for a detailed overview of the existing setting, including the regulatory setting.

#### **Regional and Local Climate**

The City of Sacramento (city), which includes the entirety of the Planning Area, is located within the Sacramento Valley Air Basin (SVAB), which is a valley bounded by the North Coast Mountain Ranges to the west and the Northern Sierra Nevada Mountains to the east. The terrain in the valley is flat and

approximately 25 feet above sea level. The mountains surrounding the SVAB create a barrier to airflow, which can trap air pollutants in the valley.

### Sources of Air Pollution

Air pollution within the SVAB is generated by stationary, area, and mobile sources. Stationary sources occur at specific locations, are usually associated with manufacturing and industry, and are usually subject to a permit to operate from the local air district. Area sources generally include landscaping-related fuel combustion sources (such as from lawn mowers, etc.), evaporate emissions from consumer products, natural gas and wood combustion used for space heating such as from hearths, and architectural coatings. Mobile sources refer to the tailpipe and evaporative emissions from motor vehicles, both on-road and off-road, and particles from brake and tire wear. On-road mobile sources are those that are legally operated on roadways and highways, such as cars, trucks, and motorcycles.

Toxic air contaminants (TACs) are airborne substances that, even in small quantities, are capable of causing chronic (i.e., of long duration) and acute (i.e., severe, but of short duration) adverse effects on human health. Based on receptor modeling techniques, the California Air Resources Board (CARB) estimated diesel PM health risk to be 360 excess cancer cases per million people in the SVAB in the year 2000. Since 1990, the health risk associated with diesel PM has been reduced by 52%. Overall, levels of most TACs have decreased since 1990. See Chapter 6 of the TBR for additional detail and references. The local air quality within the Planning Area would be impacted by topography, dominant air flows, atmospheric inversions, location, and season. Air pollutants are often transported into the SVAB from adjacent air basins such as the San Francisco Bay Area Air Basin (SFBAAB) or the San Joaquin Valley Air Basin (SJVAB). Transported pollutants add to the concentration of pollutants in the region; however, air pollution emissions from within the basin are the most significant sources of high pollution concentration. During the summer a “delta breeze” blows east from the SFBAAB toward the SVAB through the Carquinez Strait. The delta breeze moves Sacramento’s air pollution up toward the north end of the Sacramento Valley and east into the Sierra Nevada foothills.

Transport pollution impacts are classified using terms inconsequential, significant, and overwhelming. Inconsequential is defined as an ozone transport impact classification describing a condition that exists when upwind emissions are not transported or do not appear to contribute significantly to a violation of the state ozone standard in the downwind area, significant is defined as an ozone transport impact classification describing a condition in which the emissions from the upwind area contributed measurably to a violation of the state ozone standard in the downwind area on any given day but did not “overwhelm” the area, and overwhelming is defined as an ozone transport impact classification describing a condition which exists when emissions from an upwind area independently cause a violation of the state ozone standard in a downwind area on any given day. The most recent CARB assessment, published in March 2001, indicates that all three of these classifications occur in the San Francisco Bay Area/Broader Sacramento Area transport region. See Section 4.3.4, below, for discussion of the environmental setting for various types of emissions.

### Air Quality Standards

Air quality in the SVAB, which includes Sacramento County and the city of Sacramento, has steadily improved over the last two decades. However, for the federal ambient air quality standards, some areas in the SVAB, including Sacramento County, are designated as nonattainment for the 8-hour ozone and 24-hour Fine Particulate Matter (PM<sub>2.5</sub>) standards. Regarding state standards, some areas in the SVAB are in nonattainment

for ozone and respirable particulate matter PM<sub>10</sub> and/or PM<sub>2.5</sub> standards. All areas in the SVAB are in attainment for all other pollutants with air quality standards.

### **Regional Air Quality**

Future population growth will make attaining federal and state ambient air quality standards challenging; meteorology and topography in the Sacramento region, and effects of global climate change, add to this challenge. Regional efforts, as well as policies and planning documents adopted by the City, indicate that there is acknowledgment of the linkage between land use, transportation and air quality.

### **Land Use Planning and Air Quality**

Land use patterns and intensity of development affect the amount of air pollutants that are generated by communities. For example, increasing density can result in the siting of residents closer to urban sources of air pollutant emissions, such as high-volume roadways and rail lines, thus increasing their exposure. CARB's Air Quality and Land Use Handbook: A Community Health Perspective provides guidance concerning land use compatibility with TAC emission sources. The handbook offers advisory recommendations for the siting of sensitive receptors near uses associated with TACs, such as freeways and high-traffic roads, commercial distribution centers, rail yards, ports, refineries, dry cleaners, gasoline stations, and industrial facilities, to help keep children and other sensitive populations at a distance from pollution sources.

Land uses where air-pollution-sensitive individuals are most likely to spend time include schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities (sensitive sites or sensitive land uses) (CARB 2005). The CARB handbook recommends a minimum distance of 500 feet between high-volume roadways and sensitive receptors. However, many California communities exist near high-volume roadways, and the benefits of infill development on health, climate, equity, and the economy are widely recognized.

At the same time, ongoing efforts by the City, encapsulated in General Plan policies, encourage infill development that promotes modes of travel that provide an alternative to the automobile and related tailpipe emissions. This infill development has the effect of reducing tailpipe emissions, but may result, as noted, in locating sensitive receptors in closer proximity to emissions sources than might occur in greenfield development.

### 4.3.3 Updated Regulatory Setting

The regulatory setting for the Sacramento 2040 Project is provided in the TBR (available online at: [www.sac2040gpu.org](http://www.sac2040gpu.org)). Since completion of the TBR in 2020 there have been updates and changes to state and regional regulations. The following regulations are included to update, replace, or supplement the regulations listed in the TBR.

#### **State Regulations**

##### ***CARB's Mobile Source Strategy***

In September 2021, CARB developed the 2020 Mobile Source Strategy that, similar to the 2016 Mobile Source Strategy, is a framework to identify the technology trajectories and programmatic concepts to meet criteria pollutant, GHG, and TAC emission reduction goals from mobile sources. The 2020 Mobile Source Strategy will

be incorporated in other planning efforts such as the State Implementation Plan and 2022 Climate Change Scoping Plan Update. The benefits of the strategy in reducing emissions from mobile sources includes an estimated 82% reduction of smog-forming emissions by 2037 and a 66% reduction in DPM by 2031. The 2020 Mobile Source Strategy is projected to result in a 76% reduction in GHG emissions by 2045, and 85% and 77% of passenger cars and heavy-duty trucks would be zero-emission vehicles (ZEV) or plug-in hybrid electric vehicles (PHEV) in 2045 (CARB 2021).

#### ***EO B-48-18: Zero-Emission Vehicles***

On January 26, 2018, Governor Brown signed Executive Order (EO) B-48-18 requiring all state entities to work with the private sector to have at least 5 million ZEVs on the road by 2030, as well as install 200 hydrogen fueling stations and 250,000 electric vehicle (EV) charging stations by 2025. It specifies that 10,000 of the EV charging stations should be direct current fast chargers. The order requires all state entities to continue to partner with local and regional governments to streamline the installation of ZEV infrastructure. The Governor's Office of Business and Economic Development is required to publish a Plug-in Charging Station Design Guidebook and update the 2015 Hydrogen Station Permitting Guidebook to assist in these efforts. All state entities are required to participate in updating the 2016 Zero-Emissions Vehicle Action Plan, along with the 2018 ZEV Action Plan Priorities Update, which includes and extends the 2016 ZEV Action Plan (Caltrans 2016, 2018), to help expand private investment in ZEV infrastructure with a focus on serving low-income and disadvantaged communities.

#### ***EO N-79-20***

Governor Newsom signed EO N-79-20 in September 2020, which sets a statewide goal that 100% of all new passenger car and truck sales in the state will be zero-emissions by 2035. It also sets a goal that 100% of statewide new sales of medium- and heavy-duty vehicles will be zero emissions by 2045, where feasible, and for all new sales of diesel-fuel heavy duty trucks to be zero emissions by 2035. Additionally, the EO targets 100% of new off-road vehicle sales in the state to be zero emission by 2035. CARB is responsible for implementing the new vehicle sales regulation.

### **Regional Regulations**

#### ***SACOG Regional Transportation Plan/Sustainable Communities Strategy***

In November 2019, Sacramento Area Council of Governments (SACOG), the designated Metropolitan Planning Organization for the Sacramento region, adopted the *2020 Metropolitan Transportation Plan/Sustainable Communities Strategy* (2020 MTP/SCS) (SACOG 2020). The 2020 MTP/SCS guides land use and transportation decisions within the region over the next 20 years. This effort recognizes the linkage between growth and air quality, and addresses GHG emissions, discussed further in Section 6.7 Greenhouse Gas and Climate Change.

### **Local Regulations**

#### ***City of Sacramento Building Code***

On June 1, 2021, the Sacramento City Council adopted the New Building Electrification Ordinance, which amended Title 15 of the Sacramento City Code. An updated Ordinance was adopted by City Council on November 29, 2022, to align the New Building Electrification Ordinance with the 2022 California Building



Standards Code. Please see Chapter 1, Introduction and Scope of the Master EIR, section 1.2.1 on page 1-5 for an update on the status of this ordinance.

#### 4.3.4 Impacts and Mitigation Measures

##### Methods of Analysis

The analysis in this section is consistent with the recommendations of the Sacramento Metropolitan Air Quality Management District's (SMAQMD) Guide to Air Quality Assessment in Sacramento County, Chapter 9, "Program-Level Analysis of General Plans and Area Plans" (SMAQMD 2020). The analysis focuses on the extent to which the 2040 General Plan would conflict with regional and local air quality planning and regulatory compliance efforts. Ozone precursors and PM emitted anywhere in the SVAB can affect air quality throughout the region; thus, any increases in ozone precursors and PM associated with the 2040 General Plan are inherently cumulative in nature. In contrast, the effects of diesel PM, TAC or odor emissions are localized to the vicinity of their specific sources, and the cumulative context for these emissions sources would include existing and proposed future development within the Planning Area.

The net increase in criteria air pollutant emissions for which the region is in nonattainment of ambient air quality standards (respirable and fine particulate matter, PM<sub>10</sub> and PM<sub>2.5</sub>, respectively) and ozone precursor (ROG and NO<sub>x</sub>) generated by the 2040 General Plan were estimated based on predicted vehicle miles traveled (VMT) (Fehr & Peers 2021) and General Plan land use buildout assumptions included in Chapter 2, Project Description, for buildout through 2040. Operational emissions were estimated using emission factors from the CARB's Mobile-Source Emission Factor Model (EMFAC 2021) for mobile sources. The California Emissions Estimator Model (CalEEMod) Version 2022.1.12 was used to estimate area-source emissions and annual average short-term construction-generated emissions.

The analysis also evaluates the potential for exposure of sensitive receptors to substantial pollutant concentrations and to excessive odors according to guidance from SMAQMD (SMAQMD 2020).

There are no air quality policies associated with any of the Community Plans, and potential impacts specific to the Community Plans are not further addressed.

##### 2040 General Plan Goals and Policies

The following draft goals and policies from the 2040 General Plan are relevant to air quality.

### 3 *Land Use and Placemaking Element*

**Goal LUP-1: A compact urban footprint and sustainable development pattern with infrastructure that supports efficient delivery of public services while protecting surrounding open space lands.**

- ❖ **Policy LUP-1.1: Compact Urban Footprint.** The City shall promote a land- and resource-efficient development pattern and the placement of infrastructure to support efficient delivery of public services and conserve open space, reduce vehicle miles traveled, and improve air quality.
- ❖ **Policy LUP-1.7: Regional Growth Strategy.** The City shall continue to take a leadership role in defining and implementing a regional growth strategy, collaborating with the Sacramento Area Council of

Governments (SACOG) and other stakeholders in the region on initiatives for sustainable growth, transit-oriented infill development, enhanced air quality, economic prosperity, and social equity.

**Goal LUP-2: Balanced and connected community with thriving neighborhoods and centers and development intensities linked to transit.**

- ❖ **Policy LUP-2.2: Interconnected City.** The City should establish a network of interconnected activity centers, corridors, parks, and neighborhoods that promotes walking, bicycling, and mass transit use as viable alternatives to private vehicles.
- ❖ **Policy LUP-2.3: Diverse Centers and Corridors.** The City shall encourage the development of centers and corridors that address diverse community needs, support local market opportunities, are well-served by transit, and are well-integrated with the surrounding neighborhoods.
- ❖ **Policy LUP-2.4: Development Intensity Linked to Transit.** The City shall plan for higher development intensities around current and planned transit to optimize public investments and support an accessible, convenient network.
- ❖ **Policy LUP-2.5: Design for Connectivity.** The City shall require that all new development maximizes existing and new connections with surroundings and with centers, corridors, parks, and neighborhoods to enhance efficient and direct pedestrian, bicycle, and vehicle movement. When feasible, grid patterns should be utilized to facilitate multiple routes.
- ❖ **Policy LUP-2.6: Employment Clusters.** The City should strengthen employment centers and clusters by facilitating the concentration of office, industrial, and commercial uses in these areas and by supporting enhanced transit access to them.

**Goal LUP-4: Walkable, transit-oriented centers and corridors that concentrate new jobs, housing, and entertainment opportunities to support frequent, reliable transit service and foster connected, accessible neighborhoods.**

- ❖ **Policy LUP-4.1: Transit-Supportive Development.** The City shall encourage increased residential and commercial development intensity within one-quarter mile of existing and planned light rail stations, commuter rail stations, and high-frequency bus stops to support more frequent, reliable transit service and vibrant, walkable neighborhoods.
- ❖ **Policy LUP-4.2: Incentivizing Infill.** The City shall consider a range of incentives to attract development to centers, corridors, and sites, including the following:
  - Prioritization of capital investment strategies for infrastructure, services, and amenities to support development;
  - Economic incentives (e.g., fee reductions, regulatory exemptions, or tools such as enhanced infrastructure financing districts (EIFDs), Opportunity Zones, and Enterprise Zones);
  - Streamlined development review, environmental review, and permitting processes;
  - By-right entitlements for development projects consistent with applicable zoning;
  - Ministerial approval of infill housing and mixed-use projects consistent with objective development and design standards;
  - Public-private partnerships; and
  - Proactive solicitation of development.

- ❖ **Policy LUP-4.9: Enhanced Pedestrian Environment.** The City shall require the design of sidewalks in commercial and mixed-use areas to promote walkability and pedestrian activity, with widths wide enough to provide for free and clear pedestrian use, activation of building frontages with displays, landscaping, and seating areas for cafes and restaurants.
- ❖ **Policy LUP-4.10: Multi-Modal Access.** The City shall require that new development provide bicycle, pedestrian, and transit access where appropriate to reduce the need for on-site parking and to improve the pedestrian experience within corridors and centers with street trees and landscaping.
- ❖ **Policy LUP-4.13: Future-Ready Gas Stations.** The City shall prohibit the establishment of new gas stations or the expansion of fossil fuel infrastructure at existing gas stations unless the project proponent provides high-speed electric vehicle charging stations on site at a ratio of at least 1 charging station per 3 fuel pumps.

**Goal LUP-5: Attractive, thriving commercial centers that are well-located to serve the needs of Sacramento residents, workers, and visitors.**

- ❖ **Policy LUP-5.1: Evolving Regional Commercial Centers.** The City shall promote housing and employment uses at existing regional commercial centers to enhance retail viability, establish pedestrian-oriented shopping districts, create more attractive buildings and public spaces, support transit viability, and reduce vehicle trips. The City shall facilitate the redevelopment of surface parking, drive aisles, shared parking facilities, and existing buildings to accomplish this.
- ❖ **Policy LUP-5.3: Mixed-Use Neighborhood Centers.** The City shall promote the development of strategically located mixed-use neighborhood centers that accommodate local-serving commercial, employment, entertainment, and cultural uses; provide diverse housing opportunities; that are within walking distance of surrounding residents; and are efficiently served by transit.

**Goal LUP-6: A city of healthy, livable, “complete neighborhoods” that provide for residents’ daily needs within easy walking or biking distance from home.**

- ❖ **Policy LUP-6.5: Established Neighborhoods.** The City should encourage new development to respect the pedestrian-scale, pre-automobile form, and lush urban forest that typifies established neighborhoods and contributes to their sense of place.

**Goal LUP-7: Industrial opportunities in suitable locations to provide employment for Sacramento residents and promote inclusive economic growth in the city.**

- ❖ **Policy LUP-7.1: Heavy Industry.** The City shall support the continued operation and expansion of heavy industrial activities, focusing them in the Power Inn area in the eastern part of the city, subject to performance standards for industrial development and operation that prohibit creation of noise, odor, or other harmful emissions beyond the boundaries of the site.

**Goal LUP-8: A unique and varied sense of place, defined by distinctive natural and urban elements that contribute to local quality of life and hometown pride.**

- ❖ **Policy LUP-8.5: Development Adjacent to Freeways and Railroad Corridors.** The City shall promote high-quality design of buildings along freeway and railway corridors, including promoting techniques such as the following:
  - Requiring extensive landscaping and trees along the freeway fronting elevation in consultation with City staff, the Sacramento Metropolitan Air Quality Management District, and Caltrans;
  - Establishing a consistent building line, articulating and modulating building elevations and heights, and varying the use of materials and color to create visual interest; and
  - Including design elements that reduce noise and provide for filtering, ventilation, and exhaust of vehicle air emissions.
  
- ❖ **Policy LUP-8.12: Design of Privately-Developed Public Spaces.** The City should encourage public spaces in private development, where feasible, to include the following features:
  - Lined with active uses at-grade and located near building entrances, windows, outdoor seating, patios, or balconies that overlook park spaces, and other areas with strong pedestrian activity;
  - Completely visible from at least one street frontage and as feasible, be at least 50% visible from a secondary street frontage;
  - Primarily defined by adjacent buildings, which will contribute to the unity and environmental quality of the space;
  - Located at the same grade level as the public sidewalk when possible. Where changes in grade are an important element of the overall design and programming, clear and direct access from the public sidewalk should be accommodated, and universal accessibility provided;
  - Reflective of the design and placemaking elements of the surrounding area using architectural styles, signage, colors, textures, materials, and other elements;
  - Constructed with low impact and permeable paving materials to efficiently manage the stormwater and minimize the area's heat island effect;
  - Connected to bike and pedestrian facilities and be a part of an interconnected shared pathway or parkway system where feasible;
  - Site furnishing that allows for resting; and
  - Tree canopy at least equivalent to 50%.

**Goal LUP-10: Sustainable building and "green" design practices in public and private developments that reduce per capita energy use, waste, and pollutants.**

- ❖ **Policy LUP-10.1: Existing Structure Reuse.** The City shall encourage the retention of existing structures and promote their adaptive reuse and renovation with green building technologies to retain the structures' embodied energy, sequester carbon, increase energy efficiency, and limit the generation of waste.
  
- ❖ **Policy LUP-10.2: Promote Green Buildings.** The City shall partner with the Sacramento Municipal Utility District (SMUD), Grid Alternatives, American Institute of Architects, North State Building

Industry Association, and other organizations and public agencies to raise awareness and promote adoptions of innovative green building technologies in both new and existing buildings.

**Goal LUP-11: Create built and natural environments within the city that prioritize, support, promote, and embrace social equity, ecological regeneration, responsible resource stewardship, and human health and well-being.**

- ❖ **Policy LUP-11.1: Net-Positive Energy Future.** The City shall support and promote projects that demonstrate responsible energy use and an acceleration of renewable energy generation toward a net-positive energy future.
- ❖ **Policy LUP-11.7: Building Materials.** The City shall support and promote the use of benign; responsibly and ethically-sourced; and low-carbon and/or carbon-sequestering building materials and products.
- ❖ **Policy LUP-11.8: Construction Processes.** The City shall encourage onsite construction processes that reduce environmental harm and support sustainable methods.

## 6 *Environmental Resources and Constraints Element*

**Goal ERC-4: Collaborative action to address air pollution.**

- ❖ **Policy ERC-4.1: Regional Coordination.** The City shall support air quality planning efforts led by other local, regional, and State agencies while simultaneously leveraging City authority and resources to focus on reducing air pollution burden in disadvantaged communities.
- ❖ **Policy ERC-4.2: Air Quality Awareness.** The City shall cooperate with the Sacramento Metropolitan Air Quality Management District (SMAQMD), Sacramento Area Council of Governments (SACOG), Sacramento Municipal Utility District (SMUD), and other groups to promote public access to air quality monitoring data and awareness about impacts of indoor and outdoor air quality on health and protective strategies.
- ❖ **Policy ERC-4.3: Project Design.** The City shall promote the incorporation of new technologies, materials, and design and construction techniques in private development projects that minimize air pollution, noise, excess heat, and other forms of pollution and its impacts.
- ❖ **Policy ERC-4.4: Sensitive Uses.** The City shall consult, as appropriate, with the Sacramento Metropolitan Air Quality Management District (SMAQMD) in evaluating exposure of sensitive receptors to toxic air contaminants, and will impose conditions, as appropriate, on projects to protect public health and safety.
- ❖ **Policy ERC-4.5: Construction Emissions.** The City shall ensure that construction and grading activities minimize short-term impacts to air quality by employing appropriate measures and best practices. Refer to Basic Construction Emissions Control Practices (BMPs) recommended by the Sacramento Metropolitan Air Quality Management District.
- ❖ **Policy ERC-4.6: Gas-Powered Landscaping Equipment.** The City shall explore alternatives to gas-powered landscaping equipment that would reduce exposure to air and sound pollution caused by the use of these machines.

**Goal ERC-8: Improved resilience to the effects of heat.**

- ❖ **Policy ERC-8.1: Cooling Design Techniques.** Through design guidelines and other means, in all new development the City shall promote the use of tree canopy, cool pavements, landscaping, building materials, and site design techniques that provide passive cooling and reduce energy demand. In particular, the City shall promote the use of voluntary measures identified in the California Green Building Code (Title 24, Part 11 of the California Code of Regulations) to minimize heat island effects, including hardscape and roof materials with beneficial solar reflectance and thermal emittance values and measures for exterior wall shading.
- ❖ **Policy ERC-8.2: Large Heat Islands.** The City should work with property owners and businesses identified in urban heat island hot spots, informed by Map ERC-4, to address the urban heat island effect and reduce ambient temperatures in surrounding residential areas. City actions may include the following:
  - Facilitating coordinated action among property owners; and
  - Providing information and incentives for cost-effective heat reduction strategies, including front yard tree plantings and vegetation where streets lack room for street trees.
- ❖ **Policy ERC-8.3: Urban Heat Pilot Projects.** The City should continue to pursue pilot projects to test the use of new materials (e.g., landscaping, building materials, and site design techniques) in City infrastructure projects that can mitigate urban heat when implemented at scale.
- ❖ **Policy ERC-8.4: Municipal Cool Roof Retrofits.** The City should evaluate cool roofing options and plan for the retrofit of municipal facilities in coordination with energy efficiency upgrades, including administrative offices, community centers, and maintenance buildings. City buildings located in the most vulnerable areas, informed by Map ERC-4, should be prioritized for retrofits.

**Implementing Actions**

- ERC-A.6: Landscape Maintenance Ordinance.** The City shall study the feasibility of a landscape maintenance ordinance that would phase out the use of gas-powered landscaping equipment. This feasibility study shall include the following:
- Account for and identify potential alternatives to achieve comparable landscaping results when gas-powered landscaping equipment is no longer allowed.
  - Consider potential solutions to equity impacts on the landscaping workforce as the industry shifts to accommodate the phasing out of gas-powered landscaping equipment.
  - Identify a landscaping industry- and workforce-informed process and criteria for determining the extent of phasing out gas-powered landscaping equipment and how to equitably shift industry practices in response.

## 7 Environmental Justice Element

**Goal EJ-1: Clean air, water, and soil with no segment of the community disproportionately burdened by environment conditions.**

- ❖ **Policy EJ-1.1: Air Quality Monitoring.** The City shall support the expansion of air quality monitoring efforts in Sacramento, prioritizing locations in the north and south of the city that have been identified with community input as a high priority for air pollution control initiatives.
- ❖ **Policy EJ-1.2: Community Air Protection.** On an ongoing basis, the City shall support the Sacramento Metropolitan Air Quality Management District (SMAQMD), community members, businesses, and other stakeholders in implementation of AB 617, which may include developing and implementing community air monitoring plans, community emissions reduction plans, and other air pollution control initiatives. Supportive City actions may include the following:
  - Participation on steering committees and technical advisory committees;
  - Support or guidance for pilot programs; or
  - Leveraging related City activities and grant programs to maximize the impact of actions in disadvantaged communities.
- ❖ **Policy EJ-1.3: Data-Informed Efforts.** The City shall collaborate with the Sacramento Metropolitan Air Quality Management District (SMAQMD), community organizations, and other stakeholders, and use air quality monitoring data to inform area-specific improvement actions outside of AB 617-related efforts. Such actions may include the following:
  - Prioritizing areas for the installation of indoor air filtration rated MERV 13 or greater in existing buildings containing sensitive populations;
  - Prioritizing areas for capital investments with co-benefits for air quality, such as tree planting and installation of electric vehicle (EV) charging infrastructure;
  - Integrating air quality improvement actions into planning efforts, such as new specific plans, master plans, or area plans that will guide development in impacted areas; or
  - Limiting the establishment of new sources of air pollutants in areas with elevated levels of pollutant concentrations unless appropriate mitigation is implemented.
- ❖ **Policy EJ-1.4: Impact Assessment.** The City shall continue to use the Sacramento Metropolitan Air Quality Management District (SMAQMD) modeling tools and guidance documents, as appropriate, to identify and mitigate air quality impacts from proposed development projects.

### *Implementing Actions*

- EJ-A.2: Air Filtration Systems.** The City shall explore opportunities to accelerate the installation of air filtration systems in existing buildings in partnerships with the Sacramento Metropolitan Air Quality Management District (SMAQMD) and other partners in the Sacramento region. Schools, nursing homes, and other sensitive uses within disadvantaged communities (DACs) and areas most affected by air quality issues should be prioritized.

## 8 Mobility Element

**Goal M-1: An equitable, sustainable multimodal system that provides a range of viable and healthy travel choices for users of all ages, backgrounds, and abilities.**

- ❖ **Policy M-1.1: Street Classification System.** The City shall maintain a street classification system that considers the role of streets as corridors for movement but also reflects a context-sensitive Complete Streets concept that enables connected, comfortable, and convenient travel for those walking, rolling and taking transit.
- ❖ **Policy M-1.2: User Prioritization.** The City shall prioritize mobility, comfort, health, safety, and convenience for those walking, followed by those bicycling and riding transit, ahead of design and operations for those driving.
- ❖ **Policy M-1.3: Healthy Transportation System Options.** The City shall plan and make investments to foster a transportation system that improves the health of Sacramento residents through actions that make active transportation, non-motorized modes, high-occupancy, and zero-emission vehicles (ZEVs) viable, attractive alternatives to the private automobile.
- ❖ **Policy M-1.4: Designing to Move People.** In planning, designing, and managing the transportation system, the City shall prioritize person throughput to shift trips to more efficient travel modes and upgrade the performance of limited street space.
- ❖ **Policy M-1.5: Street Design Standards.** The City shall maintain street design and operations standards that manage vehicle speeds and traffic volumes and provide for comfortable walking and bicycling travel, updating them as best practices evolve.
- ❖ **Policy M-1.6: Transit Integration.** Wherever feasible, the City shall design buildings, the public realm, streets, and pedestrian access to integrate transit into existing and proposed developments and destinations such as employment centers, commercial centers, major attractions, and public walking spaces to improve access for users by transit.
- ❖ **Policy M-1.7: Fine-Grained Network.** As new development and redevelopment occurs, the City shall seek opportunities to create a finer-grained network of streets and walking and bicycling connections, especially within a 1/2-mile walk of light rail stations and transit stops.
- ❖ **Policy M-1.9: Equitable Processes and Outcomes.** The City shall ensure that the transportation system is planned and implemented with an equitable process to achieve equitable outcomes and investments so that all neighborhoods one day will have similar levels of transportation infrastructure such as sidewalks, marked low-stress crossings, and bikeways.
- ❖ **Policy M-1.11: Increase Bicycling and Walking.** The City shall strive to increase bicycling and walking citywide so that it can meet its equity, reduced vehicle miles traveled, and sustainability goals.
- ❖ **Policy M-1.12: Light Rail Transit (LRT) Station Access Improvements.** Through the development approval process and public and private investments, the City shall foster additional walking and bicycling connections to light rail stations and strengthen existing connections to enhance first/last-mile connectivity and make it easier to travel between the station and surrounding neighborhoods and destinations.



- ❖ **Policy M-1.13: Walkability.** The City shall design streets to promote walking by including design elements such as the following:
  - Grid networks that provide high levels of connectivity;
  - Closely spaced intersections;
  - Frequent and low-stress crossings;
  - Wide, unobstructed walkable sidewalks;
  - Street trees that provide shading; and
  - Minimal curb cuts.
  
- ❖ **Policy M-1.14: Walking Facilities.** The City shall work to complete the network of tree-shaded sidewalks throughout the city, to the greatest extent feasible, through development project improvements and grant funding to build new sidewalks and crossings, especially within the high-injury network, in disadvantaged communities, near high-ridership transit stops, and near important destinations, such as schools, parks, and commercial areas. Walking facilities should incorporate shade trees.
  
- ❖ **Policy M-1.15: Improve Walking Connectivity.** The City shall require new subdivisions, new multi-unit dwelling developments, and new developments along commercial corridors to include well-lit, tree-shaded walkways where feasible, that provide direct links to the public realm or adjacent public destinations such as transit stops and stations, schools, parks, and shopping centers.
  
- ❖ **Policy M-1.16: Barrier Removal.** The City shall remove barriers to walking, where feasible, and work with utility companies to remove barriers to allow people of all abilities to move with comfort and convenience throughout the city, including through the following:
  - Provision of curb ramps, crosswalks, and overpasses;
  - Relocation of infrastructure or street furniture that impedes travel pathways;
  - Reducing or consolidating driveways and curb cuts; and
  - Creation of additional walking entrances to important destinations like schools, parks, and commercial areas.
  
- ❖ **Policy M-1.17: Improve Bicycling Connectivity.** The City shall plan and seek funding for a continuous, low-stress bikeway network consisting of bicycling-friendly facilities that connect neighborhoods with destinations and activity centers throughout the city.
  
- ❖ **Policy M-1.18: Bicycling Safety.** When designing projects, the City shall prioritize designs that strengthen the protection of people bicycling such as improvements that increase visibility of bicyclists, increase bikeway widths, raise bikeways, design safer intersection crossings and turns, and separate bikeways from driving traffic wherever feasible.
  
- ❖ **Policy M-1.19: Walking Safety.** When designing projects, the City shall prioritize designs that encourage walking and improve walking safety best practice designs and considerations for efficiencies in walking.
  
- ❖ **Policy M-1.20: High-Frequency Transit Service.** The City shall collaborate with the Sacramento Regional Transit District (SacRT) to facilitate implementation of high-frequency transit service on a network of interconnected corridors with characteristics that best support high-frequency transit

service and those characteristics that meet City goals, managing corridor operations to provide for adequate transit vehicle speed and reliability.

- ❖ **Policy M-1.21: Extension of Transit Service.** The City shall coordinate with the Sacramento Regional Transit District (SacRT) to plan for the extension of frequent transit service and other related transit improvements that are comfortable, convenient, and interconnected to the Greater Land Park, North Natomas, Pocket/Greenhaven, South Area, and South Natomas Community Plan Areas, and areas with concentrated employment. This may include frequent bus service provided by SacRT as an interim solution along routes ultimately planned for light rail service.
- ❖ **Policy M-1.22: Increase Transit Ridership.** The City shall support work to increase transit ridership citywide.
- ❖ **Policy M-1.23: Transit Priority.** Where appropriate, the City shall support transit by incorporating features such as bus bulbs, traffic signal priority, queue jumps, and other solutions into priority corridors to improve transit speed, reliability, and operating efficiency while reducing passenger delay.
- ❖ **Policy M-1.24: Transit-Only Lanes.** Where appropriate, the City shall support implementation of transit-only lanes to facilitate high-frequency reliable bus service to and between major destinations, job centers, residential areas, and intermodal facilities in Sacramento.
- ❖ **Policy M-1.25: First/Last-Mile Solutions.** The City shall support “first-mile, last-mile solutions” such as multimodal transportation services, public realm improvements, and other innovations in the areas around transit stations and major bus stops (transit stops) to maximize multimodal connectivity and access for transit riders.
- ❖ **Policy M-1.26: Bus Stop Design.** The City shall encourage the Sacramento Regional Transit District (SacRT) to implement bus shelter design that encourages transit use.
- ❖ **Policy M-1.27: Electric Vehicle (EV) Strategy.** In the near-term, the City shall use the EV Strategy to accelerate EV adoption, guide investment in EV infrastructure, and raise awareness of public charging options.
- ❖ **Policy M-1.28: Zero-Emission Vehicle (ZEV) Capital.** The City shall strive to be the ZEV Capital of California, to achieve equitable access to ZEV technologies and benefits across the community, including job training and employment opportunities, and strengthen the local ecosystem of ZEV innovation and industry.
- ❖ **Policy M-1.29: Shared Zero-Emission Vehicles (ZEVs).** The City shall promote shared ZEV options that reduce vehicle trips and the need for personal vehicle ownership.
- ❖ **Policy M-1.30: Public Electric Vehicle (EV) Infrastructure Deployment.** The City shall strategically deploy public City-owned EV charging infrastructure to catalyze a transition to zero-emission vehicle use, prioritizing areas where barriers to adoption exist, including supporting charging infrastructure at regional intermodal facilities.
- ❖ **Policy M-1.31: Private Electric Vehicle (EV) Infrastructure Deployment.** The City shall encourage private property owners to first install EV charging infrastructure on their property before

requesting the City to install EV charging infrastructure in the public right-of-way to serve their property. The City shall prioritize the public right-of-way for public use first.

- ❖ **Policy M-1.32: Supportive Infrastructure in the Public Right-of-Way.** The City shall provide the use of public rights-of-way near transit stations, major activity centers, and high demand curb locations where appropriate for electric vehicle (EV) charging infrastructure and other facilities that support emerging mobility technologies. Curbside charging in the public right-of-way shall only be allowed where pedestrian safety and accessibility needs can be met while also minimizing conflicts with other users, street trees, and transit infrastructure.
- ❖ **Policy M-1.33: Electric Vehicle (EV) Car Share and Electric Bike Share.** The City shall facilitate the establishment or expansion of EV car share and electric bike share programs, with priority given to disadvantaged neighborhoods with lower-than-average levels of electric vehicle ownership in conjunction with efforts to increase access to EVs and electric bicycles in these locations.
- ❖ **Policy M-1.34: Electric Mobility (E-Mobility) Hubs.** The City shall support transit agencies, e-mobility operators, transportation network companies (TNCs), and other interested parties to create and operate intermodal e-mobility hubs that serve as connectivity centers offering a suite of integrated electrified mobility solutions and supportive active transportation elements such as bike parking. E-mobility hubs should be located in areas with a concentration of employment, housing, shopping, education, and/or recreational uses based on siting criteria that include transit access, intermodal transfer options, active transportation infrastructure, parcel size, socioeconomic equity, and potential to catalyze new development.
- ❖ **Policy M-1.35: Zero-Emission Vehicle (ZEV) First.** The City shall maintain a ZEV First commitment and continue to use the Fleet Sustainability Policy to guide the management of the municipal vehicle fleet, including refuse collection trucks, street sweepers, police cruisers and other vehicles to improve air quality, reduce greenhouse gas (GHG) emissions, and achieve cost savings.
- ❖ **Policy M-1.36: Electric Vehicles (EVs) in New Development.** The City shall support minimum levels of EV infrastructure readiness and installation in new development and incentivize additional levels of EV charging, and EV car share, beyond City Code minimums.
- ❖ **Policy M-1.37: Electric Vehicle (EV) Charging in Existing Development.** The City will collaborate with local and regional partners to encourage the installation of EV charging in private development, prioritizing the expansion of charging in existing multi-unit and affordable housing, as well as promote available rebates, incentives, and programs.
- ❖ **Policy M-1.38: Electric Vehicles (EVs), and Energy Resiliency.** The City will support innovative vehicle-to-grid technologies and encourage the deployment of integrated energy generation, storage, and vehicle technologies for energy reliability, flexibility, and cost benefits.

#### **Goal M-2: Reduced reliance on single-occupant vehicles.**

- ❖ **Policy M-2.1: Transportation Demand Management (TDM).** The City should promote the greater use of Transportation Demand Management strategies by employers and residents to reduce dependence on single-occupancy vehicles with the target that 17% of all trips are made by transit;

~~and active transportation, and pooled-shared modes by 2030 and 23% of all trips are made by transit, and active transportation, and pooled-shared modes by 2045.~~<sup>1</sup>

- ❖ **Policy M-2.2: Wider Participation.** The City should encourage Transportation Management Associations (TMAs), public agencies, major employers, and school districts to expand and increase participation in programs that reduce vehicle miles traveled (VMT) and increase regional average vehicle occupancy. When designing rewards and incentives, prioritize opportunities to support local businesses.
- ❖ **Policy M-2.4: Shared Shuttles.** The City shall encourage employers to partner with the Sacramento Regional Transit District (SacRT) and local Transportation Management Associations (TMAs) to connect employment areas with the multimodal transit stations, light rail stations, and other major destinations, and to offer employees training and incentives for use of shuttles.
- ❖ **Policy M-2.5: Onsite Childcare.** As a Transportation Demand Management (TDM) strategy, the City shall encourage large scale employers to provide onsite childcare services within employment districts to reduce or avoid vehicle trips associated with child pick-up and drop-off.
- ❖ **Policy M-2.8: Micro-Transit Service.** The City shall encourage the Sacramento Regional Transit District (SacRT) in efforts to expand and enhance on-demand micro-transit service for areas with limited fixed-route transit service in Sacramento, focusing on disadvantaged communities as a priority and to connect to major transit stations.
- ❖ **Policy M-2.9: Advocacy and Events.** The City shall encourage Transportation Management Associations (TMAs), transit agencies, and other community partners to lead promotional campaigns and events that encourage use of transit and active modes of transportation for work, shopping, entertainment, and tourism-related trips within and into and out of Sacramento. Events may include May is Bike Month, Sunday Streets, Car-Free Saturdays, and others.
- ❖ **Policy M-2.14: Parking Supply.** The City shall balance on-street and off-street parking supply with objectives for reducing vehicle miles traveled (VMT), improving air quality, supporting economic vitality, and fostering a high quality of life throughout the City.
- ❖ **Policy M-2.15: Incentives for Zero-Emission Vehicles (ZEVs).** The City shall continue to lead by example by continuing to incentivize the use of ZEVs, such as providing incentives for ZEV parking or charging in City parking lots and structures.

**Goal M-5: Connections to the regional transportation network that facilitates the movement of people and goods.**

- ❖ **Policy M-5.7: Zero-Emission Fleets.** The City shall coordinate with public agencies in the Sacramento region to catalyze the development and deployment of zero-emission medium- and heavy-duty vehicle fleets, buses, and lighter duty electric bicycles, and shall support development of shared charging hubs and resources, and prioritization of zero-emission vehicle (ZEV) technologies for goods movement in the city.

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<sup>1</sup> The language of Policy M-2.1 has been clarified to remove reference to pooled modes of transportation because the policy is only addressing transit and active modes (e.g., walking and bicycling).

- ❖ **Policy M-5.8: Zero-Emission Delivery.** The City shall encourage delivery services to use zero-emission travel such as electric trucks, cars, and cargo bikes.
- ❖ **Policy M-5.12: Zero-Emission Aircraft.** The City shall collaborate with the Sacramento County Airport System (SCAS) to facilitate the expansion of zero-emission aircraft trainers and vehicles in the region.
- ❖ **Policy M-5.13: Efficient Ground Connections.** The City shall encourage fast and climate-friendly ground connections to air transport facilities, including the Green Line light rail transit (LRT) extension to the Sacramento International Airport, and zero-emission equipment and vehicles for airport operations.

### *Implementing Actions*

- M-A-3: High Injury Network.** The City shall continue to annually assess progress toward the adopted actions of the Vision Zero Action Plan and as warranted, update the High Injury Network and associated intervention policies.
- M-A-5: Regional Vehicle Miles Traveled (VMT) Mitigation.** The City shall complete a study to assess the feasibility of regional VMT mitigation measures, including banks, exchanges, and impact fees.
- M-A-9: Transportation Demand Management (TDM) Ordinance.** The City shall update the existing Transportation Systems Management Program requirements in the City Code to promote wider adoption of transportation demand management strategies. The update should include a fee structure to support staffing for regular monitoring/reporting and provide for enforcement with meaningful penalties for non-compliance.
- M-A-10: Street Design Standards Update.** The City shall review and update City Street Design Standards as needed to ensure they adequately support objectives for prioritizing people throughput, safety, and efficient transportation management.

## **10 Youth, Parks, Recreation, and Open Space Element**

**Goal YPRO-1: An integrated system of parks, open space areas, shared-use paths, and recreational facilities that are welcoming, well-maintained, safe and accessible to all the diverse communities of Sacramento.**

- ❖ **Policy YPRO-1.20: Sustainable Design.** The City shall design and construct parks, public spaces and recreational facilities for flexible use, energy/water efficiency, reduced greenhouse gas emissions and air pollution, adaptability for long-term use, and ease and cost of maintenance.
- ❖ **Policy YPRO-1.21: Climate-Resilient Design.** The City shall ensure that the design of parks and open spaces balances sunlight access with trees, shade structures, drinking fountains, and cooling amenities that provide respite from higher temperatures to reduce urban heat islands and overexposure to heat.

### **Thresholds of Significance**

A significant impact would occur if implementation of the 2040 General Plan would do any of the following:

- Conflict with or obstruct implementation of an applicable air quality plan.

- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.
- Expose sensitive receptors to substantial pollutant concentrations.
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

### Project Impacts

**Impact 4.3-1: Implementation of the 2040 General Plan could conflict with or obstruct implementation of an applicable air quality plan.**

Updates to the California State Implementation Plan, last completed in 2018 (2018 SIP Update), address attainment of the federal 8-hour ozone standard, while the 2015 Triennial Report and Air Quality Plan Revision addresses attainment of the California 1-hour and 8-hour ozone standards. These are the latest plans issued by the SMAQMD in this regard, and they incorporate land use assumptions and travel demand modeling provided by SACOG.

The purpose of a consistency analysis in the Master EIR finding is to confirm the General Plan's consistency with the assumptions and objectives of the regional air quality plans and could potentially interfere with the region's ability to comply with federal and state air quality standards. In general, projects are considered consistent with, and would not conflict with or obstruct implementation of the air quality plan if the growth in socioeconomic factors (e.g., population, housing, employment by industry) is consistent with the underlying regional plans used to develop the air quality management plan.

Demographic growth forecasts for various socioeconomic categories were developed by SACOG for its Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) based on general plans for cities and counties in the SVAB. The air quality management plans rely on the land use and population projections provided in the MTP/SCS, which is generally consistent with the local plans; therefore, the air quality management plans are generally consistent with local government plans.

The growth projections used for the 2040 General Plan assume that growth in population, vehicle use and other source categories would occur at rates that are consistent with the rates used to develop the SMAQMD's attainment plans. In other words, the amount of growth predicted for the 2040 General Plan is accommodated by the SMAQMD's attainment plan.

The 2040 General Plan would increase the City's sustainability efforts that reduce motor vehicle use and energy consumption through the implementation of various policies. This is accomplished with policies that promote compact development, achieved by increasing development density and by providing a land use pattern and transportation infrastructure more supportive of alternative transportation methods including public transportation, walking, and bicycling. For example, 2040 General Plan policies that would promote alternative transportation modes in lieu of single-occupant vehicle trips includes Policies LUP-2.2 (Interconnected City), LUP-4.1 (Transit-Supportive Development), M-1.11 (Increase Bicycling and Walking), M-1.13 (Walkability), M-1.20 (High-Frequency Transit Service), M-1.14 (Walking Facilities), M-1.15 (Improved Walking Connectivity), M-1.17 (Improve Bicycling Connectivity), M-1.18 (Bicycling Safety), M-1.11 (Increase Bicycling and Walking), M-1.12 (LRT Station Access Improvements), M-1.22 (Increase Transit Ridership), M-2.4 (Shared Shuttles), and M-1.25 (First/Last-Mile Solutions). As discussed in Section 4.14, Transportation, buildout of the 2040 General Plan is projected to decrease the number of person trips per capita, as compared with existing conditions. This supports a finding that person trips are being shifted from all driving modes to

walking, bicycling, and transit, which aligns with the City’s goal of creating an efficient multimodal system. Therefore, the 2040 General Plan supports the implementation of SMAQMD’s attainment plans.

Review of the proposed goals and policies of the 2040 General Plan would be consistent with the applicable transportation control measures (TCMs) included in the SMAQMD attainment plan, which would reduce vehicle trips and VMT, and provide transportation alternatives. The TCMs included in the 2015 Triennial Report include the evaluation additional light rail and bus rapid transit services and the expansion of bicycle and pedestrian programs.

The 2040 General Plan includes numerous policies that would reduce operational air pollutant emissions and increase energy efficiency. Specifically, Policies ERC-8.1 (Cooling Design Techniques), LUP-4.1 (Transit-Supportive Development), LUP-5.3 (Mixed-Use Neighborhood Centers), M-1.2 (User Prioritization), M-1.6 (Transit Integration), M-1.20 (High-Frequency Transit Service), M-1.14 (Walking Facilities), M-1.15 (Improved Walking Connectivity), M-1.17 (Improve Bicycling Connectivity), M-1.11 (Increase Bicycling and Walking), M-1.12 (LRT Station Access Improvements), M-1.22 (Increase Transit Ridership), M-2.1 (Transportation Demand Management), M-2.4 (Shared Shuttles), and M-1.25 (First/Last-Mile Solutions) would encourage a shift of trips from single-occupant vehicle trips to active modes and high-occupancy vehicles. The City also works closely with SACOG in developing regional transportation plans and capital improvement plans (see Policy M-5.1). These efforts support the SMAQMD’s attainment strategy for the SVAB.

The SMAQMD has adopted rules and regulations specifically designed to reduce the impacts of growth in the applicable air quality plans. For example, SMAQMD’s Rule 40 (Fugitive Dust) requires controls for sources of particulate matter necessary for achieving progress towards attaining the state PM<sub>10</sub> standards. Rule 201 (General Permit Requirements) requires any project that includes the use of certain equipment capable of releasing emissions to the atmosphere as part of project operation to obtain a permit from the SMAQMD prior to operation of the equipment so emissions do not adversely impact the applicable air quality plans. Future development under the 2040 General Plan would be required to comply with these rules and regulations, providing additional support for the conclusion that implementation of the 2040 General Plan would not interfere or obstruct the application of the attainment plans.

The 2040 General Plan would be consistent with the air quality attainment plans and would result in a **less-than-significant impact**.

#### **Mitigation Measures**

None required.

**Impact 4.3-2: Implementation of the 2040 General Plan could result in a cumulatively considerable net increase of criteria pollutants for which the project region is non-attainment.**

Construction and operation of future development under the 2040 General Plan would result in emissions of criteria air pollutants from mobile, area, energy and/or stationary sources, which may cause exceedances of federal and state ambient air quality standards or contribute to existing nonattainment of ambient air quality standards. The following discussion identifies potential short-term construction and long-term operational impacts that could result from implementation of the 2040 General Plan.

Air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development, and the SMAQMD develops and implements plans for future attainment of ambient

air quality standards (see Impact 4.3-1 for information specific to the relevant plans). Based on these considerations, project-level thresholds of significance for criteria pollutants are relevant in the determination of whether a project's individual emissions would have a cumulatively significant impact on air quality.

In considering cumulative impacts from implementation of the 2040 General Plan, the analysis must specifically evaluate a project's contribution to the cumulative increase in pollutants for which the SVAB is designated as nonattainment for the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). If a project's emissions would exceed the SMAQMD significance thresholds, it would be considered to have a cumulatively considerable contribution to nonattainment status in the SVAB. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.

As discussed in Chapter 6 of the TBR, the SVAB has been designated as a federal nonattainment area for O<sub>3</sub> and PM<sub>2.5</sub> and a state nonattainment area for O<sub>3</sub> and PM<sub>10</sub>. The nonattainment status is the result of cumulative emissions from various sources of air pollutants and their precursors within the SVAB, including motor vehicles, off-road equipment, and commercial and industrial facilities.

### ***Construction Emissions***

Future construction activities would result in the temporary addition of pollutants to the local airshed caused by on-site sources (e.g., off-road construction equipment, soil disturbance, and volatile organic compounds [VOC] off-gassing) and off-site sources (e.g., on-road haul trucks, vendor trucks, and worker vehicle trips). Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and for dust, the prevailing wind and weather conditions. Construction of individual projects or activities consistent with the General Plan would combine to result in adverse effects to air quality.

Future development would generate criteria air pollutant emissions from entrained dust, off-road equipment, vehicle emissions, architectural coatings, and asphalt pavement application. Entrained dust results from the exposure of earth surfaces to wind from the direct disturbance and movement of soil, resulting in PM<sub>10</sub> and PM<sub>2.5</sub> emissions. Development under the 2040 General Plan would be required to comply with SMAQMD Rules 402 (Nuisance), 403 (Fugitive Dust), and Rule 404 (Particulate Matter), to control emissions of fugitive dust during grading and site clearing activities.

Internal combustion engines used by construction equipment, vendor trucks (i.e., delivery trucks), and worker vehicles would result in emissions of ROG, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. The application of architectural coatings, such as exterior application/interior paint and other finishes, and application of asphalt pavement would also produce ROG emissions; projects are required to procure architectural coatings from a supplier in compliance with the requirements of SMAQMD Rules 442 (Architectural Coatings) and 453 (Cutback and Emulsified Asphalt Paving Materials). Construction associated with future development of the proposed 2040 General Plan would also be subject to SMAQMD regulations Regulation 2 (Permits), Rule 201 (General Permit Requirements); and Regulation 4 (Prohibitory Rules), Rule 401 (Ringelmann Chart/Opacity), Rule 405 (Dust and Condensed Fumes), and Rule 420 (Sulfur Content of Fuels).



The SMAQMD’s CEQA Guide to Air Quality Assessment in Sacramento County provides Best Available Control Technologies (BACT) and Best Management Practices (BMPs) in order to reduce fugitive dust and exhaust emissions (SMAQMD 2020). Measures that would be required by SMAQMD include the following:

- Control of fugitive dust is required by SMAQMD Rule 403 and enforced by District staff.
- Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
- Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered. All dirt stockpile areas should be sprayed daily as needed, covered, or a District approved alternative method will be used.
- Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
- Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).
- All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.
- Provide current certificate(s) of compliance for CARB’s In-Use Off-Road Diesel-Fueled Fleets Regulation [California Code of Regulations, Title 13, sections 2449 and 2449.1].

The 2040 General Plan also includes measures which would help reduce air quality emissions resulting from future construction activities. Specifically, Policy ERC-4.3 (Project Design) would require the City to promote new technologies, materials, design and construction techniques in private development projects that minimize air pollution, noise, excess heat, and other forms of pollution and its impacts, particularly in communities most vulnerable to or affected disproportionately by pollution and its impacts. Furthermore, Policy ERC-4.5 (Construction Emissions) requires the City ensure that construction and grading activities minimize short-term impacts to air quality by employing appropriate mitigation measures and best practices established by SMAQMD.

For future development projects where the SMAQMD’s standard mitigation is not adequate to reduce criteria pollutant emissions to less-than-significant levels, the SMAQMD recommends that projects participate in an off-site mitigation program by paying the equivalent amount of money equal to the project’s contribution of pollutants (NO<sub>x</sub> or PM). In addition, grading plans would be required to be submitted to the SMAQMD for review prior to the start of any construction activity for which a grading permit is required from the City to evaluate the potential for fugitive dust to be generated. All individual construction projects would be required to comply with the above measures, which would help reduce project-level construction emissions to below the SMAQMD significance thresholds.

Compliance with SMAQMD rules and regulations, specifically Rule 403 (fugitive dust) which controls fugitive dust required to be addressed per Policy ERC-4.5. Future projects that are consistent with the 2040 General Plan would comply with all SMAQMD-required mitigation measures, including complying with District Rules and BACT and BMPs practices and payment into the NO<sub>x</sub> and PM mitigation fund, which would reduce project-

level construction emissions to below applicable thresholds. Therefore, impacts associated with construction criteria air pollutant emissions would be reduced to levels that are considered **less than significant**.

### ***Operational Emissions***

Operational activities of future projects under the 2040 General Plan would generate ROG, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions from mobile sources, including vehicle trips, and area sources, including the use of consumer products, architectural coatings for repainting, and landscape maintenance equipment. Emissions from the operational phase of future projects were estimated using CalEEMod Version 2022.1.12. Operational year 2040 was assumed based on the buildout of the 2040 General Plan.

During long-term operations, buildout of the 2040 General Plan would generate air pollutants and GHGs from mobile, energy, and area sources. GHGs would also be generated by solid waste. CalEEMod was used to estimate emissions from all these sources. Default daily vehicle trips for the 2040 General Plan were adjusted to match the trip characteristics presented in the traffic assessment provided in Section 4.14. Regarding energy, the City updated Chapter 15.30 of the Sacramento City Code in November 2022, requiring newly constructed buildings under four stories to be all-electric, meaning that no natural gas would be consumed during operations by 2023 and all new development would be all-electric by 2026. Limited exemptions apply until December 31, 2025, for cooking equipment in ground floor food service establishments, process loads in manufacturing or industrial facilities, and water-heating systems and equipment in regulated affordable housing where virtual net energy metering is unavailable. In addition, the CAAP includes Measure E-1, which includes the goal of achieving 100% carbon free electricity citywide by 2030 by supporting SMUD in the implementation of their 2030 Zero Carbon Plan. The 2030 Zero Carbon Plan outlines SMUD's approach to achieve 100% carbon free electricity by 2030. Other measures included in the City's CAAP which would help achieve carbon neutrality includes Measure E-2, which eliminates natural gas in new construction and Measure E-3, transition natural gas in existing buildings to carbon-free electricity by 2045. The CAAP assumes 75% of new development associated with buildout of the 2040 General Plan would be all-electric.<sup>2</sup>

Implementation of the 2040 General Plan could also include stationary sources of pollutants that would be required to obtain permits to operate in compliance with SMAQMD rules. These sources include, but are not limited to, gasoline stations, dry cleaners, internal combustion engines, and surface coating operations. The permit process ensures that these sources would be equipped with the required emission controls to reduce air pollutants and potential impacts.

Table 4.3-1 presents the maximum daily area and mobile source emissions associated with the net increase in operations due to implementation of the 2040 General Plan. Included in the SMAQMD *Guide to Air Quality Assessment in Sacramento County* are thresholds of significance for all projects subject to CEQA. However, these are not appropriate for use in a plan level assessment but would be used to assess the impact of individual future projects under the 2040 General Plan. The values shown are the maximum summer and winter daily emissions results from CalEEMod attributed to future development assumed under the 2040 General Plan which has been provided for informational purposes. Details of the emission calculations are provided in Appendix B.

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<sup>2</sup> The increased electricity consumption of the 2040 General Plan is included in the GHG emissions estimation but would not generate on-site criteria air pollutants.

**Table 4.3-1. Estimated Maximum Daily Operational Criteria Air Pollutant Emissions**

Emission Source	ROG	NO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
	pounds per day			
<b>Summer Emissions</b>				
Mobile	113,757.00	88,991.00	154,664.00	28,484.00
Area	3,141.00	14.90	2.38	3.14
Energy	4.35	79.10	6.01	6.01
<b>Summer Total</b>	<b>116,902</b>	<b>89,085</b>	<b>154,673</b>	<b>28,493</b>
<b>Winter Emissions</b>				
Mobile	105,740.00	106,073.00	154,665.00	28,485.00
Area	2,850.00	0.00	0.00	0.00
Energy	4.35	79.10	6.01	6.01
<b>Winter Total</b>	<b>108,594</b>	<b>106,152</b>	<b>154,671</b>	<b>28,491</b>

**Source:** See Appendix B for complete results.

**Notes:** ROG = reactive organic gases; NO<sub>x</sub> = oxides of nitrogen; PM<sub>10</sub> = coarse particulate matter; PM<sub>2.5</sub> = fine particulate matter.

Totals may not sum due to rounding.

The net increase in 2040 General Plan uses reflect operational year 2040.

Limited to sources captured in CalEEMod.

As previously discussed SMAQMD's project-level thresholds were developed to analyze emissions generated by a single project and not for a plan level assessment. The operational air quality impacts of the 2040 General Plan are also evaluated for consistency with the air quality attainment plans to determine whether criteria pollutant emissions attributed to population and economic growth are significant. Impact 4.3-1 provides a consistency analysis based on the applicable regional air quality attainment plans. The analysis demonstrates that the 2040 General Plan would qualitatively support the goals of the air quality attainment plans and would not conflict with its implementation.

The 2040 General Plan would reduce the severity of growth-oriented criteria pollutants by locating uses in proximity to transit, fostering bicycle and pedestrian infrastructure, and supporting sustainable land use patterns, including mixed-use design and increased density near transit. Specific 2040 General Plan policies that would help reduce air quality emissions resulting from operation of future development would include the following policies: LUP-2.2 (Interconnected City), LUP-4.1 (Transit-Supportive Development), and LUP-5.1 (Evolving Regional Commercial Centers), and LUP-5.3 (Mixed-Use Neighborhood Centers), which are designed to promote infill development, encourage mixed use, promote housing within walking or biking distance of employment or school, and encourage downtown housing close to jobs, services, government, recreation, and more. Policy EJ-1.4 (Impact Assessment), for example, would require projects that are proposed under the 2040 General Plan to undergo evaluation to identify project-specific impacts to air quality and provide appropriate mitigation if necessary. The 2040 General Plan would also reduce area, energy, and mobile emissions through compliance with the following policies, ERC-8.1 (Cooling Design Techniques), LUP-4.1 (Transit-Supportive Development), M-1.20 (High-Frequency Transit Service), M-1.28 (ZEV Capital), M-1.30 (Public EV Infrastructure Deployment), M-1.33 (EV Car Share and Electric Bike Share), M-1.35 (ZEV First), M-1.13 (Walkability), and M-5.8 (Zero-Emission Delivery).

There are several limitations on how to accurately predict future air emissions from the 2040 General Plan for the model year (2040). These limitations mainly include:

- Regulatory changes would likely be enacted over the next decades to meet state and federal-mandated goals for greenhouse gas emissions reductions. Rule-making is ongoing regarding the main sources of air emissions associated with future development projects (e.g., vehicle fuel efficiency standards, zero-emission vehicle mandates, strengthened consumer products standards, prevalence of very low-VOC paints).
- The degree to which emergent technologies (such as remote work, zero-emission vehicle use, automation of certain jobs), lead to reductions in air emissions from petroleum combustion is unknown. The air emissions modeling conducted for this analysis is limited to the features currently available and incorporated into the latest version of CalEEMod 2022.1.12. Regulatory and modeling changes are likely to occur over the course of the General Plan period analyzed in this Master EIR.

The 2040 General Plan is a policy document and as such does not propose specific development projects, but designates land uses and density needed to accommodate future growth within the Planning Area. Future projects constructed under the 2040 General Plan are subject to City development standards and conditions of approval as part of the City's planning and environmental review process. The 2040 General Plan policies require implementation of all feasible mitigation measures, including reducing mobile emissions through implementation of Mobility policies described in this section, which would address the largest emission source generated at buildout. Implementation of the 2040 General Plan land uses, circulation network, and policies would help reduce emissions of criteria air pollutants and would ensure that individual projects would not generate emissions in excess of SMAQMD's project-level thresholds. Therefore, implementation of the 2040 General Plan would have a **less-than-significant impact** on the cumulatively considerable increase in criteria pollutants for which the region is in non-attainment.

### Health Effects

The Planning Area, within the SVAB, is designated as nonattainment with respect to the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) for ROG and NO<sub>x</sub>, which are precursors to ozone (O<sub>3</sub>). The health effects associated with O<sub>3</sub> are generally associated with reduced lung function. The contribution of reactive organic gases and NO<sub>x</sub> to regional ambient O<sub>3</sub> concentrations is the result of complex photochemistry. The increases in O<sub>3</sub> concentrations in the SVAB due to O<sub>3</sub> precursor emissions tend to be found downwind from the source location to allow time for the photochemical reactions to occur. Further, the potential for exacerbating excessive O<sub>3</sub> concentrations would also depend on the time of year that the ROG emissions would occur, because exceedances of the O<sub>3</sub> NAAQS and CAAQS tend to occur between April and October when solar radiation is highest. Due to the lack of quantitative methods to assess this complex photochemistry and the difficulty in connecting small amounts of pollution to generalized health outcomes, the holistic effect of a single project's emissions of O<sub>3</sub> precursors on health impacts is hard to predict. The effect of a single project's emissions of O<sub>3</sub> precursors is speculative due to the lack of quantitative methods to assess this impact. As discussed previously, construction and operational emissions associated with buildout of the 2040 General Plan would result in less-than-significant impacts with implementation of the 2040 General Plan policies. Additionally, projects constructed under the 2040 General Plan would also comply with applicable SMAQMD rules and regulations including procurement of architectural coatings per SMAQMD Rule 442 (Architectural Coatings), which restricts the content of volatiles in coatings. This would ensure that ROG emissions are minimized.

Health effects that result from NO<sub>2</sub> and NO<sub>x</sub> include respiratory irritation, which could be experienced by sensitive receptors during the periods of heaviest use of off-road construction equipment. Although construction of future development allowed for under the 2040 General Plan may generate NO<sub>x</sub> emissions, it is not anticipated to contribute to exceedances of the NAAQS and CAAQS for NO<sub>2</sub> because the SVAB is designated as in attainment of the NAAQS and CAAQS for NO<sub>2</sub> and the existing NO<sub>2</sub> concentrations in the area are well below the NAAQS and CAAQS standards. Further, construction activities associated with buildout of the 2040 General Plan would be operating at various sites throughout the Planning Area and would not be concentrated in one portion at any one time.

Operational activities associated with future buildout under the 2040 General Plan would not result in criteria pollutant emissions, attributed to population and economic growth, that would conflict with the region's air quality attainment plans. As previously discussed, SMAQMD Rules 402 (Nuisance), 403 (Fugitive Dust), and Rule 404 (Particulate Matter), would limit the amount of fugitive dust generated during construction activities that could occur under the 2040 General Plan. The 2040 General Plan would comply with SMAQMD rules and regulations in order to reduce particulate emission impacts: therefore, it is not anticipated that the 2040 General Plan would result in potential health effects associated with PM<sub>10</sub> or PM<sub>2.5</sub>.

There are numerous scientific and technological complexities associated with correlating criteria air pollutant emissions from an individual project to specific health effects or potential additional nonattainment days, and there are currently no modeling tools that can provide reliable and meaningful additional information regarding health effects from criteria air pollutants generated by individual projects within SMAQMD's jurisdiction. Currently, SMAQMD, CARB, and EPA have not approved a quantitative method to reliably, meaningfully, and consistently translate the mass emission estimates for the criteria air pollutants resulting from the 2040 General Plan to specific health effects.

In summary, compliance with the required 2040 General Plan policies along with the implementing action aimed at reduction of construction and operational criteria air pollutant emissions would help reduce impacts associated with buildout of the 2040 General Plan. Future projects under the 2040 General Plan would comply with applicable SMAQMD rules and regulations in order to meet SMAQMD significance thresholds, as required under Policy ERC-4.4, which are based on levels that the SVAB can accommodate without affecting the attainment date for the AAQS, that has been established to protect public health and welfare. Therefore, the 2040 General Plan would result in **less-than-significant health effects** associated with criteria air pollutants.

### Mitigation Measures

None required.

**Impact 4.3-3: Implementation of the 2040 General Plan could expose sensitive receptors to substantial pollutant concentrations.**

In addition to impacts from criteria pollutants (see Impact 4.3-2, above), future development under the 2040 General Plan may include emissions of pollutants identified by the state and federal government as toxic air contaminants (TACs) or hazardous air pollutants. State law has established the framework for California's TAC identification and control program, which is generally more stringent than the federal program and aimed at TACs that are a problem specific to California. The state has formally identified more than 200 substances as TACs, including the federal hazardous air pollutants, and is adopting appropriate control measures for sources of these TACs. The greatest potential for TAC emissions would occur during construction activities and would be

primarily due to the generation of diesel particulate emissions or DPM from heavy equipment operations and heavy-duty trucks and the associated health impacts to sensitive receptors. The following measures are required by state law to reduce DPM emissions:

- Fleet owners of mobile construction equipment are subject to the CARB Regulation for In-use Off-road Diesel Vehicles (13 CCR 2449), the purpose of which is to reduce DPM and criteria pollutant emissions from in-use (existing) off-road diesel-fueled vehicles.
- All commercial diesel vehicles are subject to Title 13, Section 2485 of the California Code of Regulations, limiting engine idling time. Idling of heavy-duty diesel construction equipment and trucks during loading and unloading shall be limited to five minutes; electric auxiliary power units should be used whenever possible.

CARB has published the Air Quality and Land Use Handbook: A Community Health Perspective (CARB 2005), which identifies certain types of facilities or sources that may emit substantial quantities of TACs and therefore could conflict with sensitive land uses, such as “schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities.” The Air Quality and Land Use Handbook is a guide for siting of new sensitive land uses; while the Handbook does not mandate specific separation distances to avoid potential health impacts, it provides project-specific recommendations. The enumerated facilities or sources include the following:

- **High-traffic freeways and roads:** The CARB Air Quality and Land Use Handbook recommends avoiding siting new sensitive receptors within 500 feet of a freeway, urban roads with 100,000 vehicles per day (vpd) or rural roads with 50,000 vpd. Project-level analysis would be required for proposed receptor setbacks of lesser distances, including possible refined dispersion modeling of TACs.
- **Distribution centers:** CARB recommends a setback of 1,000 feet for distribution centers from sensitive receptors.
- **Rail yards:** CARB recommends siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard.
- **Refineries:** CARB recommends avoiding siting new sensitive land uses immediately downwind of petroleum refineries, and provides that the local air district, in this case SMAQMD should be consulted to determine an appropriate separation.
- **Chrome plating facilities:** CARB recommends a setback of 1,000 feet for chrome platers from sensitive receptors.
- **Dry cleaners:** Perchloroethylene (Perc) is the solvent used commonly in past dry-cleaning operations. Perc is a TAC because it has the potential to cause cancer. In 2005, CARB recommended setbacks of 300 feet between dry cleaning facilities that emit Perc and sensitive land uses. Since then, CARB has enacted new rules to substantially reduce Perc emissions and phase out the use of TACs in dry cleaning by 2023.
- **Large gas dispensing facilities:** CARB recommends a setback of 300 feet from sensitive receptors for large gasoline dispensing facilities (3.6 million gallons of throughput a year) and 50 feet for small facilities.

SMAQMD has developed a methodology to assist local land use jurisdictions in assessing the potential cancer risk of siting stationary sources adjacent to sensitive receptors. The methodology is set forth SMAQMD’s Guide to Air Quality Assessment in Sacramento County. The SMAQMD requires emission controls, called Toxic Best Available Control Technology (T-BACT) for certain sources. For projects that would site receptors in close

proximity to major roadways and railways, SMAQMD provides the Mobile Sources Air Toxics Protocol (Protocol). The Protocol includes an online risk mapping tool disclosing cancer risk and PM<sub>2.5</sub> concentrations at a user-selected location and exposure reduction measures, including the SMAQMD's Landscaping Guidance for Improving Air Quality Near Roadways.

The 2040 General Plan includes policies that would help reduce TAC exposure of sensitive receptors. Specifically, Policy M-5.9 (Truck Route Design) requires the City design streets designated as truck routes that would support heavy vehicle use. Policy ERC-4.3 (Project Design) would require the City to promote implementation of new technologies, materials, and design and construction techniques in private development projects that minimize air pollution, noise, excess heat, and other forms of pollution and its impacts, particularly in communities most vulnerable to or affected disproportionately by pollution and its impacts, specifically those areas designated as state designated disadvantaged communities (see Figure EJ-1 in the Environmental Justice chapter of the General Plan). Furthermore, Policy ERC-4.4 (Sensitive Uses) requires coordination with SMAQMD in evaluating human exposure to TACs, particularly in disadvantaged communities, and calls for imposition of conditions, as appropriate, on projects to protect public health and safety.

Implementation of policies contained in the 2040 General Plan would help reduce construction- and operational-related emissions and ensure that exposure to TACs is taken into account in planning for future projects, and that precautions are taken to reduce potential health risks resulting from exposure to TACs. With these policies in place, impacts associated with the exposure of sensitive receptors to substantial pollutant concentrations would be **less than significant**.

### Mitigation Measures

None required.

**Impact 4.3-4: Implementation of the 2040 General Plan could result in other emissions (such as odors) adversely affecting a substantial number of people.**

The occurrence and severity of potential odor impacts depends on numerous factors, including the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of the receiving location. Although offensive odors seldom cause physical harm, they can be annoying and may cause distress among the public and result in citizen complaints. Responses to odors are subjective and vary by individual and type of use.

Odors associated with construction projects and activities that could occur with approval of the 2040 General Plan would be generated from vehicles and equipment exhaust emissions during construction activities. Potential odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment, architectural coatings, and asphalt pavement application. Such odors typically are short-term and disperse rapidly and generally occur at levels that would not affect substantial numbers of people. Therefore, impacts associated with odors during construction would be less than significant.

Typical sources of substantial operational odors include landfills, rendering plants, chemical plants, agricultural uses, wastewater treatment plants, and refineries which could be future uses under the 2040 General Plan. The Planning Area includes the Florin Perkins Public Disposal Site and various chemical plants within the same area; however, it is not anticipated that the 2040 General Plan would expand on these land

uses. Operation of agricultural uses may produce odors, but there are very few areas zoned for Agriculture (A) or Agriculture-Open Space (A-OS) that are currently used for commercial agriculture within the Planning Area; these active agricultural uses occur primarily in the northern area of North Sacramento and the southern area of South Sacramento. Other odor sources, such as restaurants, paint or auto-body shops, and coffee roasters typically result in localized sources of odors that dissipate rapidly.

Various commercial and industrial land uses would be permitted under the 2040 General Plan that could potentially result in the siting of new sources of odors. These include restaurants, food manufacturing and processing, and other light industrial uses.

The SMAQMD includes recommendations for screening distances between sensitive receptors and activities or uses that generate substantial odors (listed above). However, these are only recommendations and not requirements (SMAQMD 2020).

New development under the 2040 General Plan would likely include industrial uses that could generate odor that could affect sensitive receptors. Sensitive land uses that include outdoor uses, such as residences and daycare facilities, are likely to be affected most by odors.

The 2040 General Plan includes policies that would address potential conflicts in land uses that could result in odor complaints, including Policy EJ-1.4 (Impact Assessment), which requires the City to utilize SMAQMD modeling tools and guidance documents as appropriate to identify and mitigate air quality impacts from proposed development projects, and Policy LUP-7.1 (Heavy Industry) that calls for the City to focus industrial uses in the Power Inn area in the eastern portion of the Planning Area. Industrial uses would be subject to the City's performance standards for industrial development and operation to prohibit creation of odors or other emissions beyond the Planning Area boundary. Odors would be subject to SMAQMD's Nuisance Rule (Rule 402) which would further reduce odor impacts on sensitive receptors by prohibiting the discharge quantities of air contaminants or other materials which cause injury, detriment, nuisance or annoyance to any considerable number of persons or the public.

The City reviews most new development proposals, including uses that could generate odors, through the Site Plan and Design Review (SPDR) process. This review includes all aspects of project design, including location, and is an effective forum for identifying project-specific concerns, including the potential for odor effects on sensitive receptors. SMAQMD's "odor screening distances" for particular uses may be used as a guide in appropriate cases.

Future development under the 2040 General Plan would be required to comply with local regulations and general policies to ensure odors would not affect a substantial number of people and this impact would be **less than significant**.

### **Mitigation Measures**

None required.

### **Additional Cumulative Impacts**

The cumulative context of an air pollutant is dependent on the specific pollutant being considered. As explained above under the Methods of Analysis, ozone precursors and PM emitted anywhere in the SVAB can affect air quality throughout the region; thus, any increases in ozone precursors and PM associated with the



2040 General Plan are considered to be inherently cumulative in nature (see Impact 4.3-2). In contrast, the effects of diesel PM, TACs or odor emissions are much more localized to the vicinity of their specific sources.

Additional cumulative localized impacts would potentially occur if a construction project were to occur concurrently with other construction projects occurring at the same time in close proximity to the Planning Area. Construction schedules for potential future projects are currently unknown, especially under the 2040 General Plan; therefore, potential construction impacts associated with two or more simultaneous projects would be considered speculative and is not further evaluated.<sup>3</sup> The same is true for odors. Typically, odors are confined to areas around the source and would not combine with other odor sources creating a cumulative impact. Therefore, the potential for future development under the 2040 General Plan to contribute to an additional cumulative odor impact is not evaluated.

The geographic scope for DPM TACs includes the Planning Area and surrounding areas within the SVAB for O<sub>3</sub>. The SVAB includes Sacramento, Shasta, Tehama, Butte, Glenn, Colusa, Sutter, Yuba, Yolo, and portions of Solano and Placer counties. The SVAB extends from south of Sacramento to north of Redding and is bounded on the west by the Coast Ranges and on the north and east by the Cascade Range and the Sierra Nevada.

**Impact 4.3-5: The 2040 General Plan, in combination with past, present and reasonably foreseeable future projects, could result in a cumulatively considerable impact to air quality.**

As development occurs, consistent with the 2040 General Plan, future projects would be subject to CEQA and would require air quality analysis and, where necessary, mitigation if the project would exceed SMAQMD thresholds. Future development under the 2040 General Plan in combination with past, present and reasonably foreseeable future projects within the SVAB could result in a TAC exposure to existing or future sensitive land uses during construction and operations activities resulting in a significant cumulative impact. Diesel powered equipment would be subject to the CARB air toxic control measures for in-use off-road diesel fleets, which would minimize DPM emissions; however, the levels of potential emissions in relation to the location of sensitive receptors cannot be estimated with a level of accuracy. Regarding operations, various non-residential land uses, including industrial land uses such as warehousing, could include various sources of TACs. Potential sources of TAC emissions from future projects under the 2040 General Plan would include, but are not limited to: emergency generators, boilers, broilers (meat cooking), ovens, cogeneration facilities, chillers, cooling towers, autoclave, metals production, painting and spray booths, off-road equipment (e.g., forklifts), truck idling, and transport refrigeration units. However, because the type and location of specific projects have not been identified, the potential health risk associated with buildout of the proposed 2040 General Plan cannot be accurately estimated. Policy EJ-1.4 (Impact Assessment) would require projects to use SMAQMD guidance and tools in order to assess impacts associated with proposed projects, including from TACs. Therefore, implementation of proposed 2040 General Plan policies would ensure that exposure to TACs is taken into account in planning for future projects and land use planning, and that precautions are taken to reduce potential health risks resulting from exposure to TACs. In addition, once construction is completed, cumulative projects in the SVAB, including reasonably foreseeable projects adjacent to the city in Sacramento County such as the Upper Westside Specific Plan, and the Grand Park Specific Plan, would also be required to comply with any SMAQMD rules and regulations that may pertain to implementation of the air quality plans. In

<sup>3</sup> The CEQA Guidelines state that if a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impact (14 CCR 15145). This discussion is nonetheless provided in an effort to show good-faith analysis and comply with CEQA's information disclosure requirements.

addition to the Airport South Industrial project currently located in the County but is requesting to be annexed into the city.

Notably, there are numerous scientific and technological complexities associated with correlating criteria air pollutant emissions from an individual project to specific health effects or potential additional nonattainment days, and methods available to quantitatively evaluate health effects may not be appropriate to apply to emissions associated with the proposed project, which cannot be estimated with a high-level of accuracy. Furthermore, the SVAB air quality plans predict that nonattainment pollutant emissions would continue to decline each year as regulations adopted to reduce these emissions are implemented, accounting for growth projected for the region. Based on these reasons, the 2040 General Plan would not have a cumulatively considerable contribution and cumulative TAC impacts would be considered **less than significant**.

### Mitigation Measures

None required.

### 4.3.5 References

- CARB (California Air Resources Board). 2005. *Air Quality and Land Use Handbook: A Community Health Perspective*. April 2005. <http://www.arb.ca.gov/ch/landuse.htm>.
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## 4.4 Biological Resources

### 4.4.1 Introduction

This section evaluates the potential for impacts to biological resources associated with new development under the proposed Sacramento 2040 General Plan (2040 General Plan) and Climate Action & Adaptation Plan (together, the “Sacramento 2040 Project”). Biological resources in the Planning Area include plant and animal species listed as threatened or endangered, proposed for federal and/or state listing as threatened or endangered, or any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS). Additionally, sensitive habitats, habitat for any of the listed or sensitive species described above, and wetlands or other waters under the jurisdiction of the U.S. Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act (CWA) are considered significant biological resources.

One comment was received specific to biological resources in response to the Notice of Preparation (NOP). This comment from the Environmental Council of Sacramento requests that the City of Sacramento (City) collaborate with the Environmental Council of Sacramento in promoting plantings of specific California native plants in home and public landscaping. Other comments were received related to reduction of greenhouse gas (GHG) emissions and combating climate change but did not specifically discuss climate change effects on biological resources. A copy of the NOP along with comments received is included in Appendix A.

The Technical Background Report (TBR) (available online at: [www.sac2040gpu.org](http://www.sac2040gpu.org)) provides information specific to existing biological resources within the Planning Area. Chapter 6, Environmental Resources, of the TBR addresses biological resources (see Section 6.2). Included within the applicable chapter of the TBR are the regulatory requirements.

The 2040 General Plan includes goals and policies that address biological resources in the Land Use and Placemaking, Environmental Resources and Constraints and Public Facilities and Safety Elements. Goals and policies contained in these elements address encroachment of urban development on remaining open space within the city; preservation of remaining habitat, agriculture and open space; avoidance of impacts to biological resources from development; planting of appropriate native plants; water resources; and programs fostering environmental awareness.

### 4.4.2 Environmental Setting

A summary of the existing environmental setting is provided below. Please refer to Chapter 6 of the TBR (available online at: [www.sac2040gpu.org](http://www.sac2040gpu.org)) for a detailed overview of the existing setting, including the regulatory setting.

#### **Habitats**

Over the last 150 years, agriculture, irrigation, flood control, and urbanization have resulted in the loss or alteration of much of the natural habitat within the Planning Area, as indicated in the TBR. Although the majority of the Planning Area is developed with residential, commercial, and other urban uses, valuable natural habitat still exists. These habitats are located primarily outside the city boundaries in the northern, southern

and eastern portions of the Planning Area, but also occur within the Planning Area along river and stream corridors and on a number of undeveloped parcels. Habitats present in the Planning Area include annual grasslands, ruderal habitats, riparian woodlands, oak woodlands, riverine, ponds, freshwater marshes, seasonal wetlands, and vernal pools. The Planning Area also includes ornamental landscaping which consists of areas supporting introduced or non-native trees, shrubs, flowers, and turf grass. Ornamental landscaping occurs in green belts, parks, and horticultural plantings throughout the Planning Area.

### **Special-Status Species**

Special-status species that have been observed, reported, or have the potential to occur in the Planning Area include plant and wildlife species that are recognized by federal and state resource agencies, and private conservation organizations and special interest groups such as the California Native Plant Society. Because the city is largely built out, habitat for special-status species is scattered throughout the Planning Area and includes remaining undeveloped areas and vacant lots containing grasslands, seasonal wetlands, remnant vernal pools, and drainage ditches, as well as riparian areas and riverine habitat associated with the American River and Sacramento River. Refer to the TBR (available online at: [www.sac2040gpu.org](http://www.sac2040gpu.org)) for the analysis of special-status species potential to occur in the Planning Area.

### 4.4.3 Updated Regulatory Setting

The regulatory setting for the Sacramento 2040 Project was provided in the TBR and since completion of the TBR in 2020 there have been some updates and changes to state and local regulations. The regulatory setting related to migratory birds has changed from that described in the TBR, and additional special-status species have been designated that have a potential to occur in the Planning Area. The following discussion updates, replaces, or supplements the regulations listed in the TBR.

#### **Federal**

##### ***Federal Endangered Species Act (FESA)***

Listing of the monarch butterfly (*Danaus plexippus*) under the Endangered Species Act was found by USFWS in December 2020 to be warranted but precluded at this time by higher priority listing actions (50 CFR Part 17). Monarch butterfly remains a candidate for listing and USFWS reviews its status each year until they develop a proposal to list the species. During the candidacy period, monarch butterfly is not formally protected under the Endangered Species Act, but candidate species are typically considered special-status species under CEQA. Monarch butterfly is not known to roost within the Planning Area but may occur during migration or as itinerant individuals.

##### ***Migratory Bird Treaty Act***

On October 4, 2021, the USFWS issued a final rule defining the scope of The Migratory Bird Treaty Act (MBTA). This final rule reestablished that incidental or accidental take of migratory birds is prohibited under the act. When the TBR was written in 2020, the MBTA did not prohibit incidental or accidental take of migratory birds.

### **Clean Water Act**

The definition of waters of the United States establishes the geographic scope for authority under Section 404 of the Clean Water Act (CWA); however, the CWA does not specifically define waters of the United States, leaving the definition open to statutory interpretation and agency rulemaking. The definition of what constitutes “waters of the United States” (provided in 33 CFR Section 328.3(a)) has changed multiple times over the past few decades starting with the *United States v. Riverside Bayview Homes, Inc.* court ruling in 1985. Subsequent court proceedings, rule makings, and congressional acts in 2001 (*Solid Waste Agency of Northern Cook County v. United States Army Corps of Engineers*), 2006 (*Rapanos v. United States*), 2015 (Clean Water Rule), 2018 (suspension of the Clean Water Rule), 2019 (formal repeal of the Clean Water Rule), 2020 (Navigable Waters Protection Rule, NWPR), and 2021 (*Pasqua Tribe et al v. United States Environmental Protection Agency* resulting in remand and vacatur of the NWPR and a return to “the pre-2015 regulatory regime”) have attempted to provide greater clarity to the term and its regulatory implementation. On December 30, 2022, the agencies announced the final Revised Definition of “Waters of the United States” rule (Rule) (88 CFR 3004–3144). The Rule was published in the Federal Register on January 18, 2023, and became effective on March 20, 2023, restoring federal jurisdiction over waters that were protected prior to 2015 under the Clean Water Act for traditional navigable waters, the territorial seas, interstate waters, and upstream water resources that significantly affect those waters. The Rule represents a re-expansion of federal jurisdiction over certain water bodies and wetlands previously exempt pursuant to the 2020 Navigable Waters Protection Rule. The Rule also considers various subsequent court decisions including two notable Supreme Court decisions.

There are two key changes that the Rule incorporates. Firstly, the Rule reinstates the “Significant Nexus” test. The “Significant Nexus” test refers to waters that either alone, or in combination with similarly situated waters in the region, significantly affect the chemical, physical, or biological integrity of traditional navigable waters, interstate waters, or the territorial seas (86 FR 69372-69450). The “Significant Nexus” test attempts to establish a scientific connection between smaller water bodies, such as ephemeral or intermittent tributaries, and larger, more traditional navigable waters such as rivers. Significant nexus evaluations take into consideration hydrologic and ecologic factors including, but not limited to, volume, duration, and the frequency of surface water flow in the resource and its proximity to a traditional navigable water, and the functions performed by the resource on adjacent wetlands. Second, the Rule adopts the “Relatively Permanent Standard” test. To meet the “Relatively Permanent Standard” water bodies must be relatively permanent, standing, or continuously flowing and have a continuous surface connection to such waters.

On May 25, 2023, the Supreme Court issued its long-anticipated decision in *Sackett v. EPA.*, in which it rejected the EPA's claim that “waters of the United States,” as defined in the CWA, includes wetlands with an ecologically significant nexus to traditional navigable waters. The Supreme Court held that only those wetlands with a continuous surface water connection to traditional navigable waterways would be afforded federal protection under the CWA. Specifically, to assert jurisdiction over an adjacent wetland under the CWA, a party must establish that (1) the adjacent body of water constitutes water[s] of the United States’ (i.e., a relatively permanent body of water connected to traditional interstate navigable waters) and (2) the wetland has a continuous surface connection with that water, making it difficult to determine where the water ends and the wetland begins. The Rule will need to be modified by the Biden administration in light of this decision.

The term “wetlands” (a subset of waters of the United States) is defined in 33 CFR, Section 328.3(c)(16), as “areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.” In the

absence of wetlands, the limits of USACE jurisdiction in non-tidal waters, such as intermittent streams, extend to the “ordinary high water mark,” which is defined in 33 CFR 328.3(c)(7) as “that line on the shore established by the fluctuations of water and indicated by physical characteristics such as a clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas.”

### State

#### **California Endangered Species Act**

Two bumble bee species with potential to occur in the Planning Area, Crotch’s bumble bee (*Bombus crotchii*) and western bumble bee (*Bombus occidentalis occidentalis*), are currently under review for listing under the California Endangered Species Act (CESA) (CFGC 2019). Under Section 2068 of the Fish and Game Code, during the evaluation period these candidate species are treated as if they are listed as threatened under CESA. Both species require habitat with floral resources and have the potential to occur in natural habitats within the Planning Area.

### 4.4.4 Impacts and Mitigation Measures

#### **Methods of Analysis**

Several sources were reviewed to compile a list of special-status species and sensitive natural communities that potentially occur within the Planning Area. These sources included CDFW’s California Natural Diversity Database (CDFW 2018), the California Native Plant Society’s Electronic Inventory of Rare and Endangered Vascular Plants of California (CNPS 2018), and the USFWS Endangered and Threatened Species list for the U.S. Geological Survey’s 7.5-minute quadrangles of Taylor Monument, Rio Linda, Citrus Heights, Sacramento West, Sacramento East, Carmichael, Clarksburg, Florin, and Elk Grove (USFWS 2021). In addition, various environmental documents relevant to the Planning Area were reviewed, including the *Natomas Basin Habitat Conservation Plan* (NBHCP) (City of Sacramento 2003), *Panhandle Annexation and PUD Final EIR* (City of Sacramento 2018), *Railyards Specific Plan Update Subsequent Final EIR* (ESA 2016), various environmental documents generated for the proposed Delta Shores Development, the *Final Draft Bufferlands Master Plan* (Jones & Stokes 2000), and the *Central City Specific Plan Final EIR* (ESA 2018).

The policies that comprise the 2040 General Plan were evaluated to identify ways by which these special-status species, wetlands, and sensitive natural communities could be affected. The projected buildout and changes in land cover types or land use patterns under the 2040 General Plan were also analyzed for their effects on these resources.

#### **2040 General Plan Goals and Policies**

The following draft goals and policies from the 2040 General Plan are relevant to biological resources.

### 3 Land Use and Placemaking Element

**GOAL LUP-1: A compact urban footprint and sustainable development pattern with infrastructure that supports efficient delivery of public services while protecting surrounding open space lands.**

- ❖ **Policy LUP-1.1: Compact Urban Footprint.** The City shall promote a land- and resource-efficient development pattern and the placement infrastructure to support efficient delivery of public services and conserve open space, reduce vehicle miles traveled, and improve air quality.
- ❖ **Policy LUP-1.11: Coordinate to Protect Farmland.** The City shall continue to work with Sacramento County and other adjacent jurisdictions to implement conservation plans, preserve farmland and protect critical habitat outside the city.
- ❖ **Policy LUP-1.12: Development Adjacent to Agriculture.** The City shall require open space or other appropriate buffers for new development abutting productive agricultural areas to protect the viability of active agricultural operations outside of the city and ensure compatibility of uses with residents in adjacent areas.

**GOAL LUP-8: A unique and varied sense of place, defined by distinctive natural and urban elements that contribute to local quality of life and hometown pride.**

- ❖ **Policy LUP-8.3: River Access and Ecology.** The City shall strive to balance the provision of river access and continued recreational and tourist-oriented activities with efforts to enhance the ecological setting along the Sacramento and American Rivers.

**GOAL LUP-11: Create built and natural environments within the city that prioritize, support, promote, and embrace a social equity, ecological regeneration, responsible resource stewardship, and human health and well-being.**

- ❖ **Policy LUP-11.5: Human-Ecosystems Connection.** The City shall support and promote planning and development that provide equitable opportunities for human connection and interaction with natural ecosystems.
- ❖ **Policy LUP-11.7: Building Materials.** The City shall support and promote the use of benign; responsibly and ethically-sourced; and low-carbon and/or carbon-sequestering building materials and products.
- ❖ **Policy LUP-11.8: Construction Processes.** The City shall encourage onsite construction processes that reduce environmental harm and support sustainable methods.

### 6 Environmental Resources and Constraints Element

**Goal ERC-1: Responsible management of water resources that preserves and enhances water quality and availability.**

- ❖ **Policy ERC-1.1: Clean Water Programs.** The City shall promote environmental stewardship and pollution prevention activities with outreach, assistance, and incentives for residents and businesses.
- ❖ **Policy ERC-1.2: Clean Watershed.** The City shall continue ongoing Sacramento and American River source water protection efforts (e.g., Pups in the Park, Keep Our Waters Clean), based on

watershed sanitary survey recommendations, in partnership with private watershed organizations and local, State, and federal agencies.

- ❖ **Policy ERC-1.3: Runoff Contamination.** The City shall protect surface water and groundwater resources from contamination from point (single location) and non-point (many diffuse locations) sources, as required by federal and State regulations.
- ❖ **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.

**Goal ERC-2: Thriving rivers, wildlife, and natural open spaces that contribute to public health, livability, and protection of the environment for future generations.**

- ❖ **Policy ERC-2.1: Conservation of Open Space Areas.** The City shall support efforts to conserve and, where feasible, create or restore areas that provide important water quality benefits such as creeks, riparian corridors, buffer zones, wetlands, undeveloped open space areas, levees, and drainage canals for the purpose of protecting water resources in the city’s watersheds, creeks, and the Sacramento and American Rivers.
- ❖ **Policy 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.
- ❖ **Policy ERC-2.3: Onsite Preservation.** The City shall encourage new development to preserve onsite natural elements that contribute to the community’s native plant and wildlife species value. For sites that lack existing natural elements, encourage planting of native species in preserved areas to establish or re-establish these values and aesthetic character.
- ❖ **Policy ERC-2.4: Native and Climate-Adapted Plants.** The City shall promote regenerative landscape practices, including use of native/climate-appropriate or climate-adapted plants, and focus education efforts to homeowners and design/construction professionals.
- ❖ **Policy ERC-2.5: Environmental Awareness.** The City should partner with the Water Forum, public agencies and non-profit groups to offer programs that foster local environmental awareness and encourage the protection of natural resources. A particular focus of these efforts should be on connecting youth from lower-income communities of color with nature in both urban and non-urban contexts.

**Goal ERC-3: A well-maintained, resilient, healthy, expansive and equitable urban forest for an environmentally sustainable future.**

- ❖ **Policy ERC-3.1: Urban Forest Plan.** The City shall maintain and implement an Urban Forest Plan.
- ❖ **Policy ERC-3.2: Tree Canopy Expansion.** The City should strive to achieve a 25 percent urban tree canopy cover by 2030 and 35 percent by 2045. Prioritize tree planting in areas with the lowest average canopy cover and explore strategies to reduce barriers to tree planting in disadvantaged communities and improve tree health.



- ❖ **Policy ERC-3.3: Tree Protection.** The City shall encourage public agencies and require private development projects to consider alternatives to removals of healthy trees whenever feasible and to evaluate the longer-term consequences of the inability to meet tree canopy objectives when conducting project analyses and environmental documents. Ensure adequate protections during construction to protect existing tree roots and structure.
- ❖ **Policy ERC-3.4: Private Streets.** The City shall, when private streets are approved, require inclusion of trees unless clearly infeasible. If street trees are not feasible, locations within the development should be identified for inclusion of green space and tree canopy.
- ❖ **Policy ERC-3.5: Tree List.** The City shall maintain and update a list of desirable trees that suit soil and climate conditions in specific areas of Sacramento. Continue to explore and promote tree species that demonstrate greater adaptiveness to higher temperatures, reduced water use, grey and recycled water, and pest and disease resistance.
- ❖ **Policy ERC-3.6: Urban Forest Maintenance.** The City shall continue to plant, manage, and care for all trees on City property and within the public right-of-way to maximize their safe and useful life expectancy and continue to explore the selection of tree species that are adapted to future climate conditions.
- ❖ **Policy ERC-3.7: Trees of Significance.** The City shall promote stewardship of City trees and private protected trees and ensure that the design of development projects provides for the retention of these trees where possible. Where removal cannot be avoided, the City shall require replacement or appropriate remediation.
- ❖ **Policy ERC-3.8: Public Education.** The City should collaborate with community-based organizations and neighborhood organizations, particularly in underserved areas, to facilitate tree plantings and promote the importance and benefits of trees and of the urban forest through awareness, partnerships, and efforts that educate residents on the best practices for planting and maintaining trees.
- ❖ **Policy ERC-3.9: Watering and Irrigation.** The City shall encourage appropriate watering practices and irrigation to minimize needed water use and support healthy tree growth; support responsible tree irrigation during droughts to minimize tree stress and loss; and convert irrigation in parks and streetscapes where needed.
- ❖ **Policy ERC-3.10: Parking Lot Shading.** The City shall review and amend the Parking Lot Shading Design and Maintenance Guidelines and Parking Lot Shading Ordinance as needed to promote tree health, growth, and maintenance of trees to reduce urban heat island impacts.
- ❖ **Policy ERC-3.11: Planting.** The City should encourage development to provide trees with appropriate irrigation methods and adequate growing space; site trees to reduce building heat and provide shade to public walkways to the extent feasible; and include appropriate soil treatment methods to promote healthy thriving trees.

### **Goal ERC-6: Protection of life and property from flooding hazards.**

- ❖ **Policy ERC-6.1: Protection from Flood Hazards.** The City shall strive to protect life, the natural environment, and property from natural hazards due to flooding.

- ❖ **Policy ERC-6.2: Flood Management Planning Coordination.** The City shall work with local, regional, State, and federal agencies to do the following:
  - Maintain an adequate information base; monitor long-term flood safety; and assess long-term flood event probabilities;
  - Prepare risk assessments that account for urbanization and the effects of climate change;
  - Identify strategies to mitigate flooding impacts; and
  - Participate in regional planning efforts.
- ❖ **Policy ERC-6.3: Floodplain Capacity.** The City shall preserve urban creeks and rivers to maintain existing floodplain capacity while enhancing environmental quality and recreational opportunities.
- ❖ **Policy ERC-6.9: Levee and Floodway Encroachment Permit.** The City shall require applicants to secure an encroachment permit from the Central Valley Flood Protection Board for any project that falls within the jurisdiction regulated by the Board (e.g., levees, designated floodways).

**Goal ERC-9: Climate leadership and bold action to achieve carbon neutrality by 2045, aggressively reduce emissions by 2030, and increase climate resilience communitywide.**

- ❖ **Policy ERC-9.9: Onsite Alternative Energy Creation.** The City shall support and encourage alternative energy creation and onsite energy production, such as thermal systems, onsite photovoltaic, wind turbines, and other emerging technologies.

### 9 *Public Facilities and Safety Element*

**Goal PFS-3: Efficient, high-quality utility infrastructure and services to meet the needs of residents and businesses throughout the city.**

- ❖ **Policy PFS-3.13: Impacts to Environmentally Sensitive Lands.** The City shall consider the impacts on environmentally sensitive areas and habitats when locating and designing municipal utilities.

**Goal PFS-4: A reliable supply of high-quality water that meets projected needs within the city's place of use.**

- ❖ **Policy PFS-4.2: Water Supply Sustainability.** The City shall maintain a surface water/groundwater conjunctive use program, which uses more surface water when it is available and more groundwater when surface water is limited.
- ❖ **Policy PFS-4.3: Surface Water Supply.** The City shall continue to explore and advance options for diverting, treating, and conveying surface water to be able to continue fully meeting potable supply demand.

### **Community Plans**

The following goals from the City's Community Plans contain policies specific to biological resources and are listed below.

*North Natomas Community Plan*

- ❖ **NN-LUP-6: Easements in Buffer Areas.** The City shall pursue easements or other mechanisms with property owners in greenbelt and buffer areas to provide:
  - Open space opportunities for trails and wildlife viewing;
  - Shared use paths to link community plan areas, neighborhood, school/park, and community park sites, and widen other buffer areas as part of habitat conservation or other useable open space; and
  - Buffers around Witter Ranch and Fisherman’s Lake from proposed development adjacent to those sites.
  
- ❖ **NN-ERC-1: Fisherman’s Lake Buffer.** The City shall ensure that the buffer along the east side of Fisherman’s Lake from Del Paso Road to El Centro Road is designed to optimize the value of the buffer and its features for special-status species:
  - **Buffer Area.** A buffer minimum of 300 feet in radius around each Swainson’s hawk nesting tree will be provided (known nesting trees as of 2004). The width of the buffer outside the 300-foot radius around the nesting trees shall be a minimum of 300 feet wide in the northern section and 200 feet wide in the southern section measured from the eastern boundary of RD 1000 property (see Figure NN-1 for a general map of the buffer). Pursuant to the Natomas Basin Habitat Conservation Plan, the buffer will be a minimum of 250 feet wide, measured from the eastern edge of the lake, along the entire length of the lake from Del Paso Road to El Centro Road.
  - **Buffer Uses.** The buffer shall include two areas: the nesting tree buffer area around the Swainson’s hawk nesting trees; and the rest of the buffer area. Uses allowed in the buffer will be guided by Table 13-1, entitled 350-foot-wide buffer option.
  - **Nesting Tree Buffer Area.** The uses allowed in the nesting tree buffer area shall be those that provide the conditions to support the likely success of the Swainson’s hawk in continuing to use the existing nesting trees, as well as providing open space for other special-status species.
  - **Other Buffer Area.** The allowable uses in the other buffer area shall provide open space for special status species, as well as other purposes. The uses include all those uses allowed in the nesting tree buffer area; pedestrian trails and bikeways not subject to closure; public and maintenance roadways; and other public uses, (e.g., detention basin, fire station). The other buffer area is defined as the open space buffer extending from El Centro Road north to the southernmost nesting tree radius on the east side of Fisherman’s Lake.

*Fruitridge/Broadway Community Plan*

- ❖ **FB-YPRO-1: Granite Regional Park Expansion.** The City shall expand Granite Regional Park by either acquiring the east basin and planning for a nature preserve with open space and trails or working with a non-profit to develop it as an open space or botanical garden.

*North Sacramento Community Plan*

- ❖ **NS-PFS-4: Historic Magpie Creek Material Replacement.** The City shall replace channelized/concrete canals with “natural” materials, wherever possible, once the Diversion canal is completed.

- ❖ **NS-PFS-5: Historic Magpie Creek Enhancement.** The City shall provide opportunities for the preservation and enhancement of natural areas/features along Historic Magpie Creek.
- ❖ **NS-PFS-6: Historic Magpie Creek Support.** The City shall support the Army Corps of Engineers' Magpie Creek Diversion project and the eventual removal of the local Magpie Creek Floodplain.

### *South Area Community Plan*

- ❖ **SA-YPRO-1: Regional Park.** The City shall update the citywide Parks Plan 2040 to provide for development of a new regional park in Delta Shores that is designed to take advantage of the existing environmental features, including by integrating wildlife habitat protection into the park design, and shall work with the Sacramento Regional Sanitation District to connect it with the Regional Sanitation Bufferlands.
- ❖ **SA-YPRO-5: Laguna Floodplain Open Space.** The City shall preserve open space, maintain recreational facilities, and enhance the natural features of Laguna Creek, making floodplain improvements within Laguna's floodplain areas that include natural vegetation of the interior, planting of trees along the floodway or just inside or outside the berm, locating a park node adjacent to the floodway, maintaining suitable habitat for the giant garter snake, and planting an unlined low-flow channel with emergent vegetation.

### **Thresholds of Significance**

A significant impact would occur if implementation of the proposed 2040 General Plan would do any of the following:

- Result in substantial degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of threatened or endangered species of plants or animals.
- Affect other species of special concern or habitats (including regulatory waters and wetlands) protected by law or regulation.
- Result in the loss or modification of riparian habitat, resulting in a substantial adverse effect.
- Have an adverse effect on state or federally protected wetlands and/or waters of the United States through direct removal, filling, or hydrological interruption.
- Result in the loss of California Department of Fish and Wildlife or U.S. Fish and Wildlife Service-defined sensitive natural communities such as elderberry savanna, northern claypan vernal pool, and northern hardpan vernal pool.

### **Project Impacts**

**Impact 4.4-1: Implementation of the 2040 General Plan could contribute to degradation of the environment or reduction of habitat or population below self-sustaining levels for special-status plants.**

The Planning Area is largely built out, which limits habitat for special-status plant species to small pockets of open space or park lands. The 2040 General Plan Draft Land Use Map includes approximately 1,207 acres of designated Open Space, most of which is located at the northern edge of the city between Rio Linda Boulevard and East Levee Road or northeast of the Sacramento Regional Wastewater Treatment Plant at the southern edge of the city. These designated Open Space areas are generally consistent with the locations and areas included in the 2030 and 2035 General Plan Land Use Maps.

In addition to the Open Space areas, isolated populations of special-status plants could occur in low disturbance areas that are designated as Parks and Recreation, such as the eastern portion of Discovery Park and other portions of the American River Parkway within the Planning Area, or along Morrison Creek north of the Sacramento Regional Wastewater Treatment Plant. The total area designated as Parks and Recreation in the 2040 General Plan Land Use Map is 6,634 acres.

Based on the analysis provided in the TBR, 17 special-status plants have the potential to occur in the Planning Area. These include palmate-bracted bird's beak (*Chloropyron palmatum*), which is listed as endangered and protected under the federal Endangered Species Act (ESA) and the CESA; Boggs Lake hedge-hyssop (*Gratiola heterosepala*), which is listed as endangered under CESA; slender Orcutt grass (*Orcuttia tenuis*), which is listed as threatened under the ESA and endangered under CESA; and Sacramento Orcutt grass (*Orcuttia viscida*), which is listed as endangered under the ESA. The remainder of the special-status plant species are assigned California Rare Plant Ranks by CDFW but are not listed under the ESA or CESA. Undeveloped areas and vacant lots scattered throughout the Planning Area may support grasslands, seasonal wetlands, remnant vernal pools, and drainage ditches that could provide suitable habitat for special-status plants.

The 2040 General Plan includes policies that would ensure impacts to special-status plants are avoided, minimized, or otherwise mitigated as development and operations occur within the Planning Area. Policies that would accomplish this include: Policy ERC-2.2 (Biological Resources), which directs the City to avoid, minimize or mitigate impacts on sensitive biological resources, including special-status species from development activities to the greatest extent feasible; Policy ERC-2.1 (Conservation of Open Space Areas), which directs the City to support efforts to conserve and, where feasible, create or restore areas that provide important water quality benefits such as creeks, riparian corridors, wetlands, undeveloped open space areas, levees, and drainage canals; and Policy ERC-6.3 (Floodplain Capacity), which directs the City to protect urban creeks and rivers. These riparian areas, creeks and rivers support remaining habitat for special-status plant species.

In addition to the protections for special-status plants offered by the 2040 General Plan policies, native plants are protected by the California Fish and Game Code (California Native Plant Protection Act), Chapter 10 Sections 1900-1913). The CDFW generally requires a CESA Section 2081(b) permit for incidental take of listed threatened and endangered plants. Projects required to comply with the California Environmental Quality Act (CEQA) generally require analysis of and mitigation for impacts to rare and endangered plants as defined under Section 15380 of the CEQA Guidelines. CDFW maintains a list of rare plants; plants with a California Rare Plant Rank of 1B or 2 are generally considered rare.

The Natomas Basin HCP provides protections for rare plant species that are covered under that plan, for development occurring in the Natomas Basin. This includes five of the 17 plants determined as potentially occurring within the Planning Area: Boggs lake hedge-hyssop, legenere (*Legenere limosa*), Sacramento Orcutt grass, Sanford's arrowhead (*Sagittaria sanfordii*), and slender Orcutt grass. The Natomas Basin HCP requires project proponents that seek to use the HCP incidental take permit coverage to implement various avoidance and minimization measures and collects mitigation fees that allow the Natomas Basin Conservancy to acquire, restore, and manage preserve lands within the Natomas Basin to mitigate impacts to covered species.

Compliance with the ESA, CESA, CEQA, and the Natomas Basin HCP (as applicable depending on project location), as well as implementation of the 2040 General Plan policies discussed above would avoid and minimize potential direct and indirect impacts of future development on special-status plant species. Project-specific mitigation required under these existing laws and plans and the 2040 General Plan policies would result in preservation and creation of populations outside project sites or provide habitat to ensure that each project would not reduce special-

status plant species populations below self-sustaining levels. Therefore, implementation of the 2040 General Plan would result in **less-than-significant impacts** to special-status plant species.

### Mitigation Measures

None required.

**Impact 4.4-2: Implementation of the 2040 General Plan could contribute to degradation of the environment or reduction of habitat or population below self-sustaining levels for special-status invertebrates.**

As noted under Impact 4.4-1, the Planning Area is largely built out, limiting the potential for occurrence of special-status invertebrate species to pockets of remaining undeveloped land. Special-status invertebrates potentially present in the Planning Area include vernal pool fairy shrimp (*Branchinecta lynchi*), vernal pool tadpole shrimp (*Lepidurus packardii*), and valley elderberry longhorn beetle ([VELB] *Desmocerus californicus dimorphus*), each of which are protected under the ESA. Two CESA candidate species, Crotch's bumble bee and western bumble bee are currently under review for listing by the California Fish and Game Commission.

Areas that may provide habitat for vernal pool fairy shrimp and vernal pool tadpole shrimp are in undeveloped portions of the Planning Area such as in North Sacramento, and portions of East Sacramento and South Sacramento where remnant vernal pools and seasonal wetlands are embedded in a matrix of annual grassland. For VELB, required elderberry shrubs are primarily located along the riparian corridors of the American River and Sacramento River, but isolated elderberry shrubs scattered within the Planning Area can potentially provide habitat for this species as well. USFWS-designated Critical Habitat for VELB is located within the Planning Area north of the American River. Areas that may provide habitat for Crotch's and western bumble bee include undeveloped portions of the Planning Area with floral resources.

Although limited natural habitat for these species exists within the Planning Area, development could nonetheless encroach on remnant elderberry shrubs (*Sambucus* sp.), suitable wetland habitat for vernal pool invertebrates, or suitable habitat for Crotch's and western bumblebee.

The Natomas Basin HCP provides protections for special-status invertebrates that are covered under that plan, for development occurring in the Natomas Basin. This includes three of the special-status invertebrates that potentially occur within the Planning Area: vernal pool fairy shrimp, vernal pool tadpole shrimp, and VELB. The Natomas Basin HCP requires project proponents that seek to use the HCP permit coverage to implement various avoidance and minimization measures and collects mitigation fees that allow the Natomas Basin Conservancy to acquire, restore, and manage preserve lands within the Natomas Basin to mitigate impacts to covered species. The Natomas Basin HCP does not provide coverage for Sacramento County development projects in the basin. Sacramento County is not a signatory party to the HCP. Any County development projects that would take species must obtain applicable separate permits from state and federal wildlife agencies.

The 2040 General Plan includes goals and policies designed to avoid, minimize and mitigate impacts to special-status invertebrates and their habitats, including elderberry shrubs, seasonal wetlands and vernal pools. This includes Policy ERC-2.2 (Biological Resources), which directs the City to avoid, minimize or mitigate impacts of development on biological resources including special-status species, sensitive natural communities, sensitive habitat, and wetlands to the greatest extent feasible. The 2040 General Plan also includes Policy ERC-2.1 (Conservation of Open Space Areas) and Policy ERC-6.3 (Floodplain Capacity) which direct the City to

conserve and restore riparian areas, creeks and rivers where elderberry shrubs and bumblebee habitat may be present. Lastly, Policy LUP-1.11 (Coordinate to Protect Farmland) directs the City to work with Sacramento County and other adjacent jurisdictions to implement conservation plans, preserve farmland and protect critical habitat to the benefit of special-status species, including invertebrates.

Beyond these General Plan policies, CEQA requires project-specific review by the City as lead agency of project impacts on threatened, endangered, or special-status species for those projects requiring discretionary approval. Compliance with ESA, CESA, and CEQA would minimize potential direct and indirect impacts on special-status invertebrate species within the Planning Area. Project-specific mitigation required under these existing laws and plans and the 2040 General Plan policies would also result in preservation of populations outside project sites or provide habitat to ensure that each project would not reduce special-status invertebrate species populations below self-sustaining levels.

Implementation of the 2040 General Plan would result in **less-than-significant impacts** to special-status invertebrates.

### Mitigation Measures

None required.

**Impact 4.4-3: Implementation of the 2040 General Plan could contribute to degradation of the environment or reduction of habitat or population below self-sustaining levels for special-status fish species.**

Special-status fish species that potentially occur within the Sacramento River, American River, and creeks feeding into these rivers in the Planning Area include Sacramento Perch (*Archoplites interruptus*), Central Valley winter-run and spring-run Chinook salmon (*Oncorhynchus tshawytscha*), Central Valley steelhead (*O. mykiss*), Delta smelt (*Hypomesus transpacificus*), Sacramento splittail (*Pogonichthys macrolepidotus*), and green sturgeon (*Acipenser medirostris*). The Sacramento and American rivers and adjacent riparian habitats within the Planning Area are designated critical habitat for Delta smelt, steelhead, and the two runs of Chinook salmon. The Sacramento River provides primarily migratory habitat for these seven special-status fish species or populations or the above-mentioned species.

The portion of the Sacramento River within the Planning Area does not serve as spawning or juvenile rearing habitat for salmonids or sturgeon; however, portions of the American River within the Planning Area support spawning habitat for salmonids. The nearest known spawning habitat for Delta smelt is west of the Planning Area in the Yolo Bypass. Because the area lacks spawning habitat and deep holding pools within the portion of the Sacramento River adjacent to the Planning Area, the amount of time adult salmonids, Delta smelt, and sturgeon reside in this reach of the river would likely be transient and relatively brief.

Any construction activities near or over the rivers or creeks, such as new and upgraded bridges, could result in removal of riparian vegetation and work would occur directly within and adjacent to waterways. These activities could cause localized zones of increased sediment and turbidity in Planning Area waterbodies, which can result in a variety of effects on special-status fish species, including but not limited to reduced feeding efficiency, increased stress, and respiratory impairment. These sediments can also affect vegetation growth and persistence within these water bodies that provide habitat for special-status fish species.

Other physical changes to the river and stream environments in the Planning Area from development could include localized increased temperatures from removal of riparian vegetation, or discharge of heated stormwater or wastewater. Stormwater and other direct discharges to these water bodies can also increase pollutant concentrations such as ammonia, mercury or other heavy metals, microplastics, which can cause a wide range of adverse effects on special-status fish species, including but not limited to reduced egg survival, chronic toxicity to all life stages, and reduced oxygen diffusion rates. Refueling, operation, and storage of construction equipment and materials near water bodies or discharging into stormwater systems could result in accidental spills of pollutants, such as fuel, concrete, sealants, oil, and paint, into water bodies that could affect special-status fish species. These pollutants could adversely affect designated critical habitat for Chinook and steelhead and the movement of special-status species if they entered the river.

Compliance with the federal Clean Water Act (CWA) and Rivers and Harbors Act permits from the USACE would be required for installation of in-channel facilities and construction of access points to any improvements within the channels of the Sacramento or American rivers (e.g., boat launch or dock access). As part of the CWA permitting, the USACE would be required to consult with the USFWS and/or National Marine Fisheries Service under Section 7 to ensure that permitted actions do not jeopardize listed species or destroy or adversely modify designated critical habitat of the salmonid species in the area of the disturbance. California Fish and Game Code Section 1600 requires that projects modifying riparian areas obtain a Streambed Alteration Agreement, which includes additional measures that would avoid and minimize impacts to riparian, stream, and river habitats and special-status fish species in the Planning Area. Finally, the State Water Resources Control Board requires projects to avoid, minimize, and mitigate effects to these resources under Section 401 of the CWA and the Porter-Cologne Water Quality Control Act.

The 2040 General Plan includes policies that would avoid and minimize potential impacts from development on special-status fish species and their habitat within the Planning Area. Various policies under Goal ERC-1, Responsible management of water resources that preserves and enhances water quality and availability, including ERC-1.1 (Clean Water Programs), ERC-1.2 (Clean Watershed) and ERC-1.3 (Runoff Contamination) would provide protections for special-status fish species by directing the City to preserve and enhance water quality. Policy ERC-6.3 (Floodplain Capacity) directs the City to preserve urban creeks and rivers to maintain existing floodplain capacity and to enhance environmental quality. Policy PFS-4.2 (Water Supply Sustainability) directs the City to use more surface water when it is available and more groundwater when surface water is limited, which may result in protection to special-status fish by maintaining sufficient freshwater in river systems and maintaining natural salinity levels. Policy ERC-2.2 (Biological Resources) directs the City to avoid, minimize or mitigate impacts to biological resources to the maximum extent feasible. Policy ERC-2.1 (Conservation of Open Space Areas) provides protections to special-status fish species and their habitat by directing the City to conserve, create or restore areas that provide important water quality benefits such as creeks, riparian corridors, wetlands, levees, and drainage canals for the purpose of protecting water resources in the city's watersheds, creeks, and rivers. Finally, North Sacramento Community Plan policies NS-PFS-4 and NS-PFS-5 directs enhancement of historic Magpie Creek, including replacement of concrete channels with natural materials and enhancement of other natural creek features that may benefit special-status fish species.

Project-specific review by the City as lead agency of project impacts on threatened, endangered or special-status species, including fish is required by CEQA. Compliance with CEQA as well as implementation of 2040 General Plan goals and policies discussed above, would limit direct and indirect impacts on special-status fish species within the Planning Area. Implementation of federal and state regulatory processes discussed above would require that the avoidance and mitigation measures of individual projects reduce and mitigate impacts



on special-status fish species, which could include the enhancement or preservation of suitable habitat outside of the Planning Area.

Implementation of the 2040 General Plan would result in **less-than-significant impacts** to special-status fish.

### Mitigation Measures

None required.

**Impact 4.4-4: Implementation of the 2040 General Plan could contribute to degradation of the environment or reduction of habitat or population below self-sustaining levels for special-status reptiles and amphibians.**

Special-status amphibians and reptiles that could be present throughout the Planning Area include western spadefoot (*Spea hammondi*), giant gartersnake (*Thamnophis gigas*), California horned lizard (*Phrynosoma coronatum frontale*), and the western pond turtle (*Actinemys marmorata*). Past development within the city has largely eliminated potential habitat for these species within the Planning Area.

Features within the Planning Area that support suitable habitat for these species include the Sacramento and American rivers and their associated riparian areas, irrigation and drainage canals, rice fields in the Natomas basin, oak woodlands, grasslands, and wetlands. The developed areas that comprise most of the Planning Area provide little to no habitat value for these species, and do not support a wide diversity of biological resources in general. However, vacant lands scattered throughout the Planning Area could support suitable remnant aquatic and upland habitat. Development of these remnant habitat areas could result in temporary impacts to these species, as well as permanent impacts related to loss of habitat.

The Natomas Basin HCP provides protections for special-status amphibians and reptiles that are covered under that plan, for development occurring in the Natomas Basin. This includes western spadefoot, giant gartersnake, and western pond turtle. California horned lizard is not a covered species under the Natomas Basin HCP but can benefit from the same mitigation lands that are conserved for other covered species (e.g., riparian woodland, annual grassland). The Natomas Basin HCP requires project proponents that seek to use the HCP permit coverage to implement various avoidance and minimization measures and collects mitigation fees that allow the Natomas Basin Conservancy to acquire, restore, and manage preserve lands within the Natomas Basin to mitigate impacts to covered species.

The 2040 General Plan includes goals and policies designed to protect biological resources and natural habitats including special-status amphibians and reptiles. These include Policy ERC-2.2 (Biological Resources) which directs the City to avoid, minimize or mitigate impacts to biological resources to the maximum extent feasible, and Policy ERC-2.1 (Conservation of Open Space Areas) that directs the City to conserve, create or restore areas that provide important water quality benefits such as creeks, riparian corridors, wetlands, and undeveloped open space areas, which may provide habitat for special-status amphibian and reptile species. The South Area Community Plan Policy SA-YPRO-5 (Laguna Floodplain Open Space) also includes a requirement that the giant gartersnake habitat in Laguna Creek floodplain be maintained.

Project-specific review by the City, as lead agency, of project impacts on threatened, endangered or special-status species, including reptiles and amphibians is required by CEQA. Similar to that described for special-status fish species above, as part of the CWA permitting required for impacts to wetland and waters resources,

the USACE would be required to consult with the USFWS under Section 7 to ensure that permitted actions do not jeopardize listed species such as giant garter snake or destroy or adversely modify designated critical habitat in the area of the disturbance. California Fish and Game Code Section 1600 requires that projects modifying riparian areas obtain a Streambed Alteration Agreement, which includes additional measures that would avoid and minimize impacts to riparian areas, streams, and rivers that provide habitat for giant garter snake and western pond turtle. Finally, the State Water Resources Control Board requires projects to avoid, minimize, and mitigate effects to these resources under Section 401 of the CWA and the Porter-Cologne Water Quality Control Act.

Compliance with ESA, CESA, and CEQA, as well as implementation of 2040 General Plan goals and policies discussed above would minimize potential direct and indirect impacts on sensitive amphibian and reptile species within the Planning Area. Implementation of the regulatory processes would provide and/or require measures to mitigate for the impacts to special-status amphibian and reptiles.

Implementation of the 2040 General Plan would result in **less-than-significant impacts** to special-status amphibians or reptiles.

### Mitigation Measures

None required.

**Impact 4.4-5: Implementation of the 2040 General Plan could contribute to degradation of the environment or reduction of habitat or population below self-sustaining levels for special-status birds.**

Various resident and migratory special-status bird species have a potential to occur within the Planning Area. These special-status birds include Swainson's hawk (*Buteo swainsoni*), white-tailed kite (*Elanus leucurus*), northern harrier (*Circus hudsonius*), burrowing owl (*Athene cunicularia*), bank swallow (*Riparia riparia*), purple martin (*Progne subis*), loggerhead shrike (*Lanius ludovicianus*), song sparrow (*Melospiza melodia*) ("Modesto" population), and tricolored blackbird (*Agelaius tricolor*). The Planning Area is primarily an urbanized environment which limits the potential for most special-status bird species to occur within smaller pockets of undeveloped or agricultural lands. One exception is the purple martin that often nests under bridges and overpasses in the city.

Landscape features that are more broadly distributed within the Planning Area, such as urban trees, shrubs, herbaceous plants, and parklands, could serve as stopover locations but are unlikely to provide roosting, nesting, or foraging habitat for special-status birds. Within the Planning Area, foraging and nesting/roosting habitat is most likely to occur within the riparian areas of the Sacramento and American rivers and their associated river channels, the grasslands and agricultural fields of the Natomas basin, other smaller grassland and agricultural lots on the margins of the Planning Area, and wetlands in grassland areas.

Development under the 2040 General Plan could result in the removal of mature trees in both developed and undeveloped areas, which may serve as perching or nesting sites for migratory birds, including raptors. During the non-breeding season, it is anticipated that any migratory birds or raptors using mature trees as perching sites for foraging would vacate the site upon the initiation of construction activities. Burrowing owls may occupy burrows in fields that could be affected by projects within the Planning Area. During the breeding season, it would be expected that significant increases in noise and activity levels could disturb breeding behavior.

Nesting and special-status birds in the Planning Area are protected by a variety of regulations including the federal Migratory Bird Treaty Act, California Fish and Game Code (Sections 3503, 3503.5, 3511, and 3800), and CESA. These policies require pre-construction surveys to determine presence, and establishment and monitoring of buffer areas to ensure that construction activities do not disturb nesting or fledging birds.

The Natomas Basin HCP provides protections for special-status birds that are covered under that plan, for development occurring in the Natomas Basin. Species include Swainson’s hawk, burrowing owl, bank swallow, loggerhead shrike, and tricolored blackbird. White-tailed kite, northern harrier and purple martin are not covered species under the Natomas Basin HCP but can benefit from the same mitigation lands that are conserved for other covered species (e.g., riparian woodland, agricultural lands, annual grassland). The Natomas Basin HCP requires project proponents that seek to use the HCP permit coverage to implement various avoidance and minimization measures and collects mitigation fees that allow the Natomas Basin Conservancy to acquire, restore, and manage preserve lands within the Natomas basin to mitigate impacts to covered species. Applicants that employ alternative means of incidental take must comply with similar state and federal requirements.

The 2040 General Plan includes goals and policies designed to protect biological resources and natural habitats. Various policies under Goal ERC-3 would protect and enhance nesting habitat for some bird species including special-status bird species through a well-maintained, resilient, healthy, expansive and equitable urban forest including Policy ERC-3.2 (Tree Canopy Expansion), Policy ERC-3.3 (Tree Protection), and Policy ERC-3.6 (Urban Forest Maintenance). Policy ERC-2.1 (Conservation of Open Space Areas) directs the City to conserve, create or restore areas that provide important water quality benefits such as creeks, riparian corridors, wetlands, and undeveloped open space areas, which may provide habitat for special-status bird species. Policy ERC-2.2 (Biological Resources) directs the City to avoid, minimize or mitigate impacts to biological resources to the maximum extent feasible. Finally, the North Natomas Community Plan includes Policy NN-ERC-1 (Fisherman’s Lake Buffer) which is specifically designed to protect known Swainson’s hawk nesting trees and avoid and minimize impacts to Swainson’s hawks using those nesting trees.

Beyond these General Plan policies, CEQA requires project-specific review by the City as lead agency of project impacts on threatened, endangered or special-status species, including special-status birds such as the species mentioned above and/or migratory bird species in general. Avoidance, compliance with federal requirements under the Migratory Bird Treaty Act, and/or specific mitigation measures would be developed to reduce the impact to nesting birds and their nesting and foraging habitat in coordination with CDFW prior to ground disturbance.

Compliance with ESA, CESA, the Migratory Bird Treaty Act, and CEQA, as well as implementation of the 2040 General Plan goals and policies discussed above, would reduce the potential direct and indirect impacts on special-status bird species within the Planning Area to a **less-than-significant level**.

### **Mitigation Measures**

None required.

**Impact 4.4-6: Implementation of the 2040 General Plan could contribute to degradation of the environment or reduction of habitat or population below self-sustaining levels for special-status mammals.**

Special-status mammals potentially present in the Planning Area include pallid bat (*Antrozous pallida*), Townsend's big eared bat (*Corynorhinus townsendii*), western red bat (*Lasiurus blossevillii*), and American badger (*Taxidea taxus*). Although potential roosting and foraging habitat exists within the Planning Area for the three bat species, none have been recorded. Areas that are more likely to provide roosting habitat in the Planning Area include older structures in downtown Sacramento, and bridges or other over-water structures along the Sacramento and American rivers. Landscape features such as trees with hollows, palm trees, and parklands, could also serve as temporary roosting and foraging habitat for special-status bat species. Potential foraging habitat is more abundant within riparian areas of the Sacramento and American rivers, oak woodlands, parks, grasslands, agricultural fields, and wetlands. The American badger generally avoid areas of human presence so would most likely be found in large expanses of grassland, or potentially low-disturbance agricultural areas within the Planning Area.

Although these special-status mammal species have a generally low potential to occur within the Planning Area, development under the 2040 General Plan could encroach on remnant suitable habitat. The 2040 General Plan includes policies to protect various habitat types used by these species. For example, various policies under Goal ERC-3, a well-maintained, resilient, healthy, expansive, and equitable urban forest for an environmentally sustainable future including Policy ERC-3.2 (Tree Canopy Expansion), Policy ERC-3.3 (Tree Protection), Policy ERC-3.6 (Urban Forest Maintenance) would protect and enhance habitat for bat species. Additionally, Policy ERC-2.1 (Conservation of Open Space Areas) directs the City to conserve, create or restore areas that provide important water quality benefits such as creeks, riparian corridors, wetlands, and undeveloped open space areas, which may provide habitat for bat species. Lastly, Policy ERC-2.2 (Biological Resources) directs the City to avoid, minimize or mitigate impacts to biological resources to the maximum extent feasible.

Beyond these General Plan policies, CEQA requires project-specific review by the City as lead agency of project impacts on threatened, endangered or special-status species, including special-status mammals such as the four species mentioned above. If there is evidence that special-status mammals may be using the site, the project applicants would be required to prepare survey reports to be submitted to the City and CDFW or USFWS for development of avoidance and/or specific mitigation measures consistent with what is legally required, which may include providing off-site habitat replacement or compensation.

Implementation of the 2040 General Plan would result in **less-than-significant impacts** to special-status mammals.

### **Mitigation Measures**

None required.

**Impact 4.4-7: Implementation of the 2040 General Plan could result in loss or modification of riparian habitat.**

Riparian habitat within the Planning Area is mostly located along the Sacramento and American rivers, but also includes smaller bands of riparian habitat adjacent to smaller streams and drainage channels present throughout the Planning Area.

Any construction activities near or over the rivers or creeks, such as new and upgraded bridges, could result in removal of riparian vegetation and work within waterways. These activities can cause a variety of impacts to riparian habitat within the Planning Area beyond the direct area of disturbance, including dust effects, trampling, and damage to root zones of riparian trees. Other physical changes to the riparian habitat in the Planning Area from development can include localized increased temperatures from removal of riparian vegetation or discharge of heated stormwater or treated wastewater.

Stormwater and other direct discharges to these water bodies can increase pollutant concentrations such as ammonia, mercury or other heavy metals, and microplastics, that can cause a wide range of effects that reduce the habitat value of riparian areas for plant and wildlife species. Refueling, operation, and storage of construction equipment and materials near the water bodies or discharging into stormwater systems could result in accidental spills of pollutants, such as fuel, concrete, sealants, oil, and paint, into riparian corridors and water bodies that have broad effects on riparian species including direct mortality, interference with finding prey, and reduced reproductive rates. Permanent effects of development near riparian areas include increased human presence and introduction of feral domestic animals that prey on or compete with native species.

California Fish and Game Code Section 1600 requires that projects modifying riparian areas obtain a Streambed Alteration Agreement, which includes measures that would avoid and minimize impacts to riparian, stream, and river habitats and special-status fish species in the Planning Area. The State Water Resources Control Board requires projects to avoid, minimize, and mitigate effects to these resources under Section 401 of the CWA and the Porter-Cologne Water Quality Control Act. While there are no federal regulations that specifically mandate the protection of riparian vegetation, federal regulations set forth in Section 404 of the CWA address areas that potentially contain riparian-type vegetation, such as wetlands. However, the jurisdiction of Section 404 is generally less than that of CDFW Section 1600, covering only riparian vegetation that is within wetland habitats and meets the federal definition of a wetland.

The 2040 General Plan includes policies that would avoid and minimize potential impacts from development on loss or modification of riparian habitat within the Planning Area. These include Policy ERC-2.1 (Conservation of Open Space Areas) which directs the City to conserve, create or restore areas that provide important water quality benefits such as creeks, riparian corridors, wetlands, undeveloped open space areas, levees, and drainage canals for the purpose of protecting water resources in the city's watersheds, creeks, and the Sacramento and American Rivers. Policy ERC-2.2 (Biological Resources) directs the City to avoid, minimize, or mitigate impacts to biological resources, including riparian habitat, to the greatest extent feasible. Policy ERC-6.3 (Floodplain Capacity) directs the City to preserve urban creeks and rivers to maintain existing floodplain capacity while enhancing environmental quality.

Beyond these General Plan policies, CEQA requires project-specific review by the City as lead agency of project impacts on regulatory waters and wetlands protected by agencies or natural resource organizations. This includes riparian habitat because it is considered a sensitive resource by the CDFW. Compliance with CEQA as well as implementation of 2040 General Plan goals and policies discussed above, would limit direct and indirect impacts on riparian habitat within the Planning Area. Implementation of federal and state regulatory processes discussed above would require that the avoidance and mitigation measures of individual projects reduce and mitigate impacts on riparian areas, which could include the enhancement or preservation of riparian area outside of the Planning Area.

Implementation of the 2040 General Plan would result in **less-than-significant impacts** to riparian habitat.

### Mitigation Measures

None required.

**Impact 4.4-8: Implementation of the 2040 General Plan could adversely affect state or federally protected wetlands and/or waters of the United States through direct removal, filling, or hydrological interruption.**

Implementation of the 2040 General Plan could allow new and infill development, which could impact state or federally protected wetlands and/or waters of the United States. Section 404 of the CWA requires that a permit be obtained from the USACE prior to the discharge of dredged or fill materials into any “waters of the United States,” which includes wetlands. Section 404 permits generally require mitigation to offset losses of these habitat types, in accordance with Executive Order 11990, which is intended to result in no net loss of wetland values or acres. Waters of the state are defined as any surface or subsurface water and are protected by the Porter-Cologne Act.

Existing federal and state laws and regulations, including the USACE Section 404 permitting process or the Report of Waste Discharge required under the Porter-Cologne Act would apply to development in the Planning Area. Strict adherence to identified state and federal laws and regulations and the state “no-net-wetland-loss” policy currently in place (Executive Order W-59-93, California Wetlands Conservation Policy) would reduce impacts on jurisdictional waters of the United States and wetlands.

The 2040 General Plan includes a variety of policies that would avoid and minimize impacts to state or federally protected wetlands. These include Policy ERC-2.1 (Conservation of Open Space Areas) which directs the City to conserve, create or restore areas that provide important water quality benefits such as creeks, riparian corridors, wetlands, undeveloped open space areas, levees, and drainage canals for the purpose of protecting water resources in the city’s watersheds, creeks, and the Sacramento and American Rivers. Policy ERC-2.2 (Biological Resources) directs the City to avoid, minimize, or mitigate impacts to biological resources, including wetlands, to the greatest extent feasible. Various community plan policies also address potential impacts to wetlands, including North Sacramento Community Plan policies NS-PFS-4 and NS-PFS-5 which would contribute to improvement and preservation of Historic Magpie Creek, North Natomas Community Plan policies NN-LUP-6 and NN-ERC-1 which would establish buffers in critical areas to protect Fisherman’s Lake from direct and indirect effects of development, and South Area Community Plan Policy SA-YPRO-5 that would make floodplain improvements within the Laguna Creek floodplain.

Implementation of the 2040 General Plan would result in **less-than-significant impacts** to wetlands and waters of the United States.

### Mitigation Measures

None required.

**Impact 4.4-9: Implementation of the 2040 General Plan could result in loss of sensitive natural communities.**

Sensitive natural communities or habitats that are known to occur in the Planning Area include elderberry savanna, northern claypan vernal pool, and northern hardpan vernal pool. Development under the 2040

General Plan would potentially occur within lands that support these habitats, causing direct removal or indirect damage or disturbance.

The 2040 General Plan includes policies that would require avoidance, minimization and mitigation for impacts to sensitive natural communities. For example, preservation of riparian open space under ERC-2.1 (Conservation of Open Space Areas) would prevent development from occurring in most areas where elderberry bushes occur. For the few development sites in the Planning Area that host these resources, the City would ensure either on-site preservation under Policy ERC-2.3 (Onsite Preservation) or mitigation to the greatest extent feasible under Policy ERC-2.2 (Biological Resources).

Beyond these General Plan policies, CEQA requires project-specific review by the City as lead agency of project impacts to habitats protected by resource agencies. The CDFW lists these sensitive natural communities as “rare.” Therefore, impacts on these sensitive natural communities would be considered significant under CEQA standards of significance. Impacts to elderberry shrubs and vernal pools would also be avoided, minimized, and mitigated under requirements of the USFWS because VELB, vernal pool fairy shrimp, and vernal pool tadpole shrimp are listed under the federal ESA. Any projects that impact these resources would be required to either consult with the USFWS under Section 7 of the ESA or mitigate for those impacts through implementation of an approved HCP under Section 10 of the ESA. These various existing requirements, combined with the 2040 General Plan policies noted above, would ensure no net loss of sensitive habitats would occur and implementation of the 2040 General Plan would result in **less-than-significant impacts** on sensitive natural communities.

### **Mitigation Measures**

None required.

### **Additional Cumulative Impacts**

The geographic area for additional cumulative impacts to biological resources includes the greater Sacramento region as defined by the Sacramento Area Council of Governments or SACOG, including the Natomas Basin outside the Planning Area.

Within the Natomas Basin, current approved development within the Planning Area includes two projects; Greenbriar (approximately 500 acres of grassland and giant garter snake habitat) and the Panhandle (approximately 589 acres of mostly grassland), as well as potential future development within Sacramento County of larger areas such as the Grandpark Specific Plan Area (approximately 5,000 acres of mostly rice agriculture) and the Upper Westside Specific Plan Area (approximately 2,000 acres of primarily agricultural land east of the Sacramento River, approximately 500 acres would be left undeveloped as a buffer). Within the Natomas Basin another reasonably foreseeable project is the Airport South Industrial project that includes 475 acres proposing annexation into the city. These current and potential future development projects, as well as other past, present and reasonably foreseeable development within the greater Sacramento region would contribute to the loss of special-status species habitat and sensitive natural communities in the cumulative study area. Although each of these developments will be required to mitigate impacts to special-status species and habitats, the development would nonetheless result in a net loss of thousands of acres of potential habitat in the Natomas Basin for many of the same special-status species described in this Master EIR.

**Impact 4.4-10: The 2040 General Plan, combined with past, present and reasonably foreseeable future projects, could contribute to a regional loss of special-status plant or wildlife species or their habitat.**

With implementation of the 2040 General Plan, the population of the city would be approximately 638,433 in 2040. This would be an increase of approximately 165,740 residents compared to baseline conditions and would correspond to a demand for approximately 69,000 housing units (see Chapter 2, Project Description, Section 2.5.4, Buildout Projections). Regionally, the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) (SACOG 2019) has predicted that the greater Sacramento region in 2040 would have 620,000 more people than in 2016 and 260,128 new homes by 2040. To serve this growing population, the projects addressed by the MTP/SCS are anticipated to impact approximately 41,548 acres of potential habitat within the greater Sacramento region (approximately 1% of the roughly 3,609,827 acres of potential habitat in the region today). This would include the conversion of approximately 28,062 acres of grasslands and other “natural” land covers, 3,277 acres of wetlands, and 10,209 acres of agricultural land cover that provide habitat to various special-status species (SACOG 2019). Some of these impacts could occur in Special Study Areas that are ultimately annexed to the city, especially areas that are less developed such as the Natomas Basin Study Area and Town of Freeport Study Area (Figure 2-2).

Although more mobile species might be able to survive these changes in their environment by moving to new areas, plants, less mobile species such as vernal pool fairy shrimp, or those with more restrictive habitat requirements such as giant garter snake could simply be locally extirpated (extinction). With continued conversion of natural habitat to human use, the availability and accessibility of remaining foraging and natural habitats in this ecosystem would dwindle and those remaining natural areas may not be able to support additional plant or animal populations above their current carrying capacities. Thus, the conversion of plant and wildlife habitat on a regional level as a result of cumulative development would result in a significant cumulative impact on special-status species and their habitats.

In addition to direct effects of development on special-status species through take of individuals or removal of habitat, development can impact special-status species through other mechanisms related to increased human population. These include increased roadway mortality, increased noise and glare from development and vehicles, and physical presence of humans in special-status species habitat. These effects are not limited to the city limits but occur more broadly within the region and contribute to cumulative effects on special-status species.

Future development projects in the cumulative study area would be required to mitigate impacts to special-status species as directed by requirements of CEQA mitigation, agency-approved Habitat Conservation Plans and/or Natural Community Conservation Plans, federal and state aquatic resource permits, and local ordinances (e.g., Sacramento County’s Swainson’s Hawk Ordinance). This mitigation would preserve existing habitat and restore and/or replace some smaller portion of lost habitat, as well as maintain connectivity between preserved habitat areas. Much of this preserved habitat would be outside of the boundaries of the Planning Area but within the larger regional context.

Various policies in the 2040 General Plan would avoid, minimize and mitigate for impacts to special-status species. Regardless, development under the 2040 General Plan would contribute to the cumulative loss of biological resources through the incremental conversion of habitat for special-status species to urban uses and, thus, limit the availability and accessibility of remaining natural habitats and reduce overall habitat values through indirect effects such as noise, light, and human presence. Although the amount of habitat remaining in



the Planning Area is small in a regional context, all incremental losses of special-status species habitat contribute, and this would constitute a significant contribution to the significant and unavoidable cumulative impact resulting in a **significant cumulative impact**.

### Mitigation Measures

There are no feasible mitigation measures to address the 2040 General Plan's contribution to the cumulative loss of special-status plant and wildlife species. The 2040 General Plan's contribution is a **significant and unavoidable cumulative impact**.

**Impact 4.4-11: The 2040 General Plan, combined with past, present and reasonably foreseeable future projects, could contribute to a regional loss of sensitive natural communities including wetlands and riparian habitat.**

Similar to special-status species habitat, wetland and riparian areas within the greater Sacramento region have been very heavily affected through development. For example, the riparian forests along the Sacramento and American rivers and their tributaries have been reduced from approximately 800,000 to less than 20,000 acres (Griggs and Golet 2002). These forests historically ranged up to 5 miles in width surrounding these rivers, where they are typically less than 0.5 mile under current conditions. Beyond the riparian forests of those rivers, the Central Valley once had vast wetlands extending over some 4 million acres, but now less than 300,000 acres remain (Duffy et al. 2011).

As noted above, development within the greater Sacramento region as projected in the SACOG MTP/SCS would result in the loss of 3,277 acres of wetlands. In addition, the SACOG MTP/SCS projects the loss of 782 acres of riparian land covers. These losses, when considered with historic and ongoing development in the region constitute a significant cumulative impact to wetland and riparian resources. Impacts to these resources generally require permitting under the CWA through USACE and Water Board, and through CDFW under Section 1602 of the Fish and Game Code. These permits require replacement of impacted acreage at a 1:1 ratio through creation or restoration elsewhere in the region. However, some net loss of wetlands and riparian land covers would occur for those resources that are not permitted, and wetland and riparian land covers would be lost on a local level.

In addition to direct loss of wetland and riparian areas, development within the city contributes to regional degradation of wetland and riparian areas due to increased population, including effects outside the city boundaries. Mechanisms include increases in contaminated runoff, increased vehicle miles travelled (with associated spills and particulate matter), trash accumulation, and increased disturbance of wetlands and riparian areas by humans and pets.

The 2040 General Plan also contains policies specifically designed to avoid, reduce, or mitigate impacts on riparian vegetation as well as minimize inputs of pollutants into these waters, which would provide protections for these sensitive natural communities. Additionally, NPDES Regulations, local water quality, and runoff standards would protect the hydrology and ecology of area rivers, associated wetland and riparian complexes. Nonetheless, loss of riparian vegetation and wetlands from development under the 2040 General Plan would contribute significantly to the significant and unavoidable cumulative impact resulting in a significant contribution and a **significant cumulative impact**.

### Mitigation Measures

There are no feasible mitigation measures to address the 2040 General Plan’s contribution to the cumulative loss of wetlands and riparian habitat and the impact is **significant and unavoidable**.

### 4.4.5 References

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SACOG (Sacramento Area Council of Governments). 2019. 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). Adopted November 18, 2019. <https://www.sacog.org/2020-metropolitan-transportation-plansustainable-communities-strategy>.

USFWS (U.S. Fish and Wildlife Service). 2021. Information for Planning and Consultation (iPaC) database search for U.S. Geological Survey 7.5-minute quadrangles of Taylor Monument, Rio Linda, Citrus Heights, Sacramento West, Sacramento East, Carmichael, Clarksburg, Florin, and Elk Grove. Accessed November 18, 2021.

## 4.5 Cultural and Historic Resources

### 4.5.1 Introduction

This section evaluates the potential effects on prehistoric (also referred to as precontact or indigenous) and historic era cultural resources and historic resources present or potentially present in the City of Sacramento (city) Planning Area resulting from new development proposed or future growth envisioned in the proposed Sacramento 2040 General Plan (2040 General Plan) and Climate Action & Adaptation Plan (together, the “Sacramento 2040 Project”). Historical resources are defined as properties that are listed or have been determined eligible for listing on the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), or the City of Sacramento’s Sacramento Register of Historic and Cultural Resources (Sacramento Register).

To ensure intuitive consistency with standard CEQA definitions, throughout this section and the related Technical Background Report (TBR), the term “cultural resource” should be understood to generally reference archaeological resources, although the term is also inclusive of cultural landscapes, traditional uses and broader heritage value systems that may also overlap elements of “tribal cultural resources.” The term “historic” is used to specifically reference historic era features, buildings, districts, and other elements of the historic built environment, which are distinct from archaeological resources and tribal cultural resources. The CRHR includes properties listed or determined eligible for listing in the NRHP as well as some California State Landmarks and Points of Historical Interest. A discussion of paleontological resources is included in Section 4.7, Geology, Soils, Mineral Resources, and Paleontology, and effects on tribal cultural resources are addressed in Section 4.15, Tribal Cultural Resources.

In response to the Notice of Preparation (NOP), the Native American Heritage Commission (NAHC) informed the City of the importance of Assembly Bill 52 and Senate Bill 18 as they relate to tribal consultation requirements. The NAHC comment letter included a detailed list of the requirements of Assembly Bill 52 and Senate Bill 18 and specific consultation and documentation requirements. A copy of the NOP along with comments received is included in Appendix A.

The TBR (available online at: [www.sac2040gpu.org](http://www.sac2040gpu.org)) provides information specific to the existing cultural resources setting within the Planning Area and includes a detailed discussion concerning methodology. Chapter 6, Environmental Resources, of the TBR addresses cultural resources (see Section 6.4) and includes applicable regulatory requirements.

The 2040 General Plan includes goals, policies, and implementing actions that address cultural and historic resources. The Historic and Cultural Resources Element recognizes the importance of Sacramento’s historic and cultural resources, including tribal cultural resources, and includes goals and policies that identify and protect cultural resources; encourage public awareness and appreciation; and assist in the preservation of the city’s historic and cultural resources.

### 4.5.2 Environmental Setting

The detailed environmental setting is provided in the TBR (see Section 6.4, Cultural Resources, in TBR Chapter 6, Environmental Resources). The City has been meeting with the local Tribes since completion of

the TBR in 2020. These meetings are ongoing. It is anticipated that this section will be updated to reflect input from the Tribes. Notably, refinement to the cultural context discussed within the Existing Conditions is anticipated. Please see Section 6.4, Cultural Resources, in TBR Chapter 6, Environmental Resources for the updated information.

As indicated in the TBR, the Planning Area is located on the western edge of the Sacramento Valley which comprises roughly the northern third of an area that is called either Valle Grande, Great Valley, Central Valley, Great Central Valley, or California Trough. The major portion of the Planning Area lies in the territory attributed to the Nisenan tribe, a branch of the Maidu group of the Penutian language family. The southern portion of the Planning Area was controlled at the time of contact by the Plains Miwok. Resource surveys since 1930 have recorded approximately 80 archaeological sites within the Planning Area. The types of archaeological resources discovered include village sites, smaller occupation or special use sites, and lithic scatters. A large portion of the Planning Area has not been surveyed for archaeological resources.

As discussed in the TBR, the history of Sacramento has been shaped by its location near two rivers, and the majority of the historic resources and landmarks in the city are located within the Central City grid, near the confluence of the two rivers. Specifically, the City has identified over 800 individually landmarked historic and cultural resources, which are documented in the Sacramento Register of Historic and Cultural Resources (Sacramento Register). In addition, the 2018 surveys conducted as part of the Historic District Plans project resulted in the listing in the Sacramento Register of more than 2,000 properties as contributing resources to City-designated historic districts. The Mid-Century Modern Historic Resources Survey and Historic Context Statement Project was completed in 2017, which identified 1,800 Mid-Century Modern properties and listed four additional properties in the Sacramento Register and identified one potential historic district. Further research has been conducted into the South Land Park Hills historic district that identifies 59 homes designed by Joseph Eichler, which has been added to the Mid-Century Modern Historic Context. As of 2020, the City has formally adopted 30 Historic Districts (City of Sacramento 2021a). In summer 2023 the City released the public draft Sacramento African American Experience History Project Historic Context Statement for review. Adoption is anticipated sometime in 2023.

As of November 2021, approximately 81 individual properties and 11 historic districts in the city were listed on the National Register; 48 objects, structures, buildings, and sites had been listed as California Landmarks; and six had been listed as California Points of Historical Interest. Thirteen properties are listed on the California Register (City of Sacramento 2021b).

### 4.5.3 Impacts and Mitigation Measures

#### **Methods of Analysis**

As detailed in the TBR, archaeological research was originally conducted at the North Central Information Center (NCIC) of the California Historical Resources Information System to collect information on locations of recorded prehistoric sites in the Planning Area as part of the 2030 General Plan and was determined to not require updating as part of the 2035 General Plan. Staff also consulted a set of base maps copied in the mid-1970s from original maps held by the early archeologists from UC Berkeley who worked to locate sites in the Sacramento area in the 1930s. The prehistoric background information is still relevant to the 2040 General Plan. Additionally, the TBR has since been updated to incorporate the results from a cultural resources survey and inventory report prepared for the Central City Specific Plan (City of Sacramento 2017).

Sites recorded in the region include village sites, smaller occupation or special use sites, and lithic scatters. Native American use within the Planning Area focused higher spots along the rivers, creeks and sloughs that provided water and sources of food. Recent findings in the city, such as at the City Hall site and elsewhere have helped further the understanding of the settlement pattern for the earliest inhabitants of the area, in addition to providing detail regarding the dates of occupancy and use, and understanding of the prehistoric period lifeways.

Research in support of the four themed historic contexts (Railroads Context; Agricultural Industry Context; World War II, Transportation, and Redevelopment Context; and State Government Context) is included as Appendix B to the TBR. It was compiled from the following repositories: the Sacramento Room at the Sacramento Public Library; the Center for Sacramento History; the California State Library; the Online Archive of California; and the City of Sacramento’s Planning Department. The works cited in the context statements are listed in the TBR Appendix B following the context statements.

Research for the regulatory background section of the TBR and applicable regulations referenced in the analysis below is based on data obtained from the NCIC (records requested for the 2030 General Plan and for the Central City Specific Plan [City of Sacramento 2017]; the California Office of Historic Preservation (OHP); City of Sacramento’s Register of Historic & Cultural Resources; Central City Specific Plan; the City of Sacramento Preservation Element; the City of Sacramento Historic Preservation Director; and previous environmental documentation prepared for the City. Additionally, sites are considered historical resources as defined in Section 15064.5(a)(3)(D) of the CEQA Guidelines, as historical resources being those that “[have] yielded, or may be likely to yield, information important in history or prehistory.” Additionally, archaeological sites may also be a “unique archaeological resource” as defined in Section 21083.2(g)(1)-(3) of the California Public Resources Code.

There are no cultural resource policies included in any of the Community Plans; therefore, potential impacts specific to the Community Plans are not further addressed.

### 2040 General Plan Goals and Policies

The following draft goals, policies and implementing actions from the 2040 General Plan are relevant to cultural resources.

#### 3 *Land Use and Placemaking Element*

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

#### 4 *Historic and Cultural Resources Element*

**Goal HCR-1: Historic and cultural resources that enrich our sense of place and our understanding of the City's prehistory and history.**

- ❖ **Policy HCR-1.1: Preservation of Historic and Cultural Resources Site Features and Landscaping.** The City shall continue to promote the preservation, restoration, enhancement, and recognition of historic and cultural resources throughout the city.
- ❖ **Policy HCR-1.2: Maintenance and Preservation.** The City shall continue to encourage maintenance and preservation of historic and cultural resources to promote the continued vitality of its neighborhoods.
- ❖ **Policy HCR-1.3: Compatibility with Historic Context.** The City shall continue to review new development, alterations, and rehabilitation/remodels for compatibility with the surrounding historic context and consistency with adopted design guidelines, including the Historic District Plans. The City shall pay special attention to the scale, massing, and relationship of proposed new development to complement surrounding historic environments.
- ❖ **Policy HCR-1.4: Historic Districts.** The City shall continue to establish and maintain historic districts to provide for the preservation and restoration of those areas that are of historic significance.
- ❖ **Policy HCR-1.5: Historic Surveys and Context Statements.** Where historic resource surveys are outdated, or for areas that have not been surveyed, the City shall seek funding to conduct new historic resource surveys and/or prepare context statements. In these efforts, the potential eligibility of all properties 45 years and older for listing in National, California, or Sacramento registers shall be evaluated.
- ❖ **Policy HCR-1.6: Early Project Consultation.** The City shall continue to strive to minimize impacts to historic and cultural resources by consulting with property owners, land developers, tribal representatives, and the building industry early in the development review process, as needed.
- ❖ **Policy HCR-1.7: Contextual Features.** The City shall promote the preservation, rehabilitation, restoration, and/or reconstruction, as appropriate, of contextual features related to historic resources, including maintenance and reconversion of parkway strips to landscaping; maintenance and replication of historic sidewalk patterns; use of historic street lamps and street signs; and maintenance or restoration of historic park features.
- ❖ **Policy HCR-1.8: Ongoing Maintenance.** The City shall support the maintenance and safety of historic properties and resources through a combination of education and incentives, to avoid the need for major and costly rehabilitation, and to reduce risks to historic properties that are suffering from deferred maintenance.
- ❖ **Policy HCR-1.9: Disaster Preparedness.** The City shall seek to minimize or avoid adverse impacts to historic and cultural resources from natural disasters. To this end, the City shall promote seismic safety, flood protection, and other building retrofit programs that preserve, enhance, and protect these resources consistent with their historic design character.

- ❖ **Policy HCR-1.10: Demolition.** Consistent with Secretary of the Interior Standards, the City shall consider demolition of historic resources as a last resort, to be permitted only if rehabilitation or adaptive reuse of the resource is not feasible; demolition is necessary to protect the health, safety, and welfare of its residents; or the public benefits outweigh the loss of the historic resource.
- ❖ **Policy HCR-1.11: Energy Retrofits of Historic Resources.** The City shall provide information and incentives to encourage energy efficiency retrofits to historic buildings in a manner that will protect the building's significant features and characteristics.
- ❖ **Policy HCR-1.12: Incentives for Rehabilitation and Adaptive Reuse of Historic Resources.** The City shall continue to encourage and support restoration and adaptive reuse through implementation of Mills Act contracts, grant programs, and other preservation incentive programs.
- ❖ **Policy HCR-1.13: Indigenous Cultures.** The City shall seek ways to recognize the peoples who first lived in, traveled, and traded in what is now the Sacramento area, by working with tribal representatives to preserve their identity, culture, and artifacts. Methods for recognizing tribal history and imagery may include, but are not limited to, the following:
  - Public art that provides a Native American perspective including works by Native artists;
  - Naming of parks, and places that reflects local Native American heritage and/or restores tribal names;
  - Parks and recreation programming that increases awareness of tribal heritage and culture (including through interpretive displays) and allows opportunities for craft sharing;
  - Incorporation of traditional Native American plants into landscape design palettes.
- ❖ **Policy HCR-1.14: Archaeological, Tribal, and Cultural Resources.** The City shall continue to comply with federal and State regulations and best practices aimed at protecting and mitigating impacts to archaeological resources and the broader range of cultural resources, as well as tribal cultural resources.
- ❖ **Policy HCR-1.15: Treatment of Native American Human Remains.** The City shall treat Native American human remains with sensitivity and dignity and ensure compliance with the associated provisions of California Health and Safety Code and the California Public Resources Code. The City shall collaborate with the most likely descendants identified by the Native American Heritage Commission.
- ❖ **Policy HCR-1.16: Endemic Traditions.** The City shall seek ways to recognize the endemic traditions of various communities in Sacramento, including African American, Hispanic, Native, and Asian American communities, to promote the retention of Sacramento's intangible cultural heritage, which may include oral traditions, performing arts, social practices and festive events, legacy businesses, knowledge and practices concerning nature and the universe, and traditional craftsmanship.
- ❖ **Policy HCR-1.17: Evaluation of Archeological Resources.** The City shall work in good faith with interested communities to evaluate proposed development sites for the presence of sub-surface historic, archaeological, and tribal cultural resources that may be present at the site. These efforts may include the following:
  - Consideration of existing reports and studies,
  - Consultation with Native American tribes as required by State law,

- Appropriate site-specific investigative actions, and
- Onsite monitoring during excavation if appropriate.

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

**Goal HCR-2: A comprehensive, citywide preservation program that identifies, protects, and assists in the preservation of Sacramento’s historic and cultural resources.**

- ❖ **Policy HCR-2.1: Administration of Functions and Programs.** The City shall retain qualified Preservation staff, including a Preservation Director, and provide support to administer the City’s preservation functions and programs, including the Preservation Commission.
- ❖ **Policy HCR-2.2: Certified Local Government.** The City shall maintain its federal status as a Certified Local Government (CLG) and make full use of its authority to designate local landmarks and historic districts and apply for state and federal historic preservation grants.
- ❖ **Policy HCR-2.3: Sacramento Register.** The City shall maintain and update the Sacramento Register of Historic and Cultural Resources on a regular basis, including proactively identifying and listing additional unidentified landmarks and historic districts, and deleting resources that do not meet the criteria for listing.
- ❖ **Policy HCR-2.4: Incorporating Preservation into Comprehensive Planning.** The City shall continue to consider historic and cultural resources in its current and long-term comprehensive planning efforts. To this end, the City shall incorporate specific preservation goals, policies, and programs into Community Plan and Specific Plan updates and neighborhood planning efforts, as appropriate.
- ❖ **Policy HCR-2.5: Code Compliance.** The City’s Code Enforcement, Building, and Preservation Planning Division staff shall work collaboratively to identify historic properties under code enforcement actions and facilitate repair work that brings historic properties into compliance, consistent with preservation best practices, including utilizing the State Historical Building Code to support preservation goals.
- ❖ **Policy HCR-2.6: Coordination with Other Entities.** The City should coordinate, network with, and support public, quasi-public, and private entities (e.g., Sacramento Housing and Redevelopment Agency, Capital Area Development Agency, Native American Tribes) in their preservation efforts.
- ❖ **Policy HCR-2.7: Funding and Financing Mechanisms.** As part of its preservation efforts, the City shall explore funding and financing mechanisms, such as public/private partnerships with business, education, and advocacy groups, in order to facilitate the preservation, rehabilitation, and/or adaptive reuse of historic resources.



**Goal HCR-3: Increased awareness and appreciation of the city’s heritage and its historic and cultural resources and the contribution they make to local sense of place, culture, and economic development.**

- ❖ **Policy HCR-3.1: Education and Awareness.** The City shall foster an awareness of the importance of preserving the city’s heritage and cultural and historic resources in a manner that embraces and celebrates the community’s social and cultural diversity. This can include the following:
  - The use of placemaking strategies that commemorate places of special social historical significance through public art practices,
  - Community planning policies, and/or,
  - Cultural heritage celebrations.
- ❖ **Policy HCR-3.2: School Programming.** The City shall encourage and provide assistance to public and private schools in integrating local and architectural history into their curriculum.
- ❖ **Policy HCR-3.3: Heritage Tourism.** The City shall work with the local tourism industry, property owners, businesses, non-profit organizations, and other public agencies to develop and promote Heritage Tourism opportunities, integrating efforts with ongoing initiatives for economic development and promotion of the creative economy.
- ❖ **Policy HCR-3.4: Recognizing Preservation Efforts.** The City shall support and recognize private and public preservation work by celebrating the stewards of historic and scenic resources who have completed particularly admirable rehabilitation projects and to others who have made special contributions to the preservation effort.
- ❖ **Policy HCR-3.5: Economic Benefits.** The City shall increase awareness of the economic benefits of preservation by providing information to owners of historic properties.
- ❖ **Policy HCR-3.6: Public Participation.** The City shall encourage public participation in the process for evaluating and preserving historic and cultural resources.
- ❖ **Policy HCR-3.7: Old Sacramento Special Sign District.** The City shall continue to implement the City’s Old Sacramento special sign district regulations to recognize and promote the historic ambience of Old Sacramento historic district.
- ❖ **Policy HCR-3.8: Provision of Information.** The City shall continue to incorporate information on historic resources into its Geographic Information System (GIS), Automated Permit System (APS), website, and video production. The City shall make information available on its website.

### ***Implementing Actions***

#### **Plans and Programs**

- HCR-A.1: Preservation Emergency Response.** The City shall incorporate historic preservation and historic resource surveys and evaluation into existing and future mitigation, response, and recovery processes.
- HCR-A.2: Heritage Tourism Plan.** Through its Preserve America Community designation, the City shall develop and implement a Heritage Tourism Plan, partnering with public agencies, non-profit organizations, and private entities as appropriate.

**HCR-A.3: Education and Awareness.** The City shall take actions to foster an awareness of the importance of preserving the city’s heritage and cultural and historic resources. Such actions may include the following:

- Identification and recognition of historic resources through its plaques and markers, murals, and other placemaking programs;
- Networking with other agencies, regional universities and colleges, Preservation Sacramento, Sacramento Modern, Native American tribes, and other organizations to promote historic preservation;
- Exploring opportunities to partner with local historic, cultural, community, and business organizations to establish and operate interpretive programs, such as walking/audio tours or “story poles;” home tours; permanent displays and signage; informational pamphlets; banners; and special events celebrating local history and culture; and
- Maintaining an accurate and up-to-date preservation website and pamphlets to promote the appreciation, maintenance, rehabilitation, and preservation of Sacramento’s historic and cultural resources.

### **Planning Studies and Reports**

**HCR-A.4: Historic Context Statements and Survey.** The City shall strive to expand, complete, and update historic context statements and surveys to maintain a basis for evaluating the significance of properties. These historic context statements and surveys should include the following:

- The history of underrepresented communities and Black, Indigenous, and People of Color groups in Sacramento, and
- The city’s developing corridors (Stockton Boulevard, Franklin Boulevard, Freeport Boulevard, Northgate Boulevard, Del Paso Boulevard, etc.)

Additional context statements and surveys shall be prepared in support of future General Plans and Specific Plans.

**HCR-A.5: Post-Disaster Plan.** The City shall develop a plan for post-disaster demolition and repair that protects historic resources against unnecessary loss of historic fabric and speculative demolitions.

### **Regulations, Standards and Development Review**

**HCR-A.6: Incentives and Enforcement.** The City shall continue to incentivize the use and maintenance, of historic properties through the following.

- Regulatory, technical, and financial incentives and enforcement programs to promote the maintenance;
- Rehabilitation, preservation, and interpretation of the city’s historic and cultural resources; and
- Discouraging neglect of listed historic properties. Examples may include the Historic Places Grant Program, the Bronze Plaque Program, and Mills Act Program.

**HCR-A.7: Guidance Documents.** The City shall develop planning and design guidance documents to assist property owners with understanding appropriate rehabilitation and energy efficiency retrofit options for historic and potentially-eligible properties that will comply with the Secretary of the Interior’s Standards for the Treatment of Historic Properties.

**HCR-A.8: Conditions for Resource Discovery:** The City shall establish and implement procedures for the protection of historic, archeological, and tribal cultural resources, consistent with the following:

- In the event any materials, items, or artifacts are discovered during excavation at a project site that may have historic, archeological, or tribal cultural resources, the project proponent and/or contractors shall cease all work in the vicinity of the discovery, notify the City's Preservation Director or Manager of Environmental Planning Services, and coordinate with the City to determine the appropriate response, including further efforts for discovery and treatment of potential resources.
- In the event any human remains are discovered during excavation, the project proponent and/or contractors shall comply with State law, including notifying the Sacramento County Coroner and following all procedures required by state law, including notifying the Native American Heritage Commission in the event the remains are determined to be Native American in origin.

**HCR-A.9: Native American Cultural Resources.** The City will explore creating a program for granting access to or transferring excess municipal land holdings to Native American tribes for ceremonial purposes, or if Native American cultural resources are located or planned to be located on the parcel. The City will conduct outreach with Native American tribes throughout the program development process.

### Thresholds of Significance

A significant impact would occur if implementation of the 2040 General Plan would do any of the following:

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

### Project Impacts

**Impact 4.5-1: The 2040 General Plan could result in a substantial change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5.**

The Planning Area contains numerous historic resources including resources recognized at the federal, state, and local level. Many known historic resources are located in the Central City, the oldest portion of the city. Development in the city began in the mid-1800s with the settlement of John Sutter, who was granted the first settlement in 1839. Sutter began to plat a town at approximately 6th Street and I Street in 1848, and by 1849, with the influx of settlers seeking gold, the town of Sacramento had grown to 12,000 residents. Shortly after, in 1854, Sacramento became the state capital. The city is also known as the birthplace of the California railroad system, with Sacramento becoming known as the largest railroad manufacturer and repair center west of the Mississippi. The city remained sparsely populated throughout the last part of the nineteenth century, when, with the advent of street cars, suburban populations began to grow. As the automobile became commonplace development in Sacramento changed with the establishment of freeways. Mid-Century Modern suburbs emerged in the suburban, post-war residential neighborhoods across the city. The City's completed Historic Context Statements available for the Planning Area encompass: Agricultural Industry; State Government; Railroads; and World War II, Transportation, and Redevelopment. The Historic Context Statements are available for review on the City's website: <http://www.cityofsacramento.org/Community-Development/Planning/Urban-Design/Preservation> as well as the City's Historic District Plans available for review at: <http://www.cityofsacramento.org/Community->

Development/Planning/Urban-Design/Preservation/Historic-District-Plans. See also Appendix B, Cultural Resources Appendix, of the TBR for an overview of the historical context statements.

In addition to the previously recorded local, state, and national historic resources and historic districts (see summary of listings in Section 4.5.2, Environmental Setting, above), several surveys completed recently include newly identified and evaluated resources, as described above. The Historic District Plans project was completed in 2019 and listed more than 2,000 properties as newly contributing resources to previously designated city historic districts. As of 2020, the City has formally adopted 30 Historic Districts (these districts are listed on the Sacramento Register; City of Sacramento 2021a). Additionally, the Mid-Century Modern Historic Resources Survey and Historic Context Statement Project was completed in 2017, which identified 1,800 Mid-Century Modern properties and listed four additional properties in the Sacramento Register and identified a potential new historic district. The City is also finalizing the Sacramento African American Experience History Project Historic Context Statement with adoption anticipated sometime in 2023. Even with these efforts, many areas in the city have unidentified historic resources that have yet to be surveyed.

It is anticipated that most of the growth projected to occur within the Planning Area would be infill development and build-out of currently undeveloped (or underdeveloped areas). Densification of development through increasing maximum density allowances in the urban environment could result in the demolition of historic or potentially historic buildings or alterations that materially impair the physical characteristics that contribute to the significance of an existing or potential historic resource such that the structure no longer retains its historic character. Also, potential infrastructure development including expansion of other public works improvement projects could result in demolition of or substantial alteration to historic resources.

Section 6.4 of the TBR details the various federal, state, and local regulations in place that are intended to protect historical resources including those resources located in the city. For example, the National Register, through the National Historic Preservation Act (NHPA), operates as an “authoritative guide” used by federal, state, and local governments, private groups, and citizens to identify the Nation’s cultural resources and to indicate which properties should be considered for protection from destruction or impairment.

Section 106 of the NHPA defines adverse effects on historic properties and requires a detailed assessment and consideration of potential effects/modification to the historic property in question during environmental review. The Secretary of the Interior’s *Standards for the Treatment of Historic Properties* establishes specific treatment approaches and guidelines for the preservation, rehabilitation, restoration, and reconstruction of historic properties. Projects in conformance with the *Standards for the Treatment of Historic Properties* benefit from a regulatory presumption that the impacts on historical resources would be less than significant. At the state level, California maintains a Register of Historical Resources and formally designates state landmarks/districts and points of interest. Listing in the California Register of Historical Resources provides procedural requirements under CEQA, including a requirement that environmental review be conducted if a resource/property may be threatened by a project. Pursuant to CEQA, the alteration of an historical resource that is inconsistent with the Secretary of Interior’s *Standards for the Treatment of Historic Properties* may result in an impact which would require mitigation including potential redesign or other modifications to minimize impacts. Lastly, the purpose of Chapter 17.604, Historic Preservation, of the City Code is to maintain an inventory and ensure the preservation of the city’s historic resources; identify significant historic and cultural resources, encourage maintenance and rehabilitation of the resources; and encourage retention, preservation, and Provide standards, criteria and processes, consistent with state and federal historic preservation standards and criteria.

The 2040 General Plan includes goals, policies, and implementing actions within the Historic and Cultural Resources (HCR) Element that establish a comprehensive framework to identify and protect valuable historic and cultural resources, thoughtfully integrate new infill development into the existing urban fabric and encourage community education and appreciation of the city’s historical and cultural resources. The 2040 General Plan policies would protect historic resources by encouraging the preservation of historic site features and landscapes, maintenance and preservation of historic resources (including maintenance of the city’s preservation program), identifying resources and conducting new historic resource surveys and/or preparing new context statements, conducting early consultation when a project may have a potential impact to historic resources, enforcing applicable laws and regulations, and encouraging preservation through technical and financial assistance, and increasing public awareness. Goal HCR-1 establishes an overarching approach concerning preservation of historic resources as a means to enrich local sense of place and understanding of the city’s history. Associated policies under Goal HCR-1 would reduce the likelihood or potential for adverse effects to historic properties by:

- Requiring design review areas, historic districts, and other areas of historic resources for compatibility with the surrounding historic context and consistency with adopted design guidelines, including Historic District Plans (Policy HCR-1.3, Compatibility with Historic Context);
- Requiring early consultation in the development review process when a project may potentially impact an eligible historical resource (Policy HCR-1.6, Early Project Consultation).
- Considering demolition of historic resources as a last resort to be permitted only if rehabilitation of adaptive reuse is not feasible (Policy HCR-1.10, Demolition).
- Ensure all new development analyzes and avoids potential adverse effects to historic era-built environment resources and establishes the steps to follow to evaluate the historic significance of these resources (Policy HCR-1.17, Evaluation of Archeological Resources).

Goal HCR-2 and associated policies, concerning a citywide preservation program, provide the support and mechanism for preservation. Specifically, Policy HCR-2.1 (Administration of Functions and Programs) pertains to the City’s governmental role in preservation; Policy HCR-2.2 (Certified Local Government) maintains the City’s authority to designate local landmarks and historic districts and apply for preservation grants; Policy HCR-2.3 (Sacramento Register) directs the City to maintain and update the Sacramento Register of Historic and Cultural Resources; Policy HCR-2.4 (Incorporating Preservation into Comprehensive Planning) directs the City to consider historic resources in comprehensive planning efforts such as through the incorporation of preservation goals and policies into Community and Specific Plans; and lastly, Policy HCR-2.5 (Code Compliance) directs Community Development Code Enforcement, Building, and Preservation Planning Division staff to work collaboratively to facilitate repair work to bring historic properties into compliance.

In addition to goals and policies, the 2040 General Plan includes implementing actions that would support the preservation of historic resources. As with any general plan, the implementing actions of the 2040 General Plan often identify the responsibility for taking action, as well as identifying resources. Implementation actions included in the proposed HCR Element would include actions such as Action HCR-A.4 (Historic Context Statements and Survey) for expanding, completing, and updating existing historic context statements focused on the history of underrepresented communities to include more diverse history when evaluating the significance of property, Action HCR-A.6 (Incentives and Enforcement) for development and expansion of technical and financial incentives (and enforcement programs) to promote the maintenance, rehabilitation, and preservation of the city’s historic resources and discourage historic property neglect, and Action A.7 (Guidance Documents) for the development of guidance documents to

assist property owners with “appropriate” rehabilitation and energy efficiency retrofit options for historic properties to ensure compliance with Secretary of the Interior’s *Standards for the Treatment of Historic Properties*.

The Land Use and Placemaking (LUP) Element of the 2040 General Plan also includes policy direction intended to protect and maintain the unique historic character of local neighborhoods and corridors. Specifically, Policy LUP-8.10 (Responsive to Context) requires building and site design that respects and responds to the local context including consideration of historic context. Further, Policy LUP-8.11 (Neighborhood and Transitions) requires development standards that ensure appropriate transitions for bordering areas to maintain the unique qualities and character of neighborhoods and districts.

Through adherence with existing regulations pertaining to historic resources and adoption of the proposed goals, policies, and implementing actions of the 2040 General Plan, the likelihood of demolition resulting in adverse effects to historic properties and resources would be reduced. However, existing regulations and implementation of the 2040 General Plan would not prevent the demolition of all known and unknown historic properties. Details on potential impacts to the built environment resources cannot be foreseen at this time. Because the 2040 General Plan policies would not prevent the demolition of every historic property or resource that could eventually be found to be eligible for local, state or federal listing, this impact is considered **significant**.

### **Mitigation Measures**

Compliance with the 2040 General Plan policies along with implementing actions and existing City requirements to protect and preserve historic resources set forth in the City Code would reduce the significance of impacts to historic resources. However, because there is no feasible mitigation available to guarantee that demolition, damage or destruction of historically significant resource would not occur, the impact remains **significant and unavoidable**.

**Impact 4.5-2: The 2040 General Plan could result in a substantial change in the significance of an archaeological resource as defined in CEQA Guidelines Section 15064.5.**

The archaeological record of the city and surrounding areas shows a long and complex history of occupation, with occupation and use of the area by Native American groups for millennia prior to the arrival of EuroAmericans to the region. As documented in the TBR (available online at: [www.sac2040gpu.org](http://www.sac2040gpu.org)), areas in close proximity to watercourses, including the Sacramento and American rivers, have high archaeological sensitivity as these areas would have been attractive for both prehistoric and historic era settlement, although archaeological deposits have been found throughout the city. These archaeological resources include a variety of archaeological materials including but not limited to prehistoric middens, flaked stone and ground stone artifacts, historic era refuse deposits, dietary remains, human burials, and numerous other associated features. Notably, human burials are often found outside formal cemeteries and associated with habitation debris in prehistoric contexts.

While the designation of areas around the American River for recreation limits the potential for development and associated impacts to prehistoric resources in areas with high archaeological sensitivity, several other areas of high and moderate sensitivity are present within the Planning Area (See Figure 6-9, Archaeological Sensitivity, in Section 6.4, Cultural Resources, of the TBR) including smaller water courses and the banks of past alignments of the larger rivers as the waterways have meandered and have been altered over time.

Discoveries during construction in downtown Sacramento indicate that the entire downtown area has high archaeological sensitivity for both prehistoric and historic era archaeological resources, as evidenced by the discovery of prehistoric artifacts and human burials during construction of the New City Hall, and the abundant historic era resources resulting from the complex history of development of the downtown area, particularly the raising of surface street levels in the 1860s and 1870s, which resulted in the preservation of many historic era resources beneath subsequent development.

Projected growth within the Planning Area under the 2040 General Plan is expected to occur through both build out of undeveloped or underdeveloped areas and infill development. Each type of development has the potential to impact archaeological resources, as projects requiring ground disturbance, even in developed portions of the city, have the potential to damage or destroy archaeological resources.

Archaeological sites have the potential to contain human remains and intact deposits have the potential to contribute to the regional prehistoric or historic record. In addition to their status as potential archaeological resources, human remains have additional specific provisions for treatment. Existing regulations prohibit interfering with human burial remains, protect them from disturbance, vandalism, or destruction, and establish procedures if Native American skeletal remains are discovered. Section 5097 of the California Public Resources Code and California Health and Safety Code (Sections 7050.5, 7051, and 7054) include specific provisions for the protection and treatment of human remains; disturbing human remains can result in both the destruction of the resource and potential violation of the health code. California Public Resources Code, Section 5097.98, specifically addresses the disposition of Native American burials, protects such remains, and establishes the Native American Heritage Commission to resolve any related disputes.

In addition to established state regulations, the 2040 General Plan includes goals, policies, and implementing actions within the HCR Element intended to minimize impacts to archaeological resources. Specifically, Goal HCR-1 promotes the preservation of cultural resources that enrich a sense of place and understanding of the city's prehistory; Policy HCR-1.1 (Preservation of Historic and Cultural Resources Site Features and Landscaping) directs the City to promote the preservation, restoration, enhancement, and recognition of cultural resources throughout the city; Policy HCR-1.6 (Early Project Consultation) intends to minimize potential impacts to cultural resources during the development review process through early consultation efforts.

Specific to cultural resources, Policy HCR-1.14 (Archaeological, Tribal, and Cultural Resources) requires continued compliance with federal and state regulations and best practices aimed at protecting and mitigating impacts to archaeological resources and the broader range of cultural resources, as well as tribal cultural resources similar to existing state regulations, Policy HCR-1.15 (Treatment of Native American Human Remains) requires human remains to be treated with sensitivity and dignity in coordination with the most likely descendant(s) identified by the Native American Heritage Commission. Policy HCR-1.17 (Evaluation of Archeological Resources) ensures that the City would continue to work with interested communities and apply best practice standards to evaluate proposed development and its effects on sub-surface historic, archaeological and tribal cultural resources. Policy HCR-1.18 (Evaluation of Potentially Eligible Built Environment Resources) ensures continued evaluation of buildings and structures 50-years old and older for potential historic significance prior to approval of a project that may result in their demolition or substantial alteration. Goal HCR-2 sets forth policies aimed at citywide preservation and protection of historic and cultural resources. Implementing Action HCR-A.8 facilitates the protection of historic, archaeological, and tribal cultural resources through the establishment of standard conditions of approval on all development permits that would include the halting of excavation work in the vicinity of an identified resource discovery, notification of the City's

Preservation Director (or designee), and coordination with the City to determine the appropriate response (e.g., further efforts for discovery, treatment of potential resources).

Existing state regulations under California Health and Safety Code Section 7050.5 reiterated in Policy HCR-1.15 set forth the standard conditions of approval which include the notification procedures in the event human remains are discovered during excavation activities. Lastly, Implementing Action HCR-A-9 would encourage exploring a program for transfer of and/or ceremonial use of, excess municipal land holdings with identified resources of Native American origin or association, or of other traditional importance.

While adherence to existing regulations and 2040 General Plan goals, policies, and implementation actions associated with cultural resources would reduce the potential for impacts associated with future development that could occur in the Planning Area once resources are discovered, there remains the potential for impacts to unknown resources to occur prior to discovery. Because some loss of resources could occur, notwithstanding the presence of substantial protection and avoidance policies, with application of existing regulations and applicable goals, policies, and implementing actions of the 2040 General Plan, loss of these resources and the impact is considered **significant**.

### **Mitigation Measures**

Compliance with the 2040 General Plan policies along with implementing actions and existing City requirements to protect and preserve archeological resources would help reduce the significance of impacts to these resources. However, because there is no feasible mitigation available to ensure the loss, damage or destruction of significant archeological resources would not occur, the impact remains **significant and unavoidable**.

### **Additional Cumulative Impacts**

The geographic scope considered for the cumulative historic resource analysis is the Planning Area. Because this analysis is specifically interested in the historic resources that are unique to the city, limiting the cumulative geographic scope to the Planning Area is appropriate. Because the Planning Area also functions as the geographic scope of the project analysis, which included past, present, and future development (including those associated with the 2040 General Plan), the project analysis presented within Impact 4.5-1 addresses buildout of the Planning Area which includes cumulative development. Therefore, no further analysis for this criterion is required.

The geographic scope for the additional cumulative archeological resource analysis includes the Planning Area and the broader northern Sacramento Valley region as a whole. For archaeological resources, locations of specific use of the environment and landscape is primarily associated with the record of past activity. Furthermore, cumulative impacts to archaeological resources are generally considered in terms of their cultural and/or informational value based on their resource type, context and relationships to the surrounding landscape. The importance of this type of information is generally revealed through review of the larger archaeological record which, in turn, is dependent on the contribution of shared data resulting from technical investigations.

Cumulative impacts on archeological resources consider whether impacts of future development under the 2040 General Plan together with other projects in the larger region, when taken as a whole, substantially diminish the number of such resources within the same or similar context or type. Future probable projects within Sacramento County include the 2,066-acre Upper Westside Specific Plan and the 5,676-acre Grand



Park Specific Plan. Future probable projects requesting annexation to the city include the 475-acre Airport South Industrial project.

**Impact 4.5-3: The 2040 General Plan, combined with past, present and reasonably foreseeable future projects, could directly or indirectly destroy or remove an archeological resource.**

Past, present and future development in the broader northern Sacramento Valley region, including buildout of the 2040 General Plan and probable future projects in Sacramento County has the potential to impact both recorded and unrecorded archaeological resources and human burials. The cumulative effect this future development is the continued loss of prehistoric and historic era cultural remains, and potentially the loss of important prehistoric and historic information. As outlined in the TBR, because all significant cultural resources are unique and non-renewable, all adverse effects or negative impacts contribute to a dwindling resource base. Therefore, the cumulative impact from past, present and future development is significant.

Future development within the Planning Area would be subject to existing state requirements and regulations in the event a resource is unearthed. Existing state regulations are adequate to address the potential for impacts due to the inadvertent discovery of human remains under Health and Safety Code section 7050.5. In addition, future development in the Planning Area would be required to comply with applicable HCR Element goals, policies, and implementing actions concerning the protection and preservation of archaeological resources, as discussed under Impact 4.5-2.

Future development within the northern Sacramento Valley region (including within the Planning Area) could include excavation and grading that could potentially impact unknown archaeological resources and human remains that may be present. The cumulative effect of this future development is the continued loss of valued cultural resources. Therefore, while the potential to do so within the Planning Area is reduced through adherence with existing laws, regulations, and the goals, policies, and implementing actions of the 2040 General Plan, there is the potential future development could adversely affect significant, unknown archaeological resources. In addition, due to broad geographic scope of the cumulative analysis, it is reasonable to assume that the incremental contribution from future development under the 2040 General Plan to the cumulative loss of cultural resources is considerable resulting in a **potentially significant cumulative impact**.

### Mitigation Measures

Compliance with the 2040 General Plan policies along with implementing actions and existing City requirements to protect and preserve archeological resources would help reduce the significance of impacts to these resources. However, because there is no feasible mitigation available to ensure the loss, damage or destruction of significant archeological resources would not occur, the 2040 General Plan's contribution to this cumulative impact is **significant and unavoidable**.

### 4.5.4 References

City of Sacramento. 2017. City of Sacramento Downtown Specific Plan Cultural Resources Survey and Inventory Report. [http://www.cityofsacramento.org/-/media/Corporate/Files/CDD/Planning/Major-Projects/Central-City-Specific-Plan/Final-docs/Appendix\\_E\\_Non-Confidential\\_Cultural\\_Tech\\_Report\\_WEB.pdf?la=en](http://www.cityofsacramento.org/-/media/Corporate/Files/CDD/Planning/Major-Projects/Central-City-Specific-Plan/Final-docs/Appendix_E_Non-Confidential_Cultural_Tech_Report_WEB.pdf?la=en)

City of Sacramento. 2021a. “Community Development – Sacramento – Register.”

<https://www.cityofsacramento.org/Community-Development/Planning/Urban-Design/Preservation/Sacramento-Register>. Accessed November 10, 2021.

City of Sacramento. 2021b. Office of Historic Preservation Lists for National Register, California Register, California/State Historic Landmarks, and California/State Points of Historical Interest. Spreadsheet list received November 15, 2021.

## 4.6 Energy

### 4.6.1 Introduction

This section evaluates the potential effects associated with implementation of future growth envisioned in the proposed Sacramento 2040 General Plan (2040 General Plan) and Climate Action & Adaptation Plan (together, the “Sacramento 2040 Project”) as it relates to energy consumption and energy efficiency plans and policies.

No letters were received in response to the Notice of Preparation (NOP) that raised issues or questions associated with energy usage or demand. A copy of the NOP and comments received is included in Appendix A,

The Technical Background Report (TBR) (available online at: [www.sac2040gpu.org](http://www.sac2040gpu.org)) provides information concerning electricity and natural gas service within the Planning Area. Chapter 6, Environmental Resources, of the TBR addresses these resources (see Section 6.5, Electricity and Section 6.6, Natural Gas). Included within the applicable chapters of the TBR are the regulatory requirements.

The 2040 General Plan includes goals and policies that address potential environmental and safety hazards associated with development that could occur with adoption of the 2040 General Plan. The Environmental Resources and Constraints Element; Land Use and Placemaking Element; Mobility Element; and the Youth Park, Recreation, and Open Space Element provide goals and policies that relate to reducing energy consumption.

### 4.6.2 Environmental Setting

A summary of the existing environmental setting as it relates to electricity and natural gas service is provided below. Please refer to Chapter 6 of the TBR (available online at: [www.sac2040gpu.org](http://www.sac2040gpu.org)) for a detailed overview of the existing setting, including the regulatory setting.

#### **Electricity**

The Sacramento Municipal Utility District (SMUD) is responsible for the acquisition, generation, transmission and distribution of electrical service to customers for the City of Sacramento (city). SMUD’s 900-square-mile service territory also includes most of Sacramento County and a portion of Placer County. SMUD serves a population of approximately 1.5 million with a total annual retail load of approximately 12.565 million megawatt-hours.

SMUD generates 1,771 megawatts (MW) of power and buys 1,483 MW of power to meet the region’s power demands. SMUD supplies power through a distribution grid that is a looped system, which provides for more reliable power.

#### **Power Resources**

SMUD produces power through hydroelectric, thermal (natural gas), wind and solar resources. SMUD prepares an Integrated Resource Plan that includes targets for system demand, system energy sales, renewable energy, and greenhouse gasses. The Integrated Resource Plan includes targets for system demand, system energy

sales, renewable energy, and greenhouse gasses, evaluates various methods and options to meet SMUD’s long-term needs and evaluates the impacts of various resource portfolios on SMUD’s strategic policies.

SMUD also operates the Solano Wind Project, two photovoltaic generating facilities, and two geothermal units. The power sources account for a small but important portion of the electricity generated by SMUD, since it is part of an effort to expand SMUD’s renewable energy supplies. In addition, SMUD currently has five local natural gas-fired plants in its service territory and these plants provide SMUD with needed voltage support and the reliability inherent in having power resources located close to demand loads.

To deliver the natural gas to power plants, SMUD has constructed a natural gas pipeline, purchased an equity interest in two Pacific Gas and Electric Company (PG&E) backbone gas transmission lines, and contracted for capacity on a number of existing interstate natural gas transmission lines.

### **Demand Side Management**

SMUD has sufficient resources to provide capacity and energy in the short term. In the long run, SMUD will need new resources to provide both capacity and energy, but energy efficiency and demand response will help meet those needs.

### **Natural Gas**

PG&E provides natural gas service to residents and businesses within the Policy Area. During the winter, most natural gas resources are imported from Canada on a supply and demand basis, and the balance is supplied from California production wells. During the summer, this ratio is reversed. During the summer, when gas prices are lower, gas is stored in underground holders for use during winter peak use periods.

In 2017, PG&E purchased approximately 291,000 million cubic feet (Mcf) of natural gas, the majority of which was purchased under contracts with a term of one year or less. PG&E owns and operates an integrated natural gas transmission, storage, and distribution system that covers most of northern and central California. As of December 31, 2017, PG&E’s natural gas system consisted of approximately 42,800 miles of distribution pipelines, over 6,400 miles of backbone and local transmission pipelines, and various storage facilities.

### **Petroleum**

There are more than 36 million registered vehicles in California, and those vehicles consume an estimated 16 billion gallons of fuel each year (CEC 2020; DMV 2021). Petroleum currently accounts for approximately 92% of California’s transportation energy consumption (CEC 2020). However, technological advances, market trends, consumer behavior, and government policies could result in significant changes in fuel consumption by type and in total. At the federal and state levels, various policies, rules, and regulations have been enacted to improve vehicle fuel efficiency, promote the development and use of alternative fuels, reduce transportation-source air pollutants and greenhouse gas (GHG) emissions, and reduce vehicle miles traveled (VMT). Market forces have driven the price of petroleum products steadily upward over time, and technological advances have made use of other energy resources or alternative transportation modes increasingly feasible.

### 4.6.3 Updated Regulatory Setting

The regulatory setting for the Sacramento 2040 Project was provided in the TBR and since completion of the TBR in 2020 there have been some updates and changes to state and local regulations. The following regulations are included to update, replace, or supplement the regulations listed in the TBR.

#### **State Regulations**

##### ***SB 1020***

SB 1020 (2022) revises the standards from SB 100, requiring the following percentage of retail sales of electricity to California end-use customers come from eligible renewable energy resources and zero-carbon resources: 90% by December 31, 2035, 95% by December 31, 2040, and 100% by December 31, 2045.

##### ***California Building Standards***

The 2022 standards improve upon the 2019 standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The CEC updates the Title 24 Energy Code every three (3) years. The CEC adopted the 2022 Title 24 Energy Code in August 2021 and the California Building Standards Commission approved incorporating the updated code into the California Building Standards Code (CALGreen) in December 2021. The 2022 Energy Code went into effect on January 1, 2023. The 2022 Energy Code focuses on four (4) key areas in newly constructed homes and businesses:

- Encouraging electric heat pump technology for space and water heating, which consumes less energy and produces fewer emissions than gas-powered units.
- Establishing electric-ready requirements for single-family homes to position owners to use cleaner electric heating, cooking, and electric vehicle (EV) charging options whenever they choose to adopt those technologies.
- Expanding solar photovoltaic (PV) system and battery storage standards to make clean energy available on site and complement the state's progress toward a 100% clean electricity grid.
- Strengthening ventilation standards to improve indoor air quality.

CALGreen instituted mandatory minimum environmental performance standards for all ground-up, new construction of commercial, low-rise residential, and state-owned buildings, as well as schools and hospitals. The current code is the 2022 California Building Code. The mandatory standards require the following:

- In new projects or additions to alterations that add 10 or more vehicular parking spaces, provide designated parking for low-emitting, fuel-efficient and carpool/van pool vehicles.
- Construction shall facilitate future installation of EV supply equipment.
- Shade trees shall be planted to comply with specifications for surface parking areas, landscape areas, and hardscape areas.
- Water conserving plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with efficiency standards.

- Outdoor potable water use in landscaped areas shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources Model Water Efficient Landscape Ordinance, whichever is more stringent.
- Outdoor recycled water supply systems shall be installed in accordance with applicable state codes.
- Installations of heating, ventilation, and air conditioning (HVAC); refrigeration; and fire suppression equipment shall comply with specified standards.

The CALGreen standards also include voluntary efficiency measures that are implemented at the discretion of agencies and applicants.

### ***State Vehicle Standards***

In 2019, the EPA and NHTSA published the Safer Affordable Fuel-Efficient Vehicles Rule Part One: One National Program (SAFE-1) (84 Fed. Reg. 51310), which revoked California’s authority to set its own GHG emissions standards and establish zero-emission vehicle (ZEV) mandates in California. In March 2020, Part Two was issued which set carbon dioxide (CO<sub>2</sub>) emissions standards and corporate average fuel economy standards for passenger vehicles and light-duty trucks for model years 2021 through 2026. In December 2021, NHTSA withdrew its portions of the SAFE I rule (NHTSA 2021). In March 2022, EPA reinstated California’s authority under the Clean Air Act to implement its own GHG emission standards and ZEV sales mandate. EPA’s action concludes its reconsideration of the 2019 SAFE-1 rule by finding that the actions taken under the previous administration as a part of SAFE-1 were decided in error and are now entirely rescinded.

### ***Advanced Clean Cars Program***

The ACC I program (January 2012) is an emissions-control program for model years 2015 through 2025. The program combines the control of smog- and soot-causing pollutants and GHG emissions into a single coordinated package of regulations: the Low-Emission Vehicle (LEV) regulation for criteria air pollutant and GHG emissions and a technology forcing regulation for zero-emission vehicles (ZEV) that contributes to both types of emission reductions (CARB 2021a). The package includes elements to reduce smog-forming pollution, reduce GHG emissions, promote clean cars, and provide the fuels for clean cars. To improve air quality, CARB has implemented new emission standards to reduce smog-forming emissions beginning with 2015 model year vehicles. It is estimated that in 2025 cars will emit 75% less smog-forming pollution than the average new car sold in 2015. The ZEV program will act as the focused technology of the ACC I program by requiring manufacturers to produce increasing numbers of ZEVs and plug-in hybrid EVs in the 2018 to 2025 model years.

The ACC II program is currently in development to establish the next set of LEV and ZEV requirements for model years after 2025 to contribute to meeting federal ambient air quality ozone standards and California’s carbon neutrality standards (CARB 2021b). The main objectives of ACC II are:

1. Maximize criteria and GHG emission reductions through increased stringency and real-world reductions.
2. Accelerate the transition to ZEVs through both increased stringency of requirements and associated actions to support wide-scale adoption and use.

The ACC II rulemaking package also considers technological feasibility, environmental impacts, equity, economic impacts, and consumer impacts.

### ***Advanced Clean Trucks Program***

The purpose of the ACT Regulation (June 2020) is to accelerate the market for zero-emission vehicles in the medium- and heavy-duty truck sector and to reduce emissions NO<sub>x</sub>, fine particulate matter, TACs, GHGs, and other criteria pollutants generated from on-road mobile sources (CARB 2021b). Requiring medium- and heavy-duty vehicles to transition to zero-emissions technology will reduce health risks to people living in and visiting California and is needed to help California meet established near- and long-term air quality and climate mitigation targets. The regulation has two components including (1) a manufacturer sales requirement, and (2) a reporting requirement:

1. Zero-emission truck sales: Manufacturers who certify Class 2b-8 chassis or complete vehicles with combustion engines will be required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales would need to be 55% of Class 2b – 3 truck sales, 75% of Class 4 – 8 straight truck sales, and 40% of truck tractor sales.
2. Company and fleet reporting: Large employers including retailers, manufacturers, brokers and others will be required to report information about shipments and shuttle services. Fleet owners, with 50 or more trucks, will be required to report about their existing fleet operations. This information will help identify future strategies to ensure that fleets purchase available zero-emission trucks and place them in service where suitable to meet their needs.

### **Local Regulations**

#### ***City of Sacramento Building Code***

On June 1, 2021, the Sacramento City Council adopted the New Building Electrification Ordinance, which amended Title 15 of the Sacramento City Code. An updated Ordinance was adopted by City Council on November 29, 2022, to align the New Building Electrification Ordinance with the 2022 California Building Standards Code. The New Building Electrification Ordinance requires new buildings to eliminate natural gas in new construction which would require the following:

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

The New Building Electrification Ordinance provides the following limited exemptions to electrification requirements for building permit applications filed on or before December 31, 2025:

- Ground floor food establishment for the area of the building with cooking equipment. The building official shall grant the exemption only for fuel gas piping, fixtures, or infrastructure necessary for cooking equipment within the designated food service area.
- Manufacturing or industrial facilities for the area of the building with process loads. The building official shall grant this exemption only for the area of the building with process loads.
- Water-heating systems and equipment in regulated affordable housing for those portions of the building where virtual net energy metering is unavailable.

Infeasibility Waiver Process: To provide additional flexibility for new construction, the New Building Electrification Ordinance provides for an infeasibility waiver process that will allow the Building Official to waive all-electric requirements for the portions of a project where all-electric is demonstrated by the project applicant to be infeasible. On November 29, 2022, City Council adopted an Infeasibility Waiver Guidance Document, which outlines the process and criteria for infeasibility waivers.

Please see Chapter 1, Introduction and Scope of the Master EIR, section 1.2.1 on page 1-5 for an update on the status of this ordinance.

## 4.6.4 Impacts and Mitigation Measures

### Methods of Analysis

Future development under the 2040 General Plan and associated population growth would result in increased demand for utilities and energy. The analysis of impacts to utilities and energy is based on a comparison of existing and projected demands for services and the resulting need, if any, for new, expanded, or modified facilities to provide for the increased demand. Under CEQA, impacts are typically considered to be significant if a project would require new or expanded utility or service facilities, the construction of which would result in significant environmental impacts. In the event that significant adverse environmental impacts would occur even with incorporation of applicable regulations and reduction measures, mitigation would be identified to reduce impacts to less than significant, where feasible.

Development under the 2040 General Plan would result in GHG emissions primarily associated with use of off-road construction equipment, on-road hauling and vendor (material delivery) trucks, and worker vehicles. Buildout and operation of the 2040 General Plan would involve activities that would consume energy including electricity and natural gas use for building operations, electricity for water and wastewater conveyance, petroleum consumption from vehicle trips. See also Section 4.8, Greenhouse Gases, for more information specific to GHG emissions.

There are no energy policies associated with any of the Community Plans; therefore, potential impacts specific to the Community Plans are not further addressed.

### 2040 General Plan Goals and Policies

The following draft goals and policies from the 2040 General Plan are relevant to energy.

#### 3 *Land Use and Placemaking Element*

**Goal LUP-1: A compact urban footprint and sustainable development pattern with infrastructure that supports efficient delivery of public services while protecting surrounding open space lands.**

- ❖ **Policy LUP-1.1: Compact Urban Footprint.** The City shall promote a land- and resource-efficient development pattern and the placement of infrastructure to support efficient delivery of public services and conserve open space, reduce vehicle miles traveled, and improve air quality.



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**Goal LUP-2: Balanced and connected community with thriving neighborhoods and centers and development intensities linked to transit.**

- ❖ **Policy LUP-2.2: Interconnected City.** The City should establish a network of interconnected activity centers, corridors, parks, and neighborhoods that promotes walking, bicycling, and mass transit use as viable alternatives to private vehicles.
- ❖ **Policy LUP-2.4: Development Intensity Linked to Transit.** The City shall plan for higher development intensities around current and planned transit to optimize public investments and support an accessible, convenient network.
- ❖ **Policy LUP-2.5: Design for Connectivity.** The City shall require that all new development maximizes existing and new connections with surroundings and with centers, corridors, parks, and neighborhoods to enhance efficient and direct pedestrian, bicycle, and vehicle movement. When feasible, grid patterns should be utilized to facilitate multiple routes.
- ❖ **Policy LUP-2.6: Employment Clusters.** The City should strengthen employment centers and clusters by facilitating the concentration of office, industrial, and commercial uses in these areas and by supporting enhanced transit access to them.

**Goal LUP-4: Walkable, transit-oriented centers and corridors that concentrate new jobs, housing, and entertainment opportunities to support frequent, reliable transit service and foster connected, accessible neighborhoods.**

- ❖ **Policy LUP-4.1: Transit-Supportive Development.** The City shall encourage increased residential and commercial development intensity within one-quarter mile of existing and planned light rail stations, commuter rail stations, and high-frequency bus stops to support more frequent, reliable transit service and vibrant, walkable neighborhoods.
- ❖ **Policy LUP-4.9: Enhanced Pedestrian Environment.** The City shall require the design of sidewalks in commercial and mixed-use areas to promote walkability and pedestrian activity, with widths wide enough to provide for free and clear pedestrian use, activation of building frontages with displays, landscaping, and seating areas for cafes and restaurants.
- ❖ **Policy LUP-4.10: Multi-Modal Access.** The City shall require that new development provide bicycle, pedestrian, and transit access where appropriate to reduce the need for onsite parking and to improve the pedestrian experience within corridors and centers with street trees and landscaping.

**Goal LUP-8: A unique and varied sense of place, defined by distinctive natural and urban elements that contribute to local quality of life.**

- ❖ **Policy LUP-8.12: Design of Privately-Developed Public Spaces.** The City should encourage public spaces in private development, where feasible, to include the following features:
  - Lined with active uses at-grade and located near building entrances, windows, outdoor seating, patios, or balconies that overlook park spaces, and other areas with strong pedestrian activity;
  - Completely visible from at least one street frontage and as feasible, be at least 50% visible from a secondary street frontage;

- Primarily defined by adjacent buildings, which will contribute to the unity and environmental quality of the space;
- Located at the same grade level as the public sidewalk when possible. Where changes in grade are an important element of the overall design and programming, clear and direct access from the public sidewalk should be accommodated, and universal accessibility provided;
- Reflective of the design and placemaking elements of the surrounding area using architectural styles, signage, colors, textures, materials, and other elements;
- Constructed with low impact and permeable paving materials to efficiently manage the stormwater and minimize the area’s heat island effect;
- Connected to bike and pedestrian facilities and be a part of an interconnected shared pathway or parkway system where feasible;
- Site furnishing that allows for resting; and
- Tree canopy at least equivalent to 50%.

**Goal LUP-10: Sustainable building and "green" design practices in public and private developments that reduce per capita energy use, waste, and pollutants.**

- ❖ **Policy LUP-10.1: Existing Structure Reuse.** The City shall encourage the retention of existing structures and promote their adaptive reuse and renovation with green building technologies to retain the structures’ embodied energy, sequester carbon, increase energy efficiency, and limit the generation of waste.
- ❖ **Policy LUP-10.2: Promote Green Buildings.** The City shall partner with the Sacramento Municipal Utility District (SMUD), Grid Alternatives, American Institute of Architects, North State Building Industry Association, and other organizations and public agencies to raise awareness and promote adoptions of innovative green building technologies in both new and existing buildings.

**Goal LUP-11: Create built and natural environments within the city that prioritize, support, promote, and embrace social equity, ecological regeneration, responsible resource stewardship, and human health and well-being.**

- ❖ **Policy LUP-11.1: Net-Positive Energy Future.** The City shall support and promote projects that demonstrate responsible energy use and an acceleration of renewable energy generation toward a net-positive energy future.
- ❖ **Policy LUP-11.7: Building Materials.** The City shall support and promote the use of benign; responsibly and ethically-sourced; and low-carbon and/or carbon-sequestering building materials and products.
- ❖ **Policy LUP-11.8: Construction Processes.** The City shall encourage onsite construction processes that reduce environmental harm and support sustainable methods.

### *Implementing Actions*

**LUP-A-5: Sustainability and Carbonization Standards.** The City shall evaluate best practices to guide the development of more prescriptive sustainability and carbonization standards for City buildings, infrastructure, and facilities.

**LUP-A-6: Beyond Climate Resiliency Measures.** The City shall evaluate cost-effective opportunities to accelerate voluntary efforts of the private development industry to go above and beyond baseline state-mandated climate resiliency measures, such as incentive programs and other measures.

**LUP-A-7: Net-Zero Energy or Net-Positive Design.** The City shall assess the feasibility of requiring net-zero energy (NZE) or net-positive design for significant retrofitting of existing privately-owned buildings and identify incentives for NZE and net-positive design in adaptive reuse projects.

## 6 *Environmental Resources and Constraints Element*

### Goal ERC-4: Collaborative action to address air pollution.

- ❖ **Policy ERC-4.3: Project Design.** The City shall promote the incorporation of new technologies, materials, and design and construction techniques in private development projects that minimize air pollution, noise, excess heat, and other forms of pollution and its impacts.
- ❖ **Policy ERC-4.5: Construction Emissions.** The City shall ensure that construction and grading activities minimize short-term impacts to air quality by employing appropriate measures and best practices. Refer to Basic Construction Emissions Control Practices (BMPs) recommended by the Sacramento Metropolitan Air Quality Management District.

### Goal ERC-8: Improved resilience to the effects of heat.

- ❖ **Policy ERC-8.1: Cooling Design Techniques.** Through design guidelines and other means, in all new development the City shall promote the use of tree canopy, cool pavements, landscaping, building materials, and site design techniques that provide passive cooling and reduce energy demand. In particular, the City shall promote the use of voluntary measures identified in the California Green Building Code (Title 24, Part 11 of the California Code of Regulations) to minimize heat island effects, including hardscape and roof materials with beneficial solar reflectance and thermal emittance values and measures for exterior wall shading.
- ❖ **Policy ERC-8.2: Large Heat Islands.** The City should work with property owners and businesses identified in urban heat island hot spots, informed by Map ERC-4, to address the urban heat island effect and reduce ambient temperatures in surrounding residential areas. City actions may include the following:
  - Facilitating coordinated action among property owners; and
  - Providing information and incentives for cost-effective heat reduction strategies, including front yard tree plantings and vegetation where streets lack room for street trees.
- ❖ **Policy ERC-8.3: Urban Heat Pilot Projects.** The City should continue to pursue pilot projects to test the use of new materials (e.g., landscaping, building materials, and site design techniques) in City infrastructure projects that can mitigate urban heat when implemented at scale.
- ❖ **Policy ERC-8.4: Municipal Cool Roof Retrofits.** The City should evaluate cool roofing options and plan for the retrofit of municipal facilities in coordination with energy efficiency upgrades, including administrative offices, community centers, and maintenance buildings. City buildings located in the most vulnerable areas, informed by Map ERC-4, should be prioritized for retrofits.

**Goal ERC-9: Climate leadership and bold action to achieve carbon neutrality by 2045, aggressively reduce emissions by 2030, and increase climate resilience communitywide.**

- ❖ **Policy ERC-9.1: Communitywide GHG Reduction.** The City shall implement the Climate Action and Adaptation Plan (CAAP), a qualified greenhouse gas (GHG) reduction plan that meets the requirements of the California Environmental Quality Act (CEQA) Guidelines 15183.5(b), to reduce community and municipal emissions consistent with the state’s GHG goals.
- ❖ **Policy ERC-9.2: Additional GHG Emission Programs.** The City shall continue to evaluate the feasibility and effectiveness of new policies, programs, and regulations that contribute to achieving the City’s long-term greenhouse gas (GHG) emissions reduction goals. Efforts should build on the strategies articulated in the Climate Action and Adaptation Plan (CAAP).
- ❖ **Policy ERC-9.3: Lead By Example in Design of City Buildings.** The City shall require Net-Zero Energy or net-positive design for all newly constructed City-owned buildings to raise the profile of sustainable design in the community and encourage adoption of related strategies and technology.
- ❖ **Policy ERC-9.4: Carbon-Neutral Buildings.** The City shall work to transition fossil fuel-powered buildings to electric power communitywide, implementing a phased strategy that targets new construction starting in 2023 and progressively incorporating measures to ensure the electric-powered retrofit of existing buildings by 2045.
- ❖ **Policy ERC-9.5: Climate Change Assessment and Monitoring.** The City shall continue to assess and monitor climate change impacts and adaptive capacity and strive for improvement.
- ❖ **Policy ERC-9.7: Emergency Power.** The City shall evaluate options for ensuring emergency power at critical facilities and community facilities such as resiliency hubs, including the following:
  - Microgrids,
  - Solar capture and storage,
  - Distributed energy, and
  - Back-up generators.

The City should consider the ability to reduce utility costs and carbon emissions in the assessment.

- ❖ **Policy ERC-9.8: Microgrid Energy Systems.** The City should explore the use of district-scale microgrids for energy generation and backup for infill and new development areas in coordination and partnership with the Sacramento Municipal Utility District (SMUD).
- ❖ **Policy ERC-9.9: Onsite Alternative Energy Creation.** The City shall support and encourage alternative energy creation and on-site energy production, such as thermal systems, onsite photovoltaic, wind turbines, and other emerging technologies.

### *Implementing Actions*

**ERC-A.6: Landscape Maintenance Ordinance.** The City shall study the feasibility of a landscape maintenance ordinance that would phase out the use of gas-powered landscaping equipment. This feasibility study shall include the following:

- Account for and identify potential alternatives to achieve comparable landscaping results when gas-powered landscaping equipment is no longer allowed.
- Consider potential solutions to equity impacts on the landscaping workforce as the industry shifts to accommodate the phasing out of gas-powered landscaping equipment.
- Identify a landscaping industry- and workforce-informed process and criteria for determining the extent of phasing out gas-powered landscaping equipment and how to equitably shift industry practices in response.

**ERC-A.7: Cooling Landscape Standards.** The City shall prepare a Landscape Manual or enhance landscape standards to mitigate urban heat island effects. Such standards could include the following:

- A climate appropriate planting palette and recommended plant mix,
- Targets for street tree canopy,
- Shade structure coverage, and
- Asphalt paving coverage.

## **8 Mobility Element**

**Goal M-1: An equitable, sustainable multimodal system that provides a range of viable and healthy travel choices for users of all ages, backgrounds, and abilities.**

- ❖ **Policy M-1.1: Street Classification System.** The City shall maintain a street classification system that considers the role of streets as corridors for movement but also reflects a context-sensitive Complete Streets concept that enables connected, comfortable, and convenient travel for those walking, rolling and taking transit.
- ❖ **Policy M-1.2: User Prioritization.** The City shall prioritize mobility, comfort, health, safety, and convenience for those walking, followed by those bicycling and riding transit, ahead of design and operations for those driving.
- ❖ **Policy M-1.4: Designing to Move People.** In planning, designing, and managing the transportation system, the City shall prioritize person throughput to shift trips to more efficient travel modes and upgrade the performance of limited street space.
- ❖ **Policy M-1.5: Street Design Standards.** The City shall maintain street design and operations standards that manage vehicle speeds and traffic volumes and provide for comfortable walking and bicycling travel, updating them as best practices evolve.
- ❖ **Policy M-1.6: Transit Integration.** Wherever feasible, the City shall design buildings, the public realm, streets, and pedestrian access to integrate transit into existing and proposed developments and destinations such as employment centers, commercial centers, major attractions, and public walking spaces to improve access for users by transit.

- ❖ **Policy M-1.7: Fine-Grained Network.** As new development and redevelopment occurs, the City shall seek opportunities to create a finer-grained network of streets and walking and bicycling connections, especially within a 1/2-mile walk of light rail stations and transit stops.
- ❖ **Policy M-1.11: Increase Bicycling and Walking.** The City shall strive to increase bicycling and walking citywide so that it can meet its equity, reduced vehicle miles traveled, and sustainability goals.
- ❖ **Policy M-1.12: Light Rail Transit (LRT) Station Access Improvements.** Through the development approval process and public and private investments, the City shall foster additional walking and bicycling connections to light rail stations and strengthen existing connections to enhance first/last-mile connectivity and make it easier to travel between the station and surrounding neighborhoods and destinations.
- ❖ **Policy M-1.13: Walkability.** The City shall design streets to promote walking by including design elements such as the following:
  - Grid networks that provide high levels of connectivity;
  - Closely spaced intersections;
  - Frequent and low-stress crossings;
  - Wide, unobstructed walkable sidewalks;
  - Street trees that provide shading; and
  - Minimal curb cuts.
- ❖ **Policy M-1.14: Walking Facilities.** The City shall work to complete the network of tree-shaded sidewalks throughout the city, to the greatest extent feasible, through development project improvements and grant funding to build new sidewalks and crossings, especially within the high-injury network, in disadvantaged communities, near high-ridership transit stops, and near important destinations, such as schools, parks, and commercial areas. Walking facilities should incorporate shade trees.
- ❖ **Policy M-1.15: Improve Walking Connectivity.** The City shall require new subdivisions, new multi-unit dwelling developments, and new developments along commercial corridors to include well-lit, tree-shaded walkways where feasible, that provide direct links to the public realm or adjacent public destinations such as transit stops and stations, schools, parks, and shopping centers.
- ❖ **Policy M-1.16: Barrier Removal.** The City shall remove barriers to walking, where feasible, and work with utility companies to remove barriers to allow people of all abilities to move with comfort and convenience throughout the city, including through the following:
  - Provision of curb ramps, crosswalks, and overpasses;
  - Relocation of infrastructure or street furniture that impedes travel pathways;
  - Reducing or consolidating driveways and curb cuts; and
  - Creation of additional walking entrances to important destinations like schools, parks, and commercial areas.
- ❖ **Policy M-1.17: Improve Bicycling Connectivity.** The City shall plan and seek funding for a continuous, low-stress bikeway network consisting of bicycling-friendly facilities that connect neighborhoods with destinations and activity centers throughout the city.

- ❖ **Policy M-1.18: Bicycling Safety.** When designing projects, the City shall prioritize designs that strengthen the protection of people bicycling such as improvements that increase visibility of bicyclists, increase bikeway widths, raise bikeways, design safer intersection crossings and turns, and separate bikeways from driving traffic wherever feasible.
- ❖ **Policy M-1.19: Walking Safety.** When designing projects, the City shall prioritize designs that encourage walking and improve walking safety best practice designs and considerations for efficiencies in walking.
- ❖ **Policy M-1.20: High-Frequency Transit Service.** The City shall collaborate with the Sacramento Regional Transit District (SacRT) to facilitate implementation of high-frequency transit service on a network of interconnected corridors with characteristics that best support high-frequency transit service and those characteristics that meet City goals, managing corridor operations to provide for adequate transit vehicle speed and reliability.
- ❖ **Policy M-1.21: Extension of Transit Service.** The City shall coordinate with the Sacramento Regional Transit District (SacRT) to plan for the extension of frequent transit service and other related transit improvements that are comfortable, convenient, and interconnected to the Greater Land Park, North Natomas, Pocket/Greenhaven, South Area, and South Natomas Community Plan Areas, and areas with concentrated employment. This may include frequent bus service provided by SacRT as an interim solution along routes ultimately planned for light rail service.
- ❖ **Policy M-1.22: Increase Transit Ridership.** The City shall support work to increase transit ridership citywide.
- ❖ **Policy M-1.23: Transit Priority.** Where appropriate, the City shall support transit by incorporating features such as bus bulbs, traffic signal priority, queue jumps, and other solutions into priority corridors to improve transit speed, reliability, and operating efficiency while reducing passenger delay.
- ❖ **Policy M-1.24: Transit-Only Lanes.** Where appropriate, the City shall support implementation of transit-only lanes to facilitate high-frequency reliable bus service to and between major destinations, job centers, residential areas, and intermodal facilities in Sacramento.
- ❖ **Policy M-1.25: First/Last-Mile Solutions.** The City shall support “first-mile, last-mile solutions” such as multimodal transportation services, public realm improvements, and other innovations in the areas around transit stations and major bus stops (transit stops) to maximize multimodal connectivity and access for transit riders.
- ❖ **Policy M-1.26: Bus Stop Design.** The City shall encourage the Sacramento Regional Transit District (SacRT) to implement bus shelter design that encourages transit use.
- ❖ **Policy M-1.27: Electric Vehicle (EV) Strategy.** In the near-term, the City shall use the EV Strategy to accelerate EV adoption, guide investment in EV infrastructure, and raise awareness of public charging options.
- ❖ **Policy M-1.28: Zero-Emission Vehicle (ZEV) Capital.** The City shall strive to be the ZEV Capital of California, to achieve equitable access to ZEV technologies and benefits across the community, including job training and employment opportunities, and strengthen the local ecosystem of ZEV innovation and industry.

- ❖ **Policy M-1.29: Shared Zero-Emission Vehicles (ZEVs).** The City shall promote shared ZEV options that reduce vehicle trips and the need for personal vehicle ownership.
- ❖ **Policy M-1.30: Public Electric Vehicle (EV) Infrastructure Deployment.** The City shall strategically deploy public City-owned EV charging infrastructure to catalyze a transition to zero-emission vehicle use, prioritizing areas where barriers to adoption exist, including supporting charging infrastructure at regional intermodal facilities.
- ❖ **Policy M-1.31: Private Electric Vehicle (EV) Infrastructure Deployment.** The City shall encourage private property owners to first install EV charging infrastructure on their property before requesting the City to install EV charging infrastructure in the public right-of-way to serve their property. The City shall prioritize the public right-of-way for public use first.
- ❖ **Policy M-1.32: Supportive Infrastructure in the Public Right-of-Way.** The City shall provide the use of public rights-of-way near transit stations, major activity centers, and high demand curb locations where appropriate for electric vehicle (EV) charging infrastructure and other facilities that support emerging mobility technologies. Curbside charging in the public right-of-way shall only be allowed where pedestrian safety and accessibility needs can be met while also minimizing conflicts with other users, street trees, and transit infrastructure.
- ❖ **Policy M-1.33: Electric Vehicle (EV) Car Share and Electric Bike Share.** The City shall facilitate the establishment or expansion of EV car share and electric bike share programs, with priority given to disadvantaged neighborhoods with lower-than-average levels of electric vehicle ownership in conjunction with efforts to increase access to EVs and electric bicycles in these locations.
- ❖ **Policy M-1.34: Electric Mobility (E-Mobility) Hubs.** The City shall support transit agencies, e-mobility operators, transportation network companies (TNCs), and other interested parties to create and operate intermodal e-mobility hubs that serve as connectivity centers offering a suite of integrated electrified mobility solutions and supportive active transportation elements such as bike parking. E-mobility hubs should be located in areas with a concentration of employment, housing, shopping, education, and/or recreational uses based on siting criteria that include transit access, intermodal transfer options, active transportation infrastructure, parcel size, socioeconomic equity, and potential to catalyze new development.
- ❖ **Policy M-1.35: Zero-Emission Vehicle (ZEV) First.** The City shall maintain a ZEV First commitment and continue to use the Fleet Sustainability Policy to guide the management of the municipal vehicle fleet, including refuse collection trucks, street sweepers, police cruisers and other vehicles to improve air quality, reduce greenhouse gas (GHG) emissions, and achieve cost savings.
- ❖ **Policy M-1.36: Electric Vehicles (EVs) in New Development.** The City shall support minimum levels of EV infrastructure readiness and installation in new development and incentivize additional levels of EV charging, and EV car share, beyond City Code minimums.
- ❖ **Policy M-1.37: Electric Vehicle (EV) Charging in Existing Development.** The City will collaborate with local and regional partners to encourage the installation of EV charging in private development, prioritizing the expansion of charging in existing multi-unit and affordable housing, as well as promote available rebates, incentives, and programs.



- ❖ **Policy M-1.38: Electric Vehicles (EVs), and Energy Resiliency.** The City will support innovative vehicle-to-grid technologies and encourage the deployment of integrated energy generation, storage, and vehicle technologies for energy reliability, flexibility, and cost benefits.

**Goal M-2: Reduced reliance on single-occupant vehicles.**

- ❖ **Policy M-2.1: Transportation Demand Management (TDM).** The City should promote the greater use of Transportation Demand Management strategies by employers and residents to reduce dependence on single-occupancy vehicles with the target that 17% of all trips are made by transit, and active transportation, ~~and pooled shared~~ modes by 2030 and 23% of all trips are made by transit, and active transportation, ~~and pooled shared~~ modes by 2045.<sup>1</sup>
- ❖ **Policy M-2.2: Wider Participation.** The City should encourage Transportation Management Associations (TMAs), public agencies, major employers, and school districts to expand and increase participation in programs that reduce vehicle miles traveled (VMT) and increase regional average vehicle occupancy. When designing rewards and incentives, prioritize opportunities to support local businesses.
- ❖ **Policy M-2.4: Shared Shuttles.** The City shall encourage employers to partner with the Sacramento Regional Transit District (SacRT) and local Transportation Management Associations (TMAs) to connect employment areas with the multimodal transit stations, light rail stations, and other major destinations, and to offer employees training and incentives for use of shuttles.
- ❖ **Policy M-2.15: Incentives for Zero-Emission Vehicles (ZEVs).** The City shall continue to lead by example by continuing to incentivize the use of ZEVs, such as providing incentives for ZEV parking or charging in City parking lots and structures.

**Goal M-5: Connections to the regional transportation network that facilitate the movement of people and goods.**

- ❖ **Policy M-5.7: Zero-Emission Fleets.** The City shall coordinate with public agencies in the Sacramento region to catalyze the development and deployment of zero-emission medium- and heavy-duty vehicle fleets, buses, and lighter duty electric bicycles, and shall support development of shared charging hubs and resources, and prioritization of zero-emission vehicle (ZEV) technologies for goods movement in the City.
- ❖ **Policy M-5.8: Zero-Emission Delivery.** The City shall encourage delivery services to use zero emission travel such as electric trucks, cars, and cargo bikes.
- ❖ **Policy M-5.12: Zero-Emission Aircraft.** The City shall collaborate with the Sacramento County Airport System (SCAS) to facilitate the expansion of zero-emission aircraft trainers and vehicles in the region.
- ❖ **Policy M-5.13: Efficient Ground Connections.** The City shall encourage fast and climate-friendly ground connections to air transport facilities, including the Green Line light rail transit (LRT) extension to the Sacramento International Airport, and zero-emission equipment and vehicles for airport operations.

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<sup>1</sup> The language of Policy M-2.1 has been clarified to remove reference to pooled modes of transportation because the policy is only addressing transit and active modes (e.g., walking and bicycling).

### *Implementing Actions*

- M-A-5: Regional Vehicle Miles Traveled (VMT) Mitigation.** The City shall complete a study to assess the feasibility of regional VMT mitigation measures, including banks, exchanges, and impact fees.
- M-A-9: Transportation Demand Management (TDM) Ordinance.** The City shall update the existing Transportation Systems Management Program requirements in the City Code to promote wider adoption of transportation demand management strategies. The update should include a fee structure to support staffing for regular monitoring/reporting and provide for enforcement with meaningful penalties for non-compliance.
- M-A-10: Street Design Standards Update.** The City shall review and update City Street Design Standards as needed to ensure they adequately support objectives for prioritizing people throughput, safety, and efficient transportation management.

## **10 Youth, Parks, Recreation, and Open Space Element**

**Goal YPRO-1: An integrated system of parks, open space areas, shared-use paths, and recreational facilities that are welcoming, well-maintained, safe, and accessible to all the diverse communities of Sacramento.**

- ❖ **Policy YPRO-1.20: Sustainable Design.** The City shall design and construct parks, public spaces, and recreational facilities for flexible use, energy/water efficiency, reduced greenhouse gas emissions and air pollution, adaptability for long term use, and ease and cost of maintenance.
- ❖ **Policy YPRO-1.21: Climate-Resilient Design.** The City shall ensure that the design of parks and open spaces balances sunlight access with trees, shade structures, drinking fountains, and cooling amenities that provide respite from higher temperatures to reduce urban heat islands and overexposure to heat.

### **Thresholds of Significance**

A significant impact would occur if implementation of the 2040 General Plan would do any of the following:

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.
- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

### **Project Impacts**

**Impact 4.6-1: Implementation of the 2040 General Plan could result in wasteful, inefficient, or unnecessary consumption of energy resources.**

Energy use related to buildout of the 2040 General Plan would include individual project energy consumption for space heating and cooling, electricity- and gas-powered equipment, and interior and exterior lighting of all buildings (residential and commercial) in the Planning Area. Indirect energy consumption includes the energy used (by consuming other fuel types) for generation of electricity at power plants and the energy used for the treatment of water and the transportation of water to and from the Planning Area. Transportation-related energy consumption includes the use of fuels and electricity to power cars, trucks, and public transportation. Energy would also be consumed by equipment and vehicles used during construction and routine maintenance activities.

### **Construction**

Energy use during construction associated with new development anticipated under the 2040 General Plan would be in the form of fuel consumption (e.g., gasoline and diesel fuel) to operate heavy equipment, light-duty vehicles, machinery, and generators for lighting. In addition, temporary grid power may also be provided to construction trailers and/or electric construction equipment. Energy use during the construction of individual projects would be temporary in nature, and equipment used would be typical of construction projects in the region. Construction contractors would be required to demonstrate compliance with applicable California Air Resources Board (CARB) regulations that restrict the idling of heavy-duty diesel motor vehicles and govern the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment.

Future construction activities would be required to use fuel-efficient equipment consistent with state and federal regulations and would be required to comply with state measures to reduce the inefficient, wasteful, or unnecessary consumption of energy. In addition, individual projects would be required to comply with California's Green Building Standards (CalGreen) construction waste management practices to recycle 65% of all construction and demolition debris. Developers would be required to complete a Construction and Demolition Waste Management Plan and Construction Management and Parking Plan and use City-approved haulers to remove mixed construction debris.

The 2040 General Plan includes measures which would help reduce energy consumption resulting from future construction activities. Specifically, Policy ERC-4.3 (Project Design) requires the City to promote new technologies, materials, design and construction techniques in private development projects that minimize air pollution, noise, excess heat, and other forms of pollution and associated impacts, particularly in communities most vulnerable to or affected disproportionately by pollution and its impacts. Policy ERC-4.5 (Construction Emissions) would ensure that construction projects within the Planning Area minimize short-term impacts to air quality by employing appropriate mitigation measures and best practices during construction. Furthermore, Policy LUP-10.1 (Existing Structure Reuse) would encourage the retention of existing structures and promote their adaptive reuse and renovation with green building technologies to retain the structures' embodied energy, increase energy efficiency, and limit the generation of waste.

Over the buildout of the 2040 General Plan, the fuel efficiency of the construction vehicle fleet is expected to increase. As such, the amount of petroleum consumed during construction would decrease over time. As detailed in Chapter 6 of the TBR, there are numerous regulations in place that require and encourage increased fuel efficiency. For example, CARB has adopted an approach to passenger vehicles that combines the control of smog-causing pollutants and GHG emissions into a single, coordinated package of standards (CARB 2020). The approach also includes efforts to support and accelerate the number of plug-in hybrids and zero-emissions vehicles in California (CARB 2021a). Construction under the 2040 General Plan is expected to use decreasing amounts of petroleum over time due to advances in equipment and fuel economy. In addition, development under the 2040 General Plan would not be unusual as compared to the local and regional demand for energy resources. At this time there are no unusual project characteristics indicating construction equipment would be less energy-efficient than at comparable construction sites in the region or state; therefore, future construction of projects under the 2040 General Plan would not be less efficient than other similar development projects and impacts would be less than significant.

## Operations

Long-term operation of new development projects under the 2040 General Plan would require permanent grid connections for electricity and natural gas service to power internal and exterior building lighting, and heating and cooling systems. As previously discussed, given the already built-out nature of the Planning Area and lack of substantial amounts of vacant land, future development projects are expected to be located within infill sites, which would be already served by energy providers. The 2040 General Plan also includes policies such as LUP-2.2 (Interconnected City), LUP-2.5 (Design for Connectivity), LUP-2.6 (Employment Clusters), and LUP-4.1 (Transit-Supportive Development) that would prioritize future development projects close to high quality transit areas and existing commercial/retail, recreational, and institutional land uses, which would reduce trip distances and encourage the use of alternative modes of transportation such as bicycling and walking, thus reducing vehicle trips. This would help reduce consumption of petroleum.

New development projects under the 2040 General Plan would be subject to the energy conservation requirements of the California Energy Code (Title 24, Part 6 of the California Code of Regulations, California's Energy Efficiency Standards [Energy Code] for Residential and Nonresidential Buildings), the California Green Building Standards Code (CALGreen, Title 24, Part 11 of the California Code of Regulations), City standards exceeding state code, and SMUD requirements. The California Building Standards Code is updated every three years and provides energy conservation standards for all new and renovated commercial and residential buildings constructed in California. This Code applies to the building envelope, space-conditioning systems, and water-heating and lighting systems of buildings and appliances and provides guidance on construction techniques to maximize energy conservation. Minimum efficiency standards are provided for a variety of building elements, including appliances; water and space heating and cooling equipment; and insulation for doors, pipes, walls, and ceilings. The Energy Code emphasizes saving energy during peak periods and seasons and improving the quality of installation of energy efficiency measures. CALGreen sets targets for energy efficiency; water consumption; dual plumbing systems for potable and recyclable water; diversion of construction waste from landfills; and use of environmentally sensitive materials in construction and design, including eco-friendly flooring, carpeting, paint, coatings, thermal insulation, and acoustical wall and ceiling panels.

As noted above, the state updates the California Building Code (CALGreen) and other related building codes including the Energy Code on a three-year cycle. The CEC adopted the 2022 Title 24 Energy Code in August 2021 and the California Building Standards Commission approved incorporating the updated code into CALGreen in December 2021. The 2022 Energy Code went into effect on January 1, 2023, and focuses on four key areas in newly constructed homes and businesses:

- Encouraging electric heat pump technology for space and water heating, which consumes less energy and produces fewer emissions than gas-powered units.
- Establishing electric-ready requirements for single-family homes to position owners to use cleaner electric heating, cooking, and EV charging options whenever they choose to adopt those technologies.
- Expanding solar PV system and battery storage standards to make clean energy available on site and complement the state's progress toward a 100% clean electricity grid.
- Strengthening ventilation standards to improve indoor air quality.

The 2040 General Plan also includes policies such as ERC-4.3 (Project Design), ERC-8.1 (Cooling Design Techniques), ERC-9.3 (Lead By Example in Design of City Buildings), ERC-9.4 (Carbon-Neutral Buildings), and ERC-9.9 (Onsite Alternative Energy Creation), which would require projects to use green building technologies

that meet or exceed the CALGreen energy efficiency standards, encourage alternative energy creation and on-site energy production, promote development that would be 100% electric, and transition existing buildings from fossil fuel-power to electric power.

SMUD has also developed a 2030 Zero Carbon Plan, which provides a roadmap for SMUD to eliminate GHG emissions from their power supply by 2030. Using carbon-free electricity is a central element of the City's plan to achieve its 2030 target and 2045 carbon neutrality goal. New buildings built under the 2040 General plan would be able to take advantage of renewable energy from SMUD.

Regarding petroleum consumption, statewide emission reduction measures proposed by CARB include measures aimed at reducing GHG emissions associated with transportation. These amendments were part of California's commitment to a nationwide program to reduce new passenger vehicle GHGs from 2012 through 2016. Since CO<sub>2</sub> emissions and gasoline use are nearly proportional, the Pavley standards effectively raised the fuel economy requirements for manufacturers in the states adopting the limits.<sup>2</sup> Pavley standards reduced GHG emissions from California passenger vehicles by about 22% in 2012, by about 30% in 2016, and 45% by 2020, all the while improving fuel efficiency and reducing motorists' costs. In addition, CARB approved a new emissions-control program for passenger vehicle model years 2017 through 2025. The program combines the control of smog, soot, and global-warming gases with requirements for greater numbers of zero-emissions vehicles into a single package of standards called Advanced Clean Cars.

By 2025, when the rules would be fully implemented, new automobiles would emit 40% fewer global-warming gases and 75% fewer smog-forming emissions (CARB 2021a). Over the buildout of the 2040 General Plan, the fuel efficiency of vehicles used by employees (commuters), residents, and delivery vehicles is expected to increase. As such, the amount of petroleum consumed as a result of vehicular trips to and from the Planning Area during operation would decrease over time.

Furthermore, the proposed Land Use and Placemaking Element and Mobility Element contains policies that would help reduce petroleum consumption within the Planning Area including, LUP-4.13 (Future-Ready Gas Stations), M-2.3 (Vehicle Miles Traveled (VMT) as Metric), M-1.6 (Transit Integration), M-1.13 (Walkability), M-1.20 (High-Frequency Transit Service), M-1.22 (Increase Transit Ridership ), M-1.23 (Transit Priority), M-2.1 (Transportation Demand Management), M-2.4 (Shared Shuttles), M-1.28 (ZEV Capital), M-1.30 (Public EV Infrastructure Deployment), M-1.33 (EV Car Share and Electric Bike Share), M-1.35 (ZEV First), M-1.36 (EVs in New Development), M-1.37 (EV Charging in Existing Development), M-5.7 (Zero-Emission Fleets), and M-5.8 (Zero-Emission Delivery). These policies would promote the expansion of transit facilities, services, and transit supportive infrastructure in addition to reducing person trips from driving to alternative transportation modes and would increase the usage of alternative transportation methods including zero emitting vehicles within the Planning Area. As presented in Section 4.14, Transportation, the 2040 General Plan would reduce single occupant vehicle trips and increase pedestrian and bicycling and use of transit as well as shared modes (i.e., carpools),

Based on the above information, the 2040 General Plan would not result in potentially significant environmental effects due to the wasteful, inefficient, or unnecessary consumption of energy during

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<sup>2</sup> In 2004, CARB approved the Pavley regulation to require automakers to control GHG emissions from new passenger vehicles for the 2009 through 2016 model years. The Pavley regulations were revised to accept compliance with the federal standards as compliance with California's standards in the 2012 through 2016 model years, and in 2012, CARB approved the LEV III GHG regulation, which requires further reductions in passenger GHG emissions for 2017 and subsequent vehicle model years.

construction or operation of future development projects and would not be inconsistent with existing state and local energy standards. Impacts would be **less than significant**.

### Mitigation Measures

None required.

**Impact 4.6-2: Implementation of the 2040 General Plan could conflict with or obstruct a state or local renewable energy plan or impede energy efficiency.**

The applicable state plans that address renewable energy and energy efficiency are CALGreen, the California Energy Code, and the renewable portfolio standard (RPS). Future projects developed under the 2040 General Plan would be required to comply with all applicable regulatory requirements in place at that time for the design of new buildings. Title 24 of the California Code of Regulations, updated on three-year cycle, contains energy efficiency standards for residential and nonresidential buildings based on a state mandate to reduce California’s energy demand. Part 6 of Title 24 specifically establishes energy efficiency standards for residential and non-residential buildings constructed in the state to reduce energy demand and consumption.

Part 11 of Title 24 includes the CALGreen standards, which establish mandatory minimum environmental performance standards for new construction projects. Specifically, Title 24 addresses energy efficiency measures that impact energy used for lighting, water heating, space heating, and air conditioning, including the energy impact of the building envelope such as windows, doors, wall/floor/ceiling assemblies, and roofs. The Energy Code requires all new low-rise residential buildings to be fitted with a PV energy generation system. As such, future development under the 2040 General Plan would comply with the most current version of CalGreen and the Energy Code, per state regulations.

In addition, future projects developed in the Planning Area would receive electricity from SMUD, which is mandated to comply with SB 100. SB 100 requires that all eligible renewable energy resources and zero-carbon resources supply 100% of the retail sales of electricity to the state, and that the zero-carbon electricity resources do not increase the carbon emissions elsewhere in the western grid and that this not be achieved through resource shuffling, which is the substitution of lower GHG emission power for higher GHG emissions power. Thus, the 2040 General Plan would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency and would be **less than significant**.

### Mitigation Measures

None required.

### Additional Cumulative Impacts

The geographic context for evaluating additional cumulative effects includes SMUD’s service area and PG&E’s service area, which encompasses the city and other surrounding areas within California serviced by PG&E, including Sacramento County. Probable future projects within the County include the 2,066-acre Upper Westside Specific Plan and the 5,676-acre Grand Park Specific Plan and the Airport South Industrial project, which is located within the County and is requesting annexation into the city.

**Impact 4.6-3: The 2040 General Plan, combined with past, present and reasonably foreseeable future projects, could result in wasteful, inefficient, or unnecessary consumption of energy resources.**

Development under the 2040 General Plan along with past, present and reasonably foreseeable future development would result in the use of renewable and non-renewable resources during construction and operation, which could limit future availability of non-renewable energy sources. These resources, including electricity, natural gas, and petroleum would be reduced over-time by compliance with energy-efficient requirements; however, this is still considered a significant cumulative impact.

Cumulative development including new buildings and future redevelopment projects would be required to comply with the Energy Code requirements in place at the time of building permit issuance. Each update to the Energy Code has historically incorporated more stringent energy efficiency requirements, and the state is headed towards a net-zero energy goal for new development by 2050. Therefore, older, less energy efficient buildings would be replaced with more energy efficient buildings that meet current energy efficiency standards.

The Environmental Resources and Constraints Element contains policies that would help reduce electricity and natural gas consumption within the Planning Area including, ERC-4.3 (Project Design), ERC-8.1 (Cooling Design Techniques), ERC-9.3 (Lead By Example in Design of City Buildings), ERC-9.4 (Carbon-Neutral Buildings), and ERC-9.9 (Onsite Alternative Energy Creation). The California RPS program requires investor-owned utilities, publicly owned utilities, electric service providers, and community choice aggregators to increase procurement from renewable energy resources, including a goal of 60% by 2030 and 100% by 2045.

SMUD, the electricity provider for the Planning Area, is currently meeting RPS goals and has a strategy in place, the 2030 Zero Carbon Plan, to achieve future RPS goals. Thus, electricity provided to the Planning Area is increasingly coming from renewable sources. As discussed previously, the 2040 General Plan would implement a variety of policies that would apply to development projects during construction and operation. Future development built under the 2040 General Plan and other cumulative projects, including the Airport South Industrial project, Upper Westside Specific Plan, and the Grand Park Specific Plan located in Sacramento County, would be expected to incorporate energy conservation features, comply with applicable regulations including City ordinances, CALGreen, and state energy standards under Title 24, and incorporate mitigation measures, as necessary.

In addition, as discussed under Impact 4.6-1, buildout of the 2040 General Plan would reduce VMT by implementing policies that would promote public transit, walking, and bicycling over single occupancy vehicles. The 2040 General Plan policies would correlate with the Sacramento Area Council of Governments' 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy aim to achieve GHG emission reductions through reduced automotive travel and increased walking, bicycling, and transit use. Furthermore, the fuel efficiency of the vehicle fleet in the Planning Area is expected to increase. Based on these various considerations, the amount of petroleum consumed as a result of vehicular trips to and from the Planning Area during operation is expected to decrease over time.

CARB has adopted an approach to passenger vehicles that combines the control of smog-causing pollutants and GHG emissions into a single, coordinated package of standards. The approach also includes efforts to increase the number of plug-in hybrids and zero-emissions vehicles in California. CARB has concluded that the amount of petroleum consumed as a result of vehicular trips to and from the Planning Area during operation would decrease over time (CARB 2021a). Operation of projects within the Planning Area is expected to use

decreasing amounts of petroleum over time due to advances in fuel economy and an increase in the number of zero emission vehicles.

Therefore, the 2040 General Plan’s contribution to cumulative impacts related to wasteful, inefficient and unnecessary use of energy would not be cumulatively considerable and, thus, would be **less than significant**.

### Mitigation Measures

None required.

## 4.6.5 References

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## 4.7 Geology, Soils, Mineral Resources, and Paleontology

### 4.7.1 Introduction

This section evaluates the potential for existing underlying geologic and soils conditions, including seismic hazards, soil instability and erosion to contribute to physical environmental effects or potential safety issues associated with new development proposed under the proposed Sacramento 2040 General Plan (2040 General Plan) and Climate Action & Adaptation Plan (together, the “Sacramento 2040 Project”). Potential environmental effects on paleontological resources and loss of locally-important mineral resources are also evaluated.

No comments specific to geology, soils, mineral resources, or paleontology were received in response to the Notice of Preparation (NOP). A copy of the NOP along with comments received is included in Appendix A.

The Technical Background Report ([TBR] available online at: [www.sac2040gpu.org](http://www.sac2040gpu.org)) provides information specific to the existing geology, soils, mineral and paleontological resources setting within the Planning Area. Chapter 6, Environmental Resources, of the TBR addresses mineral and paleontological resources while Chapter 7, Public Health and Safety, includes information specific to geologic, soils and seismic hazards. Included within the applicable chapters of the TBR are the regulatory requirements.

The 2040 General Plan includes goals and policies that address potential environmental and safety hazards associated with geologic, seismic and soil characteristics as well as effects on mineral and paleontological resources. The Environmental Resources and Constraints Element and Public Facilities and Safety Element include policies that address future development of critical facilities, facilities that may produce and store hazardous materials and construction activities to ensure seismic safety is considered. The 2040 General Plan does not include any policies specific to paleontological or mineral resources.

### 4.7.2 Environmental Setting

A summary of the existing environmental setting is provided below. Please refer to Chapters 6 and 7 of the TBR (available online at: [www.sac2040gpu.org](http://www.sac2040gpu.org)) for a detailed overview of the existing environmental setting, including the regulatory setting specific to geology, soils, mineral and paleontological resources.

#### **Geologic and Seismic Conditions**

The City of Sacramento (city) is located in the Great Valley, a relatively flat alluvial plain underlain by thick alluvial deposits, that typically does not experience strong ground shaking resulting from earthquakes along known active or older faults of the geomorphic province. There are no known faults within the Planning Area or the greater Sacramento region. There are, however, isolated areas within the city that have soils and other conditions that could result in structural damage induced by seismic activity to structures built under older building code requirements. Seismic hazards that may affect portions of the Planning Area could include minor ground shaking and liquefaction in the aftermath of a major seismic on an outlying active fault. Other geotechnical hazards include subsidence and deposits that may not be suitable to support new improvements without the implementation of geotechnical engineering measures. In addition, flooding resulting from seismic-induced dam or levee failure could occur.

### **Soil Conditions**

The predominant soil units within the Planning Area are San Joaquin, Clear Lake, Galt, Cosumnes, and Sailboat soils, which account for over 60% of the total land area. Many of the soil units present within the Planning Area exhibit high shrink-swell potential, particularly in the Natomas and Valley Hi areas, that can over time result in damage to improvements if not engineered appropriately.

### **Mineral Resources**

Existing mineral extraction activities in and around Sacramento include fine (sand) and coarse (gravel) construction aggregates, synthetic graphite, as well as clay. With one exception, there are no permitted mining operations or oil production areas within the Planning Area.

### **Paleontological Resources**

Paleontological resources include fossil remains, as well as fossil localities and rock or soil formations that have produced fossil material. The Quaternary sediments of the Great Valley are gravels laid down by large river systems. These deposits contain well-preserved vertebrate and plant fossils similar to the flora and fauna we see today.

## 4.7.3 Updated Regulatory Setting

The regulatory setting for the Sacramento 2040 Project was provided in the TBR (available online at: [www.sac2040gpu.org](http://www.sac2040gpu.org)) and since completion of the TBR in 2020 there have been some updates and changes to state and local regulations. The following regulations are included to update, replace, or supplement the regulations listed in the TBR.

### **State Regulations**

#### ***Seismic Hazards Mapping Act***

The current guidance for the evaluation and mitigation of earthquake-related hazards for projects within designated zones of required investigations in accordance with the Seismic Hazards Mapping Act, is found in the California Geological Survey's (CGS) Special Publications 117A, "Guidelines for Evaluating and Mitigating Seismic Hazards in California, 2008." Under the Seismic Hazards Mapping Act, seismic hazard zones are to be identified and mapped to assist local governments in land use planning. The intent of this publication is to protect the public from the effects of strong ground shaking, liquefaction, landslides, ground failure, or other hazards caused by earthquakes. The Sacramento region has not been subject to any seismic hazards mapping by the CGS.

#### ***California Building Code***

The California Building Code (CBC) is updated on a triennial basis and the current version is the 2022 CBC which became effective on January 1, 2023. Chapter 16 of the CBC deals with Structural Design Requirements, including (but not limited to) regulations governing seismically-resistant construction and construction to protect people and property from hazards associated with excavation cave-ins and falling debris or construction materials. Chapter 18 deals with site demolition, excavations, foundations, retaining

walls, and grading, including (but not limited to) requirements for seismically-resistant design, foundation investigations, stable cut and fill slopes, and drainage and erosion control.

### Local Regulations

#### *Sacramento City Code*

Chapter 15.04.050 of the City Code adopts the 2022 CBC whereas local amendments to the 2022 CBC are contained in Chapter 15.20 of the City's Code.

The Surface Mining and Regulation chapter of the City Code containing the comprehensive surface mining and reclamation policies and regulations is currently found in Chapter 17.720 of the City Code.

### 4.7.4 Impacts and Mitigation Measures

#### Methods of Analysis

The following analysis focuses on impacts of the 2040 General Plan that relate to soils, seismicity, and other geologic hazards, as well as mineral and paleontological resources. The analysis considers general geologic and soils conditions of the Planning Area based on resources available from the U.S. Geological Survey, California Geological Survey, and National Resources Conservation Service that were referenced as a basis to inform the TBR (available online at: [www.sac2040gpu.org](http://www.sac2040gpu.org)). When potential impacts on “development” are described, the term development includes both land use projects and infrastructure projects that could include both aboveground and subsurface improvements.

There are no geologic, soils, mineral resource or paleontological concerns associated with any of the Community Plans; therefore, potential impacts specific to the Community Plans are not further addressed.

#### 2040 General Plan Goals and Policies

The following draft goals and policies from the 2040 General Plan are relevant to potential geologic, seismic, and soil hazards.

### 6 *Environmental Resources and Constraints Element*

**Goal ERC-1: Responsible management of water resources that preserves and enhances water quality and availability.**

- ❖ **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.

**Goal ERC-7: Protection of life and property from seismic hazards.**

- ❖ **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.

### 7 *Environmental Justice Element*

**Goal EJ-1: Clean air, water, and soil with no segment of the community disproportionately burdened by environmental harms.**

- ❖ **Policy EJ-1.6: Risks from Hazardous Materials Facilities.** The City shall review proposed facilities that would produce or store hazardous materials (gas, natural gas, or other fuels) to identify, and require feasible mitigation for, any significant risks. The review shall consider, at a minimum, the following:
  - Presence of seismic or geologic hazards;
  - Presence of hazardous materials;
  - Proximity to residential development and areas in which substantial concentrations of people exist, particularly disadvantaged communities (DACs) already overburdened by pollution; and
  - Nature and level of risk and hazard associated with the proposed project.

### 9 *Public Facilities and Safety Element*

**Goal PFS-2: Effective emergency preparedness for and response to natural and human-made hazards.**

- ❖ **Policy PFS-2.2: Critical Infrastructure.** The City shall protect and maintain critical infrastructure such as emergency shelters, fire stations, police stations, emergency operations centers, communications networks, and other emergency service facilities and utilities to ensure continuity of essential operations, including, but not limited to, uninterrupted public safety services during flooding, seismic, geologic, wildfire, and other hazards.

### **Thresholds of Significance**

A significant impact would occur if implementation of the 2040 General Plan would do any of the following:

- Allow development that could result in substantial soil erosion.
- Introduce either geologic or seismic hazards by allowing the construction of the project on a site without protection against those hazards.
- Result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state.
- Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

### Project Impacts

#### **Impact 4.7-1: Implementation of the 2040 General Plan could result in substantial soil erosion.**

Construction activities associated with the 2040 General Plan would include earthwork activities that could expose soils to the effects of wind and water erosion. Natural forces, both chemical and physical, are continually at work breaking down soils. Erosion can lead to damaging effects like undermining roads and buildings and producing unstable slopes.

Development under the 2040 General Plan would result in site preparation activities, such as grading, excavation, and trenching, at project sites located throughout the Planning Area. The development of any on-site or off-site storm drainage facilities (e.g., new or expanded channels or peak attenuation facilities such as swales or basins) would be designed to concentrate runoff flows and convey stormwater runoff. Side slopes of channels or excavations can be eroded by natural forces if proper slope angles are not maintained. Future projects would also result in the addition of impervious surfaces in many areas of the city and, depending on the location of the project, could possibly result in the alteration of topographic features. The alteration of topographic features can lead to increased erosion by creating unstable rock or soil surfaces, by changing the permeability or runoff characteristics of the soil, or by modifying or creating new pathways for drainage. Much of the Planning Area is relatively flat, and the locations of projects that would substantially alter topography are limited.

Subject to exceptions for minor work, compliance with Chapter 15.88 of the City Code, also known as the Grading Ordinance, requires that an Erosion and Sediment Control Plan be prepared for each project within the Planning Area prior to the commencement of grading. An erosion control professional, landscape architect, or civil engineer specializing in erosion control must design the Erosion and Sediment Control Plan and be on the project site during the installation of erosion and sediment control measures and supervise implementation of the installation and maintenance of such facilities throughout the site clearing, grading, and construction periods. For projects that disturb more than one acre, construction activities would be required to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) consistent with the City's National Pollution Discharge Elimination Permit that requires erosion control best management practices be adhered to during any soil disturbing activities. In addition, proposed Policy ERC-1.4 (Construction Site Impacts) requires that construction activities for each project within the city implement erosion control measures.

With implementation of all required regulations and preparation of Erosion and Sediment Control Plans and SWPPPs, projects developed under the 2040 General Plan would have a **less-than-significant impact** related to soil erosion.

### Mitigation Measures

None required.

#### **Impact 4.7-2: Implementation of the 2040 General Plan could contribute to geologic or seismic hazards to future development.**

According to the California Geological Survey, the Planning Area does not include any Alquist-Priolo Earthquake Fault Zones, and there are no known active faults that intersect or are within close proximity to the Planning

Area. Therefore, fault rupture hazards within the Planning Area are highly unlikely and, consequently, implementation of the 2040 General Plan would not expose people or structures to the possibility of fault rupture.

Nonetheless, the Planning Area may be subject to other seismic hazards, including minor groundshaking and liquefaction, caused by major seismic events outside of the Planning Area. The resulting effects of a seismic event could potentially cause damage to buildings, roads, and infrastructure (primary effects), and could cause ground failures such as liquefaction or settlement in loose alluvium and/or poorly compacted fill (secondary effects). The highest intensity of groundshaking experienced in the Planning Area would likely be caused by an active fault outside of the Planning Area such as the San Andreas (>50 miles from Planning Area), Green Valley (approximately 45 miles), Greenville (approximately 50 miles), or Hunting Creek-Berryessa faults (approximately 40 miles), or possibly even older faults such as Dunnigan Hills (approximately 20 miles) or the Foothills fault system (>20 miles).

Portions of the Planning Area are underlain by artificial fill and thick alluvial deposits that, in their present states, could become unstable during seismic ground motion. To reduce the primary and secondary risks associated with seismically-induced groundshaking, City and state mandated building codes include requirements for a geotechnical investigation to determine the subsurface materials and geotechnical hazards that may be present. In Sacramento, commercial, institutional, and large residential buildings and associated infrastructure are required to reduce the exposure to potentially damaging seismic vibrations through seismic resistant design, in conformance with the most recent version of the California Building Code (CBC) and any local amendments included within Chapter 15.20 of the City Code. In addition, proposed policies ERC-7.1 (Expansive Soils and Liquefaction), ERC-7.2 (Seismic Stability), and EJ-1.6 (Risks from Hazardous Materials Facilities) requires that the City regulates structures intended for human occupancy to ensure structural stability from seismic events including liquefaction hazards, as well as seismic stability of facilities that produce or store hazardous materials.

Requirements specific to liquefaction hazards can be mitigated through adherence to the soil and foundation support parameters in Chapters 16 and 18 of the CBC and the grading requirements in Chapters 18, 33, and the appendix to Chapter 33 of the CBC. Similarly, the design of roads and bridges (vehicular and pedestrian overcrossings) would be required to comply with Caltrans design criteria, City Department of Transportation design standards, and/or other accepted non-building structure standards to reduce the primary and secondary risks associated with seismically induced groundshaking. A site-specific geotechnical analyses is required to be prepared for projects within the city and include recommendations to address geotechnical hazards that are present. These building code requirements protect city residents and structures from seismic hazards.

Based on an existing regulatory framework that addresses earthquake safety issues and requires adherence to requirements of the CBC and City design standards within the local amendments identified in Chapter 15.20 of the City Code, seismically induced groundshaking and secondary effects would not be a substantial hazard in the Planning Area with implementation of the proposed policies of the 2040 General Plan. In view of the above, the 2040 General Plan would have a **less-than-significant impact** regarding exposing people or structures to damage resulting from strong seismic groundshaking.

### Mitigation Measures

None required.

**Impact 4.7-3: Implementation of the 2040 General Plan could result in the loss of a known mineral resource that would be of value to the region and the state.**

Mineral Resources are identified by the California Geologic Survey (CGS) as part of the Surface Mining and Reclamation Act (SMARA) of 1975. Based on guidelines adopted by CGS, areas known as mineral resource zones (MRZs) are classified according to the presence or absence of significant deposits, as defined in SMARA and included in Section 6.5 of the TBR. The City is required to develop policies that address mineral resource recovery areas that have been designated by the state as MRZ-2 (significant existing or likely mineral deposits) which are contained in Chapter 17.194 of the City Code. Much of the areas classified as MRZ-2 in the Planning Area are already developed. However, MRZ-2 zones have been mapped in the area between State Route (SR) 99 and SR-16 in the southeastern portion of the Planning Area, as well as a relatively narrow band east of the Sacramento Executive Airport. The 2040 General Plan provides for infill development, which could potentially occur in areas within or near MRZ-2 areas.

Chapter 17.194 of the City Code provides comprehensive surface mining and reclamation requirements that include conservation of minerals and mineral resources. Adherence to SMARA and the City Code would promote compatibility with surrounding land uses for both future and existing mineral production activities and prevent development that would limit these activities. As a result, implementation of the 2040 General Plan would not result in loss of the availability of known mineral resources that would be of value to the state, region, or city. This would be a **less-than-significant impact**.

### **Mitigation Measures**

None required.

**Impact 4.7-4: Implementation of the 2040 General Plan could result in the loss of designated locally-important mineral resource recovery sites.**

As noted above, SMARA provides the regulatory framework for surface mining and reclamation policies to ensure that adverse environmental effects are prevented from mining activities but also the encourages conservation of minerals through land use planning that allows a balance of resource reclamation with other land use needs. California Public Resources Code, Section 2762, states that if a use is proposed that may threaten the potential recovery of minerals from areas that has been classified MRZ-2, the local jurisdiction must specify its reasons for permitting the use to the State Geologist and the State Mining and Geology Board. City Code Chapter 17.194 provides the local legal framework to carry out the requirements of SMARA and other applicable regulations to ensure that among other measures, that the production and conservation of minerals are encouraged. Therefore, considering the regulatory framework of SMARA and the City Code, along with the relatively limited MRZ-2 zones in the mostly developed Planning Area, the potential impact related to the loss of availability of a locally-important mineral resource would be **less than significant**.

### **Mitigation Measures**

None required.

**Impact 4.7-5: Implementation of the 2040 General Plan could directly or indirectly destroy a unique paleontological resource or unique geologic feature.**

The Planning Area is characterized by a largely developed urban area that is located on the alluvial plain of the Sacramento Valley. There are no unique or unusual landforms that would be considered a unique geologic feature nor are there any known unique paleontological resources within the Planning Area.

Paleontological resources include fossil remains, as well as fossil localities and rock or soil formations that have produced fossil material. The Quaternary sediments of the Great Valley sequence, the geologic formation underlying the Planning Area, include gravels and other alluvial sediments laid down by large river systems. These deposits contain well-preserved vertebrate and plant fossils similar to the flora and fauna we see today. Development and redevelopment projects that include excavation could disturb paleontological resources if not managed appropriately. Both the Paleontological Resource Protection Act and Section 5097.5 of the California Public Resources Code protect vertebrate paleontological sites and other paleontological resources that are situated on land owned by, or in the jurisdiction of any city. In addition, Policy HCR-1.1 (Preservation of Historic and Cultural Resources Site Features and Landscaping) requires the City to preserve cultural resources which also includes paleontological resources. Therefore, with adherence to the aforementioned regulatory requirements and Policy HCR-1.1 of the 2040 General Plan, the potential impact would be **less than significant**.

### Mitigation Measures

None required.

### Additional Cumulative Impacts

The geographic scope considered for the additional cumulative analysis is the greater Sacramento Valley region, also referred to as the Great Valley geomorphic province, which is characterized by thick alluvial deposits in a broad valley with low to moderate seismic activity. While geologic conditions can vary substantially across relatively short distances, the province itself is delineated on the basis of the area exhibiting a naturally defined geologic region that displays a distinct landscape or landform. Included within the Valley proximate to the city are three projects located within unincorporated Sacramento County, the Upper Westside Specific Plan, the Grand Park Specific Plan Area, and the Airport South Industrial project.

The Great Valley province is not associated with high seismic risk and seismic risks are generally dependent on site-specific conditions that do not combine to become cumulatively considerable. Therefore, there would be no potential cumulative impacts related to seismic hazards, including ground shaking and liquefaction, and this criterion is not discussed further.

The geographic scope for the analysis of cumulative soils-related impacts depend on site-specific conditions and features in a specific area, such as soil composition and topography. These site-specific impacts would not combine to create cumulative impacts with other projects occurring elsewhere in the greater Sacramento Valley. Therefore, future development under the 2040 General Plan would not have the potential to contribute to an existing cumulative impact.

**Impact 4.7-6: Potential for the 2040 General Plan, combined with past, present and reasonably foreseeable future projects could contribute to the loss of a known mineral resource or of a locally-important mineral resource area.**

Past, present and reasonably foreseeable future projects, as well as projects associated with the 2040 General Plan, would be located in dispersed locations throughout the Planning Area and within the greater



Sacramento Valley. Multiple projects would have to be located within an identified MRZ-2 zone in order for them to combine to become cumulatively considerable. However, very limited MRZ-2 zones are located within the Planning Area and surrounding areas that are similarly largely developed. Areas mapped with known mineral resource zones (identified as MRZ-2 zones) are located in the southeastern portion of the Planning Area, in the area between State Routes 99 and 16 where there are also existing mining activities occurring. The cumulative projects within the County are all located well north of this area and are located within an MRZ-1 Zone, defined as areas where available geologic information indicates little likelihood for the presence of significant concrete aggregate resources.

As noted above, projects within the Planning Area would be required to adhere to Chapter 17.194 of the City Code which provides comprehensive surface mining and reclamation policies that include conservation of minerals and mineral resources. For areas where future development could occur within MRZ-2 areas, adherence with the City Code and SMARA policies for areas outside of the Planning Area, requires that future projects are compatible with mining activities and requires buffer and setbacks from areas classified as MRZ-2. Cumulative projects located outside of the Planning Area boundaries, as mentioned above, are primarily located in an MRZ-1 Zone and would not contribute to a loss of a known mineral resource. Therefore, future development under the 2040 General Plan would not have the potential to contribute to an existing cumulative impact and there would be **no cumulative impact**.

### Mitigation Measures

None required.

**Impact 4.7-7: The 2040 General Plan, combined with past, present and reasonably foreseeable future projects, could directly or indirectly destroy a unique paleontological resource or site.**

As noted above for the Planning Area, the Great Valley formation which also underlies broader areas of the cumulative context region contains vertebrate and plant fossils that could be disturbed from excavation for construction or other ground disturbing activities. While many areas within the region are developed and underlying soils have likely already been disturbed through existing development, some projects could extend deeper or occur in undisturbed areas that may contain paleontological resources. However, just as with the 2040 General Plan, all other cumulative projects within the region would be required to adhere to the existing state (Paleontological Resource Protection Act) and federal (Paleontological Resources Protection Act, Antiquities Act of 1906, and Archeological and Paleontological Salvage – 23 USC 305) laws which would reduce the potential for a loss of paleontological resources due to cumulative development. However, cumulative development within the Valley combined with development under the 2040 General Plan could result in the unintended loss or disturbance of paleontological resources resulting in a significant cumulative impact. Because the city is not located in an area of high sensitivity for paleontological resources and development under the 2040 General Plan would comply with all state and federal laws implementation of the 2040 General Plan would not result in a cumulatively considerable contribution and impacts would be **less than significant**.

### Mitigation Measures

None required.

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## 4.8 Greenhouse Gases

### 4.8.1 Introduction

This section evaluates the effects of implementation of the proposed Sacramento 2040 General Plan (2040 General Plan) and Climate Action & Adaptation Plan (together, the “Sacramento 2040 Project”) on climate change in the Planning Area through greenhouse gas (GHG) emissions. Potential for conflicts with GHG reduction planning efforts, and the potential for exposure to climate change risks is also addressed in this section.

Letters received in response to the Notice of Preparation (NOP) raised issues and questions associated with an increase in vehicle use, including specific comments regarding consistency with existing plans, and how the 2040 General Plan would affect vehicle use and vehicle miles of travel (VMT) including the influence on air pollutants, greenhouse gas (GHG) emissions, and energy consumption; transit and transit-oriented development (TOD); and bicycle and pedestrians. A copy of the NOP along with comments received is included in Appendix A.

The Technical Background Report ([TBR] available online at [www.sac2040gpu.org](http://www.sac2040gpu.org)) provides information specific to the climate conditions, climate science, and GHG emission sources within the State of California and Planning Area. Chapter 6, Environmental Resource (Section 6.7, Greenhouse Gas and Climate Change), of the TBR addresses GHG emissions and climate change. Included within the applicable chapters of the TBR are the regulatory requirements.

The 2040 General Plan includes goals and policies that address potential environmental and safety hazards associated with development that could occur with adoption of the 2040 General Plan. The Environmental Resources and Constraints Element; Land Use and Placemaking Element; Mobility Element; and the Youth, Recreation, Parks, and Open Space Element provides goals and policies that relate to reducing GHG emissions.

### 4.8.2 Environmental Setting

A summary of the existing environmental setting is provided below. Please refer to Chapter 6 of the TBR (available online at: [www.sac2040gpu.org](http://www.sac2040gpu.org)) for a detailed overview of the existing setting, including the regulatory setting.

#### **Climate**

The climate of the City of Sacramento (city), which includes the entirety of the Planning Area is characterized as Mediterranean, which is strongly influenced by the Pacific Ocean and characterized by hot, dry summers and mild, rainy winters. Throughout the year, daily temperatures include summer highs often exceeding 100 °F and winter lows near freezing. Average annual rainfall is about 20 inches and snowfall is very rare.

A GHG is any gas that absorbs infrared radiation in the atmosphere; in other words, GHGs trap heat in the atmosphere. As defined in California Health and Safety Code Section 38505(g) for purposes of administering many of the state’s primary GHG emissions reduction programs, GHGs include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O), among others. Human-caused emissions of these GHGs in excess of natural ambient concentrations are responsible for intensifying the greenhouse effect and have led to a trend of increased warming of the earth’s climate, known as global climate change or global warming.

The Intergovernmental Panel on Climate Change (IPCC) developed the global warming potential (GWP) concept to compare each GHG's ability to trap heat in the atmosphere relative to another gas. The reference gas used is CO<sub>2</sub>; therefore, GWP-weighted emissions are measured in metric tons (MT) of CO<sub>2</sub> equivalent (CO<sub>2</sub>e). The GWP for CH<sub>4</sub> is 25 (i.e., emissions of 1 MT of CH<sub>4</sub> are equivalent to emissions of 25 MT of CO<sub>2</sub>), and the GWP for N<sub>2</sub>O is 298, based on the Intergovernmental Panel on Climate Change's Fourth Assessment Report (IPCC 2007).

Climate change refers to any significant change in measures of climate (e.g., temperature, precipitation, or wind patterns) lasting for an extended period of time (i.e., decades or longer). The Earth's temperature depends on the balance between energy entering and leaving the planet's system, and many factors (natural and human) can cause changes in Earth's energy balance. The greenhouse effect is the trapping and buildup of heat in the atmosphere near the Earth's surface (the troposphere). The greenhouse effect is a natural process that contributes to regulating the Earth's temperature, and it creates a livable environment on Earth.

Human activities that emit additional GHGs to the atmosphere increase the amount of infrared radiation that is absorbed before escaping into space, thus enhancing the greenhouse effect and causing the Earth's surface temperature to rise. Global climate change is a cumulative impact; a project contributes to this impact through its incremental contribution combined with the cumulative increase of all other sources of GHGs. GHG impacts are recognized exclusively as cumulative impacts (CAPCOA 2008).

### Emission Sources

In the state, combustion of fossil fuel in the transportation sector was the single largest source of GHG emissions in 2019, accounting for 40% of total GHG emissions followed by the industrial sector (21%) and the electric power sector (including both in-state and out-of-state sources) (14%) (CARB 2021).

The City of Sacramento (City) first adopted a stand-alone community-wide Climate Action Plan (CAP) in February 2012. The CAP policies and actions were updated and incorporated into the 2035 General Plan which was adopted on March 3, 2015. A municipal CAP for internal City operations in 2016. As part of the Sacramento 2040 General Plan process the City has updated the prior CAP and prepared a Climate Action & Adaptation Plan (CAAP) that integrates a Climate Change Vulnerability Assessment and an Adaptation Chapter. As a part of the CAAP, the City updated the GHG inventory. The results of the GHG emissions inventory and future year projections for 2025, 2030, 2045, and 2050 by emission sector are summarized in Table 6-12 of the TBR.

Compared to 2005, Sacramento's 2016 citywide GHG emissions were 19% lower, thus achieving the City's 2020 target to reduce GHG emissions by 15% below 2005 levels by 2020. Citywide reductions were achieved despite a 10% increase in population, with reductions in every sector. Major reductions occurred in the waste and wastewater sectors, although these sectors make up a smaller portion of Sacramento's total GHG emissions. Increasing gas appliance efficiency helped reduce natural gas usage in buildings and facilities while reduced carbon intensity of fuels and electricity drove reductions in the transportation sector. Decarbonization of electricity also decreased emissions from electricity usage in the buildings and facilities sector. Furthermore, Sacramento's per capita emissions (in units of MT CO<sub>2</sub>e per person) have decreased 28% since 2005. Over the last two GHG inventories, 2011 and 2016, citywide transportation emissions have continued to decrease, with 2016 coming in 11% lower than in 2005.

As presented in Table 4.8-1, citywide GHG levels are projected to be 3,558,871 MT CO<sub>2</sub>e in 2020, 3,726,548 MT CO<sub>2</sub>e in 2025, 3,894,225 MT CO<sub>2</sub>e in 2030, 4,203,918 MT CO<sub>2</sub>e in 2040, and 4,393,122 MT CO<sub>2</sub>e in 2045.

The adjusted forecast is considered a realistic picture of Sacramento’s emissions in the future and includes reductions from state regulations and policies including the Advanced Clean Cars Program, Title 24 Building Energy Efficiency Standards, and California Renewable Portfolio Standard (RPS). With reductions, citywide GHG levels are forecasted to be 3,214,256 MT CO<sub>2</sub>e in 2020, 2,946,452 MT CO<sub>2</sub>e in 2025, 2,703,565 MT CO<sub>2</sub>e in 2030, 2,428,545 MT CO<sub>2</sub>e in 2040, and 2,227,322 MT CO<sub>2</sub>e in 2045, as shown in Table 4.8-1.

**Table 4.8-1. Sacramento’s BAU and Adjusted Forecasts**

Emissions Forecast	2020 (MT CO <sub>2</sub> e)	2025 (MT CO <sub>2</sub> e)	2030 (MT CO <sub>2</sub> e)	2040 (MT CO <sub>2</sub> e)	2045 (MT CO <sub>2</sub> e)
BAU Forecast	3,558,871	3,726,548	3,894,225	4,203,918	4,342,257
Reductions from State Legislation	344,615	780,096	1,190,660	1,775,373	2,114,935
Adjusted Forecast	3,214,256	2,946,452	2,703,565	2,428,545	2,227,322

Source: Rincon 2022.

Notes: BAU = business-as-usual; MT CO<sub>2</sub>e = metric tons of carbon dioxide equivalent.

The City is already meeting its 2020 target because of existing legislative actions but would require significant additional GHG reductions to meet the state’s 2030 target and longer-term 2045 goal. Based on these projections, the City must close a gap of 543,437 MT CO<sub>2</sub>e by 2030 to achieve its GHG reduction targets. The CAAP provides a pathway for the City to reduce GHG emissions consistent with state goals. In particular, the CAAP has been developed to exceed the requirements of Senate Bill (SB) 32, which calls for a reduction in statewide GHG emissions 40% below 1990 levels by 2030. The CAAP is focused on achieving the 2030 target and making substantial progress toward also achieving the 2045 carbon neutrality goal.

The CAAP includes measures and actions that together close the gap between City’s projected 2030 GHG emissions and its 2030 target and make substantial progress towards achieving the 2045 goal of carbon neutrality. The CAAP’s measures and actions were developed with extensive input from residents, community stakeholders, partners such as the Sacramento Municipal Utility District (SMUD) and Sacramento Regional Transit District (SacRT), and recommendations from the Mayors’ Commission on Climate Change Final Report (June 2020). Each measure is supported by a suite of actions, which are the implementable steps that the City will take to achieve the measure goals. Each action included in the CAAP was developed to support at least one of the following pillars of climate action:

- Produce measurable GHG emissions reductions
- Support information gathering for improved measure implementation (e.g., feasibility studies, pilot programs)
- Coordinate with local partners to support equitable distribution of new employment opportunities for the community in the areas of renewable energy, electrification, waste management, and new technology development and deployment
- Achieve just outcomes and mitigate for potential equity impacts through human-centered design and engagement and the development of new resources and programs specifically for low-income communities
- Foster and equip community education, outreach, and leadership for CAAP implementation

- Partner and leverage resources to maximize impact with local organizations and agencies, with the understanding that some groups within Sacramento are better positioned than the City to implement some of the CAAP's climate actions
- Ensure accountability through tracking, monitoring, and reporting

The achievement of actions and measures will be monitored by the City to ensure Sacramento is accountable to its GHG reduction commitments. The City will develop GHG emissions inventories on a regular basis to track progress in achieving the established GHG reduction targets. The City will coordinate with its partners to conduct regular monitoring and reporting and City staff will also provide progress reports to City Council every three years starting in 2027, along with a CAAP update in 2030.

As there are many different ways to determine CAAP implementation progress both qualitatively and quantitatively, the City has defined three monitoring levels that will occur simultaneously throughout the life of the CAAP. All monitoring activity will be conducted for the community's reference through an online CAP monitoring tool tailored for monitoring the City's CAAP. Consistent with the requirements of CEQA Guidelines Section 15183.5(b)(1)(E), the City will monitor the CAP's progress and amend it if it is determined that the plan is not achieving its specified targets.

### Climate Change Adaptation

Global climate change impacts, both direct and indirect, are expected to occur despite the City's efforts to mitigate GHG emissions. The increase in average temperature is expected to have the following primary effects in the Sacramento region:

- Changes to precipitation patterns
- Increased frequency of extreme events such as heat waves, drought, and storm events.

These changes to the climate and landscape of California are expected to affect the following resource areas in the Planning Area:

- Increased risk of flood events
- Increased extreme heat days and urban heat island effect
- Reduced snowpack
- Increased frequency of poor air quality days related to extreme heat and increased regional wildfires
- Increased energy demand
- Impacts to biological resources
- Reduced water quality

### 4.8.3 Updated Regulatory Setting

The regulatory setting for the Sacramento 2040 Project was provided in the TBR (available online at: [www.sac2040gpu.org](http://www.sac2040gpu.org)) and since completion of the TBR there have been some updates and changes to federal and state regulations. The following regulations are included to update, replace, or supplement the regulations listed in the TBR.

### Federal Regulations

#### ***Federal Vehicle Standards***

On January 20, 2021, President Biden issued Executive Order (EO) 13990, Protecting Public Health and the Environment and Restoring Science To Tackle the Climate Crisis, which directed NHTSA to consider publishing for notice and comment a proposed rule suspending, revising, or rescinding the SAFE Vehicles Final Rule by July 2021. NHTSA and EPA released the final rule in 2021 and released the Final Environmental Impact Statement (EIS) in March 2022 for model years 2024 – 2026, which will reduce fuel use by more than 200 billion gallons through 2050, as compared to continuing under the old standards (NHTSA 2022). EPA's action concludes its reconsideration of the 2019 SAFE-1 rule by finding that the actions taken under the previous administration as a part of SAFE-1 were decided in error and are now entirely rescinded.

### State Regulations

#### ***State Climate Change Targets***

##### **Executive Order B-55-18**

EO B-55-18 (September 2018) establishes a statewide policy for the state to achieve carbon neutrality as soon as possible (no later than 2045) and achieve and maintain net negative emissions thereafter. The goal is an addition to the existing statewide targets of reducing the state's GHG emissions. CARB will work with relevant state agencies to ensure that future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal.

##### **Assembly Bill 1279**

The Legislature enacted Assembly Bill (AB) 1279, the California Climate Crisis Act, in September 2022. The bill declares the policy of the state to achieve net zero GHG emissions as soon as possible, but no later than 2045, and achieve and maintain net negative GHG emissions thereafter. Additionally, the bill requires that by 2045, statewide anthropogenic (GHG emissions due to human activities) GHG emissions be reduced to at least 85% below 1990 levels.

##### **CARB's Climate Change Scoping Plan**

On December 15, 2022, CARB approved the *Final 2022 Scoping Plan for Achieving Carbon Neutrality*, which outlines the state's plan to reach carbon neutrality by 2045 or earlier, while also assessing the progress the state is making toward reducing GHG emissions by at least 40% below 1990 levels by 2030, as is required by SB 32 and laid out in the Second Update. The carbon neutrality goal requires CARB to expand proposed actions from only the reduction of anthropogenic sources of GHG emissions to also include those that capture and store carbon (e.g., through natural and working lands, or mechanical technologies). The carbon reduction programs build on and accelerate those currently in place, including moving to zero-emission transportation; phasing out use of fossil gas for heating homes and buildings; reducing chemical and refrigerants with high GWP; providing communities with sustainable options for walking, biking, and public

transit; displacement of fossil-fuel fired electrical generation through use of renewable energy alternatives (e.g., solar arrays and wind turbines); and scaling up new options such as green hydrogen<sup>1</sup> (CARB 2022a).

The *2022 Scoping Plan* also emphasizes that there is no realistic path to carbon neutrality without carbon removal and sequestration, and to achieve the state’s carbon neutrality goal, carbon reduction programs must be supplemented by strategies to remove and sequester carbon. Strategies for carbon removal and sequestration include carbon capture and storage (CCS) from anthropogenic point sources, where CO<sub>2</sub> is captured as it leaves a facility’s smokestack and is injected into geologic formations or used in industrial materials (e.g., concrete); and carbon dioxide removal (CDR) from ambient air, through mechanical (e.g., direct air capture with sequestration [DACs]) or nature-based (e.g., management of natural and working lands) applications.

The Scoping Plan recommends strategies for implementation at the statewide level to meet the goals of AB 32, Senate Bill (SB) 32, and the EOs; it also establishes an overall framework for the measures that will be adopted to reduce California’s GHG emissions. A project is considered consistent with the statutes and EOs if it would meet the general policies in reducing GHG emissions to better facilitate achievement of the state’s goals and would not impede attainment of those goals.

### ***Building Energy***

#### **Title 24, Part 6**

Title 24 of the California Code of Regulations was established in 1978 and serves to enhance and regulate California’s building standards. While not initially promulgated to reduce GHG emissions, Part 6 of Title 24 specifically established Building Energy Efficiency Standards that are designed to ensure new and existing buildings in California achieve energy efficiency and preserve outdoor and indoor environmental quality. These energy efficiency standards are reviewed every few years by the Building Standards Commission and the California Energy Commission (CEC) (and revised if necessary) (California Public Resources Code [PRC] Section 25402[b][1]). The regulations receive input from members of industry, as well as the public, with the goal of “reducing of wasteful, uneconomic, inefficient, or unnecessary consumption of energy” (PRC Section 25402). These regulations are scrutinized and analyzed for technological and economic feasibility (California Public Resources Code, Section 25402[d]) and cost effectiveness (PRC Sections 25402[b][2] and [b][3]). As a result, these standards save energy, increase electricity supply reliability, increase indoor comfort, avoid the need to construct new power plants, and help preserve the environment.

The 2022 Title 24 standards are the currently applicable building energy efficiency standards and became effective on January 1, 2023. The 2022 Title 24 Building Energy Efficiency Standards further reduce energy used and associated GHG emissions compared to prior standards. In general, single-family residences built to the 2022 standards are anticipated to use approximately 7% less energy due to energy efficiency measures than those built to the 2016 standards; once rooftop solar electricity generation is factored in, single-family residences built under the 2022 standards will use approximately 53% less energy than those under the 2016 standards.

The CEC adopted the 2022 Title 24 Energy Code in August 2021 and the California Building Standards Commission approved incorporating the updated code into the California Building Standards Code in

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<sup>1</sup> Green hydrogen refers to hydrogen that is generated by renewable energy or from low-carbon power, and has significantly lower associated carbon emissions than grey hydrogen, which is produced using natural gas and makes up the majority of hydrogen production. For the purposes of the *2022 Scoping Plan*, the term “green hydrogen” is not limited to only electrolytic hydrogen produced from renewables.



December 2021. The 2022 Energy Code went into effect on January 1, 2023. The 2022 standards focus on four key areas in new construction: encouraging electric heat pump technology and use; establishing electric-ready requirements when natural gas is installed; expanding solar photovoltaic system and battery storage standards; and strengthening ventilation standards to improve indoor air quality.

Other changes, including some lighting control requirements for multi-level lighting systems, shut-off controls, and demand responsive controls, are not relevant for healthcare facilities. The 2022 Energy Code also expands on solar photovoltaic (PV) system and battery storage standards for nonresidential buildings. The solar access roof area (SARA) includes the area of a building's roof space capable of structurally supporting a PV system and includes the area of all roof spaces on covered parking areas, carports and all other newly constructed structures on the site that are compatible with supporting a PV system per California Building Code Section 1511.2. The 2022 Energy Code is designed to push new commercial buildings to offset 60% or more of typical energy use with on-site PV energy, with batteries installed to manage the load and reduce energy export to the electric grid during peak solar periods.

### ***Renewable Energy and Energy Procurement***

#### **Senate Bill 1020**

SB 1020 (September 2022) revises the standards from SB 100, requiring the following percentage of retail sales of electricity to California end-use customers to come from eligible renewable energy resources and zero-carbon resources: 90% by December 31, 2035; 95% by December 31, 2040; and 100% by December 31, 2045.

### ***Mobile Sources***

#### **Advanced Clean Cars Program and Zero-Emissions Vehicle Program**

The Advanced Clean Cars (ACC) I program (January 2012) is an emissions-control program for model years 2015 through 2025. The program combines the control of smog- and soot-causing pollutants and GHG emissions into a single coordinated package of regulations: the Low-Emission Vehicle (LEV) regulation for criteria air pollutant and GHG emissions and a technology forcing regulation for ZEVs that contributes to both types of emission reductions (CARB 2022b). The package includes elements to reduce smog-forming pollution, reduce GHG emissions, promote clean cars, and provide the fuels for clean cars. To improve air quality, CARB has implemented new emission standards to reduce smog-forming emissions beginning with 2015 model year vehicles. It is estimated that in 2025 cars will emit 75% less smog-forming pollution than the average new car sold in 2015. The ZEV program will act as the focused technology of the ACC I program by requiring manufacturers to produce increasing numbers of ZEVs and plug-in hybrid EVs in the 2018 to 2025 model years.

The ACC II program, which was adopted in August 2022, established the next set of LEV and ZEV requirements for model years after 2025 to contribute to meeting federal ambient air quality ozone standards and California's carbon neutrality standards (CARB 2022b). The main objectives of ACC II are as follows:

- Maximize criteria and GHG emission reductions through increased stringency and real-world reductions.
- Accelerate the transition to ZEVs through both increased stringency of requirements and associated actions to support wide-scale adoption and use.

The ACC II rulemaking package also considers technological feasibility, environmental impacts, equity, economic impacts, and consumer impacts.

### Executive Order N-79-20

EO N-79-20 (September 2020) requires CARB to develop regulations as follows: (1) Passenger vehicle and truck regulations requiring increasing volumes of new ZEVs sold in the state towards the target of 100% of in-state sales by 2035; (2) medium- and heavy-duty vehicle regulations requiring increasing volumes of new zero-emission trucks and buses sold and operated in the state towards the target of 100% of the fleet transitioning to ZEVs by 2045 everywhere feasible and for all drayage trucks to be zero emission by 2035; and (3) strategies, in coordination with other state agencies, the EPA, and local air districts, to achieve 100% zero emissions from off-road vehicles and equipment operations in the state by 2035. EO N-79-20 called for the development of a ZEV Market Development Strategy, which was released February 2021, to be updated every 3 years, that ensures coordination and implementation of the EO and outlines actions to support new and used ZEV markets. In addition, the EO specifies identification of near-term actions, and investment strategies, to improve clean transportation, sustainable freight, and transit options; and calls for development of strategies, recommendations, and actions by July 15, 2021, to manage and expedite the responsible closure and remediation of former oil extraction on sites as the state transitions to a carbon-neutral economy.

### Advanced Clean Trucks Regulation

The Advanced Clean Trucks (ACT) Regulation was also approved by CARB in 2020. The purpose of the ACT Regulation is to accelerate the market for ZEVs in the medium- and heavy-duty truck sector and to reduce air pollutant emissions generated from on-road mobile sources (CARB 2022c). The regulation has two components, (1) a manufacturer sales requirement and (2) a reporting requirement:

- **Zero-emission truck sales:** Manufacturers who certify Class 2b–8 chassis or complete vehicles with combustion engines will be required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales would need to be 55% of Class 2b–3 truck sales, 75% of Class 4–8 straight truck sales, and 40% of truck tractor sales.
- **Company and fleet reporting:** Large employers including retailers, manufacturers, brokers, and others will be required to report information about shipments and shuttle services. Fleet owners with 50 or more trucks will be required to report about their existing fleet operations. This information will help identify future strategies to ensure that fleets purchase available zero-emission trucks and place them in service where suitable to meet their needs.

## 4.8.4 Impacts and Mitigation Measures

### Methods of Analysis

The analysis in this section is consistent with the recommendations of the Sacramento Metropolitan Air Quality Management District (SMAQMD) Guide to Air Quality Assessment in Sacramento County, Chapter 9, Program-Level Analysis of General Plans and Area Plans (SMAQMD 2020). The analysis primarily focuses on the extent to which the 2040 General Plan would conflict with a plan for reduction of GHG emissions as defined by CEQA Guidelines Section 15183.5.

The City's CAAP is a qualified GHG emissions reduction plan under CEQA Guidelines Section 15183.5. CEQA Guidelines Section 15183.5 allows the GHG impacts of future projects to be evaluated using an adopted GHG emissions reduction plan, like the City's CAAP, provided that the plan meets specific requirements. Specifically, Sections 15183.5(a) and 15183.5(b) state the following:

- (a) Lead agencies may analyze and mitigate the significant effects of greenhouse gas emissions at a programmatic level, such as in a general plan, a long-range development plan, or a separate plan to reduce greenhouse gas emissions. Later project-specific environmental documents may tier from and/or incorporate by reference that existing programmatic review. Project-specific environmental documents may rely on an EIR containing a programmatic analysis of GHG emissions.
- (b) Plans for the Reduction of GHG Emissions. Public agencies may choose to analyze and mitigate significant greenhouse gas emissions in a plan for the reduction of greenhouse gas emissions or similar document. A plan to reduce greenhouse gas emissions may be used in a cumulative impacts analysis as set forth below. Pursuant to sections 15064(h)(3) and 15130(d), a lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project complies with the requirements in a previously adopted plan or mitigation program under specified circumstances.

The six requirements specified in the CEQA Guidelines for GHG reduction plan elements, which the City's CAAP meets, are listed as follows:

- (1) Quantify GHG emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area.
- (2) Establish a level, based on substantial evidence, below which the contribution to GHG emissions from activities covered by the plan would not be cumulatively considerable.
- (3) Identify and analyze the GHG emissions resulting from specific actions or categories of actions anticipated within the geographic area.
- (4) Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level.
- (5) Establish a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specified levels.
- (6) Be adopted in a public process following environmental review.

The City's CAAP includes a GHG emissions target of reducing the city's per capita GHG emissions to 3.63 MT CO<sub>2e</sub> per person by 2030, which is equal to a 62% reduction from 1990 levels. In mass emissions, this equates to achieving emissions less than 2,160,128 MT CO<sub>2e</sub> in 2030. The CAAP is based on growth projections contained in the 2040 General Plan. The GHG forecast was developed using projected growth trends in population, housing, employment, and transportation activity over time, consistent with City and regional projections in the Sacramento Area Council of Governments (SACOG) region, including the Planning Area. The City's GHG emissions inventory and projections have been updated to reflect reductions from state legislation; policies included in the adjusted forecast are the Advanced Clean Cars Program, Title 24 Building Energy Efficiency Standards, and California RPS. Projected VMT under the 2040 General Plan conditions was developed using the SACSIM19 Model, developed for the 2020 Metropolitan Transportation Plan/Sustainable

Communities Strategy (2020 MTP/SCS) (SACOG 2020a). Specific details related to the GHG emissions reductions in the Planning Area are available online at: [www.sac2040gpu.org](http://www.sac2040gpu.org).

As previously discussed in Section 4.8.3, in December 2022, CARB adopted the 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) in response to AB 1279 and other legislation (CARB 2022a). The 2022 Scoping Plan lays out a path to achieve carbon neutrality no later than 2045 and to reduce anthropogenic GHG emissions by 85% below 1990 levels by 2045, as directed by AB 1279. The actions and outcomes in the plan will achieve the following: significant reductions in fossil fuel combustion by deploying clean technologies and fuels; further reductions in short-lived climate pollutants; support for sustainable development; increased action on natural and working lands to reduce emissions and sequester carbon; and the capture and storage of carbon (CARB 2022a). Appendix D of the 2022 Scoping Plan includes recommendations for local government actions to align with the state's climate goals, focusing on local GHG emissions reduction strategies (CARB 2022a).

According to CARB, "local government actions are crucial for supporting attainment of the state's climate goals" and local government leadership is "critical to implementing State-level measures to address GHG emissions associated with transportation and the built environment." Consistency with the 2022 Scoping Plan and AB 1279 is an appropriate method of determining that the 2040 General Plan's GHG emissions are not cumulatively considerable and would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of GHGs. As previously discussed in Section 4.8.2, Environmental Setting, GHG emissions inherently contribute to cumulative impacts, and thus, any additional GHG emissions are not evaluated as a potential cumulative impact.

There are no GHG policies included in any of the Community Plans; therefore, potential impacts specific to the Community Plans are not further addressed.

### 2040 General Plan Goals and Policies

The following draft goals and policies from the 2040 General Plan are relevant to GHGs.

#### 3 *Land Use and Placemaking Element*

**Goal LUP-1: A compact urban footprint and sustainable development pattern with infrastructure that supports efficient delivery of public services while protecting surrounding open space lands.**

- ❖ **Policy LUP-1.1: Compact Urban Footprint.** The City shall promote a land- and resource-efficient development pattern and the placement of infrastructure to support efficient delivery of public services and conserve open space, reduce vehicle miles traveled, and improve air quality.
- ❖ **Policy LUP-1.7: Regional Growth Strategy.** The City shall continue to take a leadership role in defining and implementing a regional growth strategy, collaborating with the Sacramento Area Council of Governments (SACOG) and other stakeholders in the region on initiatives for sustainable growth, transit-oriented infill development, enhanced air quality, economic prosperity, and social equity.

**Goal LUP-2: Balanced and connected community with thriving neighborhoods and centers and development intensities linked to transit.**

- ❖ **Policy LUP-2.1: Overall Balance of Uses.** The City should encourage a balance and a mix of employment, residential, commercial, cultural, and tourism-related uses, as well as a full range of amenities and services necessary to support a thriving city.
- ❖ **Policy LUP-2.2: Interconnected City.** The City should establish a network of interconnected activity centers, corridors, parks, and neighborhoods that promotes walking, bicycling, and mass transit use as viable alternatives to private vehicles.
- ❖ **Policy LUP-2.3: Diverse Centers and Corridors.** The City shall encourage the development of centers and corridors that address diverse community needs, support local market opportunities, are well-served by transit, and are well-integrated with the surrounding neighborhoods.
- ❖ **Policy LUP-2.4: Development Intensity Linked to Transit.** The City shall plan for higher development intensities around current and planned transit to optimize public investments and support an accessible, convenient network.
- ❖ **Policy LUP-2.5: Design for Connectivity.** The City shall require that all new development maximizes existing and new connections with surroundings and with centers, corridors, parks, and neighborhoods to enhance efficient and direct pedestrian, bicycle, and vehicle movement. When feasible, grid patterns should be utilized to facilitate multiple routes.
- ❖ **Policy LUP-2.6: Employment Clusters.** The City should strengthen employment centers and clusters by facilitating the concentration of office, industrial, and commercial uses in these areas and by supporting enhanced transit access to them.

**Goal LUP-4: Walkable, transit-oriented centers and corridors that concentrate new jobs, housing, and entertainment opportunities to support frequent, reliable transit service and foster connected, accessible neighborhoods.**

- ❖ **Policy LUP-4.1: Transit-Supportive Development.** The City shall encourage increased residential and commercial development intensity within one-quarter mile of existing and planned light rail stations, commuter rail stations, and high-frequency bus stops to support more frequent, reliable transit service and vibrant, walkable neighborhoods.
- ❖ **Policy LUP-4.2: Incentivizing Infill.** The City shall consider a range of incentives to attract development to centers, corridors, and sites, including the following:
  - Prioritization of capital investment strategies for infrastructure, services, and amenities to support development;
  - Economic incentives (e.g., fee reductions, regulatory exemptions, or tools such as enhanced infrastructure financing districts (EIFDs), Opportunity Zones, and Enterprise Zones);
  - Streamlined development review, environmental review, and permitting processes;
  - By-right entitlements for development projects consistent with applicable zoning;
  - Ministerial approval of infill housing and mixed-use projects consistent with objective development and design standards;

- Public-private partnerships; and
  - Proactive solicitation of development.
- ❖ **Policy LUP-4.9: Enhanced Pedestrian Environment.** The City shall require the design of sidewalks in commercial and mixed-use areas to promote walkability and pedestrian activity, with widths wide enough to provide for free and clear pedestrian use, activation of building frontages with displays, landscaping, and seating areas for cafes and restaurants.
- ❖ **Policy LUP-4.10: Multi-Modal Access.** The City shall require that new development provide bicycle, pedestrian, and transit access where appropriate to reduce the need for onsite parking and to improve the pedestrian experience within corridors and centers with street trees and landscaping.
- ❖ **Policy LUP-4.13: Future-Ready Gas Stations.** The City shall prohibit the establishment of new gas stations or the expansion of fossil fuel infrastructure at existing gas stations unless the project proponent provides high-speed electric vehicle charging stations on site at a ratio of at least 1 charging station per 3 fuel pumps.

**Goal LUP-5: Attractive, thriving commercial centers that are well-located to serve the needs of Sacramento residents, workers, and visitors.**

- ❖ **Policy LUP-5.1: Evolving Regional Commercial Centers.** The City shall promote housing and employment uses at existing regional commercial centers to enhance retail viability, establish pedestrian-oriented shopping districts, create more attractive buildings and public spaces, support transit viability, and reduce vehicle trips. The City shall facilitate the redevelopment of surface parking, drive aisles, shared parking facilities, and existing buildings to accomplish this.
- ❖ **Policy LUP-5.3: Mixed-Use Neighborhood Centers.** The City shall promote the development of strategically located mixed-use neighborhood centers that accommodate local-serving commercial, employment, entertainment, and cultural uses; that provide diverse housing opportunities; that are within walking distance of surrounding residents; and that are efficiently served by transit.

**Goal LUP-6: A city of healthy, livable, “complete neighborhoods” that provide for residents’ daily needs within easy walking or biking distance from home.**

- ❖ **Policy LUP-6.5: Established Neighborhoods.** The City should encourage new development to respect the pedestrian-scale, pre-automobile form, and lush urban forest that typifies established neighborhoods and contributes to their sense of place.

**Goal LUP-8: A unique and varied sense of place, defined by distinctive natural and urban elements that contribute to local quality of life and hometown pride.**

- ❖ **Policy LUP-8.5: Development Adjacent to Freeways and Railroad Corridors.** The City shall promote high-quality design of buildings along freeway and railway corridors, including promoting techniques such as the following:
- Requiring extensive landscaping and trees along the freeway fronting elevation in consultation with City staff, the Sacramento Metropolitan Air Quality Management District, and Caltrans;

- Establishing a consistent building line, articulating and modulating building elevations and heights, and varying the use of materials and color to create visual interest; and
  - Including design elements that reduce noise and provide for filtering, ventilation, and exhaust of vehicle air emissions.
- ❖ **Policy LUP-8.12: Design of Privately-Developed Public Spaces.** The City should encourage public spaces in private development, where feasible, to include the following features:
- Lined with active uses at-grade and located near building entrances, windows, outdoor seating, patios, or balconies that overlook park spaces, and other areas with strong pedestrian activity;
  - Completely visible from at least one street frontage and as feasible, be at least 50 percent visible from a secondary street frontage;
  - Primarily defined by adjacent buildings, which will contribute to the unity and environmental quality of the space;
  - Located at the same grade level as the public sidewalk when possible. Where changes in grade are an important element of the overall design and programming, clear and direct access from the public sidewalk should be accommodated, and universal accessibility provided;
  - Reflective of the design and placemaking elements of the surrounding area using architectural styles, signage, colors, textures, materials, and other elements;
  - Constructed with low impact and permeable paving materials to efficiently manage the stormwater and minimize the area's heat island effect;
  - Connected to bike and pedestrian facilities and be a part of an interconnected shared pathway or parkway system where feasible;
  - Site furnishing that allows for resting; and
  - Tree canopy at least equivalent to 50 percent.

**Goal LUP-10: Sustainable building and "green" design practices in public and private developments that reduce per capita energy use, waste, and pollutants.**

- ❖ **Policy LUP-10.1: Existing Structure Reuse.** The City shall encourage the retention of existing structures and promote their adaptive reuse and renovation with green building technologies to retain the structures' embodied energy, sequester carbon, increase energy efficiency, and limit the generation of waste.
- ❖ **Policy LUP-10.2: Promote Green Buildings.** The City shall partner with the Sacramento Municipal Utility District (SMUD), Grid Alternatives, American Institute of Architects, North State Building Industry Association, and other organizations and public agencies to raise awareness and promote adoptions of innovative green building technologies in both new and existing buildings.

**Goal LUP-11: Create built and natural environments within the city that prioritize, support, promote, and embrace social equity, ecological regeneration, responsible resource stewardship, and human health and well-being.**

- ❖ **Policy LUP-11.1: Net-Positive Energy Future.** The City shall support and promote projects that demonstrate responsible energy use and an acceleration of renewable energy generation toward a net-positive energy future.

- ❖ **Policy LUP-11.7: Building Materials.** The City shall support and promote the use of benign; responsibly and ethically-sourced; and low-carbon and/or carbon-sequestering building materials and products.
- ❖ **Policy LUP-11.8: Construction Processes.** The City shall encourage onsite construction processes that reduce environmental harm and support sustainable methods.

### *Implementing Actions*

- LUP-A-5: Sustainability and Carbonization Standards.** The City shall evaluate best practices to guide the development of more prescriptive sustainability and carbonization standards for City buildings, infrastructure, and facilities.
- LUP-A-6: Beyond Climate Resiliency Measures.** The City shall evaluate cost-effective opportunities to accelerate voluntary efforts of the private development industry to go above and beyond baseline state-mandated climate resiliency measures, such as incentive programs and other measures.
- LUP-A-7: Net-Zero Energy or Net-Positive Design.** The City shall assess the feasibility of requiring net-zero energy (NZE) or net-positive design for significant retrofitting of existing privately-owned buildings and identify incentives for NZE and net-positive design in adaptive reuse projects.

## 6 *Environmental Resources and Constraints Element*

### **Goal ERC-8: Improved resilience to the effects of heat.**

- ❖ **Policy ERC-8.1: Cooling Design Techniques.** Through design guidelines and other means, in all new development the City shall promote the use of tree canopy, cool pavements, landscaping, building materials, and site design techniques that provide passive cooling and reduce energy demand. In particular, the City shall promote the use of voluntary measures identified in the California Green Building Code (Title 24, Part 11 of the California Code of Regulations) to minimize heat island effects, including hardscape and roof materials with beneficial solar reflectance and thermal emittance values and measures for exterior wall shading.
- ❖ **Policy ERC-8.2: Large Heat Islands.** The City should work with property owners and businesses identified in urban heat island hot spots, informed by Map ERC-4, to address the urban heat island effect and reduce ambient temperatures in surrounding residential areas. City actions may include the following:
  - Facilitating coordinated action among property owners; and
  - Providing information and incentives for cost-effective heat reduction strategies, including front yard tree plantings and vegetation where streets lack room for street trees.
- ❖ **Policy ERC-8.3: Urban Heat Pilot Projects.** The City should continue to pursue pilot projects to test the use of new materials (e.g., landscaping, building materials, and site design techniques) in City infrastructure projects that can mitigate urban heat when implemented at scale.
- ❖ **Policy ERC-8.4: Municipal Cool Roof Retrofits.** The City should evaluate cool roofing options and plan for the retrofit of municipal facilities in coordination with energy efficiency upgrades, including administrative offices, community centers, and maintenance buildings. City buildings located in the most vulnerable areas, informed by Map ERC-4, should be prioritized for retrofits.



**Goal ERC-9: Climate leadership and bold action to achieve carbon neutrality by 2045, aggressively reduce emissions by 2030, and increase climate resilience communitywide.**

- ❖ **Policy ERC-9.1: Communitywide GHG Reduction.** The City shall implement the Climate Action and Adaptation Plan (CAAP), a qualified greenhouse gas (GHG) reduction plan that meets the requirements of the California Environmental Quality Act (CEQA) Guidelines 15183.5(b), to reduce community and municipal emissions consistent with the state’s GHG goals.
- ❖ **Policy ERC-9.2: Additional GHG Emission Programs.** The City shall continue to evaluate the feasibility and effectiveness of new policies, programs, and regulations that contribute to achieving the City’s long-term greenhouse gas (GHG) emissions reduction goals. Efforts should build on the strategies articulated in the Climate Action and Adaptation Plan (CAAP).
- ❖ **Policy ERC-9.3: Lead By Example in Design of City Buildings.** The City shall require Net-Zero Energy or net-positive design for all newly constructed City-owned buildings to raise the profile of sustainable design in the community and encourage adoption of related strategies and technology.
- ❖ **Policy ERC-9.4: Carbon-Neutral Buildings.** The City shall work to transition fossil fuel-powered buildings to electric power communitywide, implementing a phased strategy that targets new construction starting in 2023 and progressively incorporating measures to ensure the electric-powered retrofit of existing buildings by 2045.
- ❖ **Policy ERC-9.5: Climate Change Assessment and Monitoring.** The City shall continue to assess and monitor climate change impacts and adaptive capacity and strive for improvement.
- ❖ **Policy ERC-9.6: Resiliency Hubs.** The City shall continue to establish new resiliency hubs, informed by Map ERC-4, that provide safe breathing spaces for outdoor workers, older adults, people experiencing homelessness, and other vulnerable populations during wildfire smoke events, and cooling and warming centers for extreme weather events and power outages. When feasible, these hubs should be co-located at existing community spaces that already serve the most vulnerable communities.
- ❖ **Policy ERC-9.7: Emergency Power.** The City shall evaluate options for ensuring emergency power at critical facilities and community facilities such as resiliency hubs, including the following:
  - Microgrids,
  - Solar capture and storage,
  - Distributed energy, and
  - Back-up generators.

The City should consider the ability to reduce utility costs and carbon emissions in the assessment.

- ❖ **Policy ERC-9.8: Microgrid Energy Systems.** The City should explore the use of district-scale microgrids for energy generation and backup for infill and new development areas in coordination and partnership with the Sacramento Municipal Utility District (SMUD).
- ❖ **Policy ERC-9.9: Onsite Alternative Energy Creation.** The City shall support and encourage alternative energy creation and onsite energy production, such as thermal systems, onsite photovoltaic, wind turbines, and other emerging technologies.

- ❖ **Policy ERC-9.10: Private Ventures.** The City shall consider supporting private ventures in implementing district infrastructure systems, with the Department of Utilities and Community Development Department providing oversight.
- ❖ **Policy ERC-9.11: Neighborhood Resilience.** The City shall facilitate and coordinate with community organizations for the development of neighborhood-level resilience plans to improve initial emergency response, subsequent recovery, and ongoing self-sufficiency throughout the City. The City should provide resources, training, and information, prioritizing disadvantaged communities (DACs) and vulnerable areas of the City for creation of these plans.

### *Implementing Actions*

**ERC-A.6: Landscape Maintenance Ordinance.** The City shall study the feasibility of a landscape maintenance ordinance that would phase out the use of gas-powered landscaping equipment. This feasibility study shall include the following:

- Account for and identify potential alternatives to achieve comparable landscaping results when gas-powered landscaping equipment is no longer allowed.
- Consider potential solutions to equity impacts on the landscaping workforce as the industry shifts to accommodate the phasing out of gas-powered landscaping equipment.
- Identify a landscaping industry- and workforce-informed process and criteria for determining the extent of phasing out gas-powered landscaping equipment and how to equitably shift industry practices in response.

**ERC-A.7: Cooling Landscape Standards.** The City shall prepare a Landscape Manual or enhance landscape standards to mitigate urban heat island effects. Such standards could include the following:

- A climate appropriate planting palette and recommended plant mix,
- Targets for street tree canopy,
- Shade structure coverage, and
- Asphalt paving coverage.

## **8** *Mobility Element*

**Goal M-1: An equitable, sustainable multimodal system that provides a range of viable and healthy travel choices for users of all ages, backgrounds, and abilities.**

- ❖ **Policy M-1.1: Street Classification System.** The City shall maintain a street classification system that considers the role of streets as corridors for movement but also reflects a context-sensitive Complete Streets concept that enables connected, comfortable and convenient travel for those walking, rolling and taking transit.
- ❖ **Policy M-1.2: User Prioritization.** The City shall prioritize mobility, comfort, health, safety, and convenience for those walking, followed by those bicycling and riding transit, ahead of design and operations for those driving.

- ❖ **Policy M-1.3: Healthy Transportation System Options.** The City shall plan and make investments to foster a transportation system that improves the health of Sacramento residents through actions that make active transportation, non-motorized modes, high-occupancy, and zero-emission vehicles (ZEVs) viable, attractive alternatives to the private automobile.
- ❖ **Policy M-1.4: Designing to Move People.** In planning, designing, and managing the transportation system, the City shall prioritize person throughput to shift trips to more efficient travel modes and upgrade the performance of limited street space.
- ❖ **Policy M-1.5: Street Design Standards.** The City shall maintain street design and operations standards that manage vehicle speeds and traffic volumes and provide for comfortable walking and bicycling travel, updating them as best practices evolve.
- ❖ **Policy M-1.6: Transit Integration.** Wherever feasible, the City shall design buildings, the public realm, streets, and pedestrian access to integrate transit into existing and proposed developments and destinations such as employment centers, commercial centers, major attractions, and public walking spaces to improve access for users by transit.
- ❖ **Policy M-1.7: Fine-Grained Network.** As new development and redevelopment occurs, the City shall seek opportunities to create a finer-grained network of streets and walking and bicycling connections, especially within a 1/2-mile walk of light rail stations and transit stops.
- ❖ **Policy M-1.9: Equitable Processes and Outcomes.** The City shall ensure that the transportation system is planned and implemented with an equitable process to achieve equitable outcomes and investments so that all neighborhoods one day will have similar levels of transportation infrastructure such as sidewalks, marked low-stress crossings, and bikeways.
- ❖ **Policy M-1.11: Increase Bicycling and Walking.** The City shall strive to increase bicycling and walking citywide so that it can meet its equity, reduced vehicle miles traveled, and sustainability goals.
- ❖ **Policy M-1.12: Light Rail Transit (LRT) Station Access Improvements.** Through the development approval process and public and private investments, the City shall foster additional walking and bicycling connections to light rail stations and strengthen existing connections to enhance first/last-mile connectivity and make it easier to travel between the station and surrounding neighborhoods and destinations.
- ❖ **Policy M-1.13: Walkability.** The City shall design streets to promote walking by including design elements such as the following:
  - Grid networks that provide high levels of connectivity;
  - Closely spaced intersections;
  - Frequent and low-stress crossings;
  - Wide, unobstructed walkable sidewalks;
  - Street trees that provide shading; and
  - Minimal curb cuts.
- ❖ **Policy M-1.14: Walking Facilities.** The City shall work to complete the network of tree-shaded sidewalks throughout the city, to the greatest extent feasible, through development project

improvements and grant funding to build new sidewalks and crossings, especially within the high-injury network, in disadvantaged communities, near high-ridership transit stops, and near important destinations, such as schools, parks, and commercial areas. Walking facilities should incorporate shade trees.

- ❖ **Policy M-1.1.5: Improve Walking Connectivity.** The City shall require new subdivisions, new multi-unit dwelling developments, and new developments along commercial corridors to include well-lit, tree-shaded walkways where feasible, that provide direct links to the public realm or adjacent public destinations such as transit stops and stations, schools, parks, and shopping centers.
- ❖ **Policy M-1.16: Barrier Removal.** The City shall remove barriers to walking, where feasible, and work with utility companies to remove barriers to allow people of all abilities to move with comfort and convenience throughout the city, including through the following:
  - Provision of curb ramps, crosswalks, and overpasses;
  - Relocation of infrastructure or street furniture that impedes travel pathways;
  - Reducing or consolidating driveways and curb cuts; and
  - Creation of additional walking entrances to important destinations like schools, parks, and commercial areas.
- ❖ **Policy M-1.17: Improve Bicycling Connectivity.** The City shall plan and seek funding for a continuous, low-stress bikeway network consisting of bicycling-friendly facilities that connect neighborhoods with destinations and activity centers throughout the city.
- ❖ **Policy M-1.18: Bicycling Safety.** When designing projects, the City shall prioritize designs that strengthen the protection of people bicycling such as improvements that increase visibility of bicyclists, increase bikeway widths, raise bikeways, design safer intersection crossings and turns, and separate bikeways from driving traffic wherever feasible.
- ❖ **Policy M-1.19: Walking Safety.** When designing projects, the City shall prioritize designs that encourage walking and improve walking safety best practice designs and considerations for efficiencies in walking.
- ❖ **Policy M-1.20: High-Frequency Transit Service.** The City shall collaborate with the Sacramento Regional Transit District (SacRT) to facilitate implementation of high-frequency transit service on a network of interconnected corridors with characteristics that best support high-frequency transit service and those characteristics that meet City goals, managing corridor operations to provide for adequate transit vehicle speed and reliability.
- ❖ **Policy M-1.21: Extension of Transit Service.** The City shall coordinate with the Sacramento Regional Transit District (SacRT) to plan for the extension of frequent transit service and other related transit improvements that are comfortable, convenient, and interconnected to the Greater Land Park, North Natomas, Pocket/Greenhaven, South Area, and South Natomas Community Plan Areas, and areas with concentrated employment. This may include frequent bus service provided by SacRT as an interim solution along routes ultimately planned for light rail service.
- ❖ **Policy M-1.22: Increase Transit Ridership.** The City shall support work to increase transit ridership citywide.

- ❖ **Policy M-1.23: Transit Priority.** Where appropriate, the City shall support transit by incorporating features such as bus bulbs, traffic signal priority, queue jumps, and other solutions into priority corridors to improve transit speed, reliability, and operating efficiency while reducing passenger delay.
- ❖ **Policy M-1.24: Transit-Only Lanes.** Where appropriate, the City shall support implementation of transit-only lanes to facilitate high-frequency reliable bus service to and between major destinations, job centers, residential areas, and intermodal facilities in Sacramento.
- ❖ **Policy M-1.25: First/Last-Mile Solutions.** The City shall support “first-mile, last-mile solutions” such as multimodal transportation services, public realm improvements, and other innovations in the areas around transit stations and major bus stops (transit stops) to maximize multimodal connectivity and access for transit riders.
- ❖ **Policy M-1.26: Bus Stop Design.** The City shall encourage the Sacramento Regional Transit District (SacRT) to implement bus shelter design that encourages transit use.
- ❖ **Policy M-1.27: Electric Vehicle (EV) Strategy.** In the near-term, the City shall use the EV Strategy to accelerate EV adoption, guide investment in EV infrastructure, and raise awareness of public charging options.
- ❖ **Policy M-1.28: Zero-Emission Vehicle (ZEV) Capital.** The City shall strive to be the ZEV Capital of California, to achieve equitable access to ZEV technologies and benefits across the community, including job training and employment opportunities, and strengthen the local ecosystem of ZEV innovation and industry.
- ❖ **Policy M-1.29: Shared Zero-Emission Vehicles (ZEVs).** The City shall promote shared ZEV options that reduce vehicle trips and the need for personal vehicle ownership.
- ❖ **Policy M-1.30: Public Electric Vehicle (EV) Infrastructure Deployment.** The City shall strategically deploy public City-owned EV charging infrastructure to catalyze a transition to zero-emission vehicle use, prioritizing areas where barriers to adoption exist, including supporting charging infrastructure at regional intermodal facilities.
- ❖ **Policy M-1.31: Private Electric Vehicle (EV) Infrastructure Deployment.** The City shall encourage private property owners to first install EV charging infrastructure on their property before requesting the City to install EV charging infrastructure in the public right-of-way to serve their property. The City shall prioritize the public right-of-way for public use first.
- ❖ **Policy M-1.32: Supportive Infrastructure in the Public Right-of-Way.** The City shall provide the use of public rights-of-way near transit stations, major activity centers, and high demand curb locations where appropriate for electric vehicle (EV) charging infrastructure and other facilities that support emerging mobility technologies. Curbside charging in the public right-of-way shall only be allowed where pedestrian safety and accessibility needs can be met while also minimizing conflicts with other users, street trees, and transit infrastructure.
- ❖ **Policy M-1.33: Electric Vehicle (EV) Car Share and Electric Bike Share.** The City shall facilitate the establishment or expansion of EV car share and electric bike share programs, with priority given to disadvantaged neighborhoods with lower-than-average levels of electric vehicle ownership in conjunction with efforts to increase access to EVs and electric bicycles in these locations.

- ❖ **Policy M-1.34: Electric Mobility (E-Mobility) Hubs.** The City shall support transit agencies, e-mobility operators, transportation network companies (TNCs), and other interested parties to create and operate intermodal e-mobility hubs that serve as connectivity centers offering a suite of integrated electrified mobility solutions and supportive active transportation elements such as bike parking. E-mobility hubs should be located in areas with a concentration of employment, housing, shopping, education, and/or recreational uses based on siting criteria that include transit access, intermodal transfer options, active transportation infrastructure, parcel size, socioeconomic equity, and potential to catalyze new development.
- ❖ **Policy M-1.35: Zero-Emission Vehicle (ZEV) First.** The City shall maintain a ZEV First commitment and continue to use the Fleet Sustainability Policy to guide the management of the municipal vehicle fleet, including refuse collection trucks, street sweepers, police cruisers and other vehicles to improve air quality, reduce greenhouse gas (GHG) emissions, and achieve cost savings.
- ❖ **Policy M-1.36: Electric Vehicles (EVs) in New Development.** The City shall support minimum levels of EV infrastructure readiness and installation in new development and incentivize additional levels of EV charging, and EV car share, beyond City Code minimums.
- ❖ **Policy M-1.37: Electric Vehicle (EV) Charging in Existing Development.** The City will collaborate with local and regional partners to encourage the installation of EV charging in private development, prioritizing the expansion of charging in existing multi-unit and affordable housing, as well as promote available rebates, incentives, and programs.
- ❖ **Policy M-1.38: Electric Vehicles (EVs), and Energy Resiliency.** The City will support innovative vehicle-to-grid technologies and encourage the deployment of integrated energy generation, storage, and vehicle technologies for energy reliability, flexibility, and cost benefits.

### Goal M-2: Reduced reliance on single-occupant vehicles.

- ❖ **Policy M-2.1: Transportation Demand Management (TDM).** The City should promote the greater use of Transportation Demand Management strategies by employers and residents to reduce dependence on single-occupancy vehicles with the target that 17% of all trips are made by transit, and active transportation, ~~and pooled shared~~ modes by 2030 and 23% of all trips are made by transit, and active transportation, ~~and pooled shared~~ modes by 2045.<sup>2</sup>
- ❖ **Policy M-2.2: Wider Participation.** The City should encourage Transportation Management Associations (TMAs), public agencies, major employers, and school districts to expand and increase participation in programs that reduce vehicle miles traveled (VMT) and increase regional average vehicle occupancy. When designing rewards and incentives, prioritize opportunities to support local businesses.
- ❖ **Policy M-2.4: Shared Shuttles.** The City shall encourage employers to partner with the Sacramento Regional Transit District (SacRT) and local Transportation Management Associations (TMAs) to connect employment areas with the multimodal transit stations, light

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<sup>2</sup> The language of Policy M-2.1 has been clarified to remove reference to pooled modes of transportation because the policy is only addressing transit and active modes (e.g., walking and bicycling).

rail stations, and other major destinations, and to offer employees training and incentives for use of shuttles.

- ❖ **Policy M-2.5: Onsite Childcare.** As a Transportation Demand Management (TDM) strategy, the City shall encourage large scale employers to provide onsite childcare services within employment districts to reduce or avoid vehicle trips associated with child pick-up and drop-off.
- ❖ **Policy M-2.8: Micro-Transit Service.** The City shall encourage the Sacramento Regional Transit District (SacRT) in efforts to expand and enhance on-demand micro-transit service for areas with limited fixed-route transit service in Sacramento, focusing on disadvantaged communities as a priority and to connect to major transit stations.
- ❖ **Policy M-2.9: Advocacy and Events.** The City shall encourage Transportation Management Associations (TMAs), transit agencies, and other community partners to lead promotional campaigns and events that encourage use of transit and active modes of transportation for work, shopping, entertainment, and tourism-related trips within and into and out of Sacramento. Events may include May is Bike Month, Sunday Streets, Car-Free Saturdays, and others.
- ❖ **Policy M-2.14: Parking Supply.** The City shall balance on-street and off-street parking supply with objectives for reducing vehicle miles traveled (VMT), improving air quality, supporting economic vitality, and fostering a high quality of life throughout the city.
- ❖ **Policy M-2.15: Incentives for Zero-Emission Vehicles (ZEVs).** The City shall continue to lead by example by continuing to incentivize the use of ZEVs, such as providing incentives for ZEV parking or charging in City parking lots and structures.

**Goal M-5: Connections to the regional transportation network that facilitate the movement of people and goods.**

- ❖ **Policy M-5.7: Zero-Emission Fleets.** The City shall coordinate with public agencies in the Sacramento region to catalyze the development and deployment of zero-emission medium- and heavy-duty vehicle fleets, buses, and lighter duty electric bicycles, and shall support development of shared charging hubs and resources, and prioritization of zero-emission vehicle (ZEV) technologies for goods movement in the city.
- ❖ **Policy M-5.8: Zero-Emission Delivery.** The City shall encourage delivery services to use zero emission travel such as electric trucks, cars, and cargo bikes.
- ❖ **Policy M-4.12: Zero-Emission Aircraft.** The City shall collaborate with the Sacramento County Airport System (SCAS) to facilitate the expansion of zero-emission aircraft trainers and vehicles in the region.
- ❖ **Policy M-5.13: Efficient Ground Connections.** The City shall encourage fast and climate-friendly ground connections to air transport facilities, including the Green Line light rail transit (LRT) extension to the Sacramento International Airport, and zero-emission equipment and vehicles for airport operations.

*Implementing Actions*

- M-A-3:** **High Injury Network.** The City shall continue to annually assess progress toward the adopted actions of the Vision Zero Action Plan and, as warranted, update the High Injury Network and associated intervention policies.
- M-A-5:** **Regional Vehicle Miles Traveled (VMT) Mitigation.** The City shall complete a study to assess the feasibility of regional VMT mitigation measures, including banks, exchanges, and impact fees.
- M-A-9:** **Transportation Demand Management (TDM) Ordinance.** The City shall update the existing Transportation Systems Management Program requirements in the City Code to promote wider adoption of transportation demand management strategies. The update should include a fee structure to support staffing for regular monitoring/reporting and provide for enforcement with meaningful penalties for non-compliance.
- M-A-10:** **Street Design Standards Update.** The City shall review and update City Street Design Standards as needed to ensure they adequately support objectives for prioritizing people throughput, safety, and efficient transportation management.

**10 Youth, Parks, Recreation, and Open Space Element**

**Goal YPRO-1: An integrated system of parks, open space areas, shared-use paths, and recreational facilities that are welcoming, well-maintained, safe, and accessible to all the diverse communities of Sacramento.**

- ❖ **Policy YPRO-1.20: Sustainable Design.** The City shall design and construct parks, public spaces, and recreational facilities for flexible use, energy/water efficiency, reduced greenhouse gas emissions and air pollution, adaptability for long term use, and ease and cost of maintenance.
- ❖ **Policy YPRO-1.21: Climate-Resilient Design.** The City shall ensure that the design of parks and open spaces balances sunlight access with trees, shade structures, drinking fountains, and cooling amenities that provide respite from higher temperatures to reduce urban heat islands and overexposure to heat.

**Climate Action & Adaptation Plan**

The proposed Climate Action & Adaptation Plan (CAAP) is designed to reduce GHG emissions within the Planning Area equal to 63% below 1990 levels through 2030 through a series of specific measures such as electrifying transportation and building energy systems, reducing vehicle miles traveled, reducing organic waste, increasing urban tree canopy cover, and other measures. The proposed Plan includes a qualified GHG emissions reduction strategy to make substantial progress toward zero net carbon emissions by 2045. The City’s previous Climate Action Plan established a target and actions to reduce community GHG emissions by 15% by 2020, and included Policy ER 6.1.5, which encouraged the City to “strive” to reduce community emissions by 49% and 83% by 2035 and 2050, respectively; however, these targets were not requirements.

**Thresholds of Significance**

A significant impact would occur if implementation of the 2040 General Plan would do any of the following:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.



- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of GHGs.

**Project Impacts**

**Impact 4.8-1:** Implementation of the 2040 General Plan could generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment or could conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of GHGs.

Future development under the 2040 General Plan could result in an increase in GHG emissions during construction activities, primarily associated with use of off-road construction equipment, vendor trucks, worker vehicles, and operational activities, which includes motor vehicle trips, landscape maintenance equipment operation, energy use (natural gas and electricity consumed by a proposed development project), solid waste disposal, and generation of electricity associated with water supply, treatment, and distribution, and wastewater treatment. However, future development must be consistent with the 2040 General Plan and with regional plans that are based on the land use pattern of the General Plan. Operational GHG emissions associated with buildout of the 2040 General Plan are summarized in Table 4.8-1.

The Environmental Resources and Constraints Element of the City’s 2040 General Plan includes policies to reduce GHG-related impacts from construction, specifically Policy ERC-4.3 (Project Design) which promotes the incorporation of new technologies, materials, and design and construction techniques to minimize air pollution, noise, excess heat, and other forms of pollution and its impacts, particularly in communities most vulnerable to or affected disproportionately by pollution and its impacts. Policy ERC-4.5 (Construction Emissions) requires that construction and grading activities minimize short-term impacts to air quality by employing appropriate mitigation measures and best practices. These policies would promote new construction techniques and would ensure the implementation of best practices resulting in the reduction of GHG emissions from construction activities.

The CAAP contains a comprehensive strategy to exceed the requirements of SB 32, which calls for a reduction in statewide GHG emissions to 40% below 1990 levels by 2030. The CAAP also includes strategies that would make substantial progress towards consistency with EO B-55-18 to achieve carbon neutrality by 2045. Because GHG emissions from motor vehicles are the largest source of GHG emissions in the Planning Area, VMT is an important metric to help measure progress toward reducing GHG emissions. Table 4.8-2 presents the baseline (2016) and 2040 General Plan buildout population estimates and passenger VMT.

**Table 4.8-2. Sacramento VMT Forecast Summary and Growth Projections**

	Baseline Year (2016)	2040
Population	472,692	638,442
Employment	288,602	365,484
Housing	185,519	254,508
Passenger Vehicle VMT	19,442,920	21,749,664
Passenger Vehicle VMT per capita	41.13	34.07

**Source:** Modified SACSIM19 and Fehr & Peers 2021.

**Note:** Represents VMT generated by land uses in the city.

The passenger vehicle VMT metric used in Table 4.8-2 represents the estimated total VMT generated by trips in personal automobiles and light-duty trucks with at least one trip end (i.e., location of departure or arrival) in the Planning Area. This metric is directly related to how the 2040 General Plan would influence future personal vehicle travel, especially through how land uses are designed. This metric does not include commercial vehicle (e.g., truck) trips that may be generated by residential or commercial land uses (i.e., internet shopping deliveries). As presented in Table 4.8-2, passenger vehicle VMT per capita is expected to decline by about 17.2% in the Planning Area through the 2040 General Plan buildout, which means that vehicle trips are expected to get shorter and shift to alternative travel modes (e.g., transit, walking, and bicycling). In addition, the CAAP also includes performance parameters for the City to reduce VMT to 6,393 miles per person per year in 2030 (25% below 2016 per capita VMT levels) and to 5,625 miles per person per year in 2045 (34% below 2016 per capita VMT levels) between measures TR-1 and TR-2.

Furthermore, development under the 2040 General Plan would primarily occur in developed areas of the Planning Area where public services and infrastructure are currently provided. Existing regulations that would apply to any future residential development, including the California Green Building Standards Code and California’s Title 24 Building Energy Efficiency Standards, would substantially reduce GHG emissions associated with future projects. Given the already built-out nature of the Planning Area and lack of substantial vacant land, future residential projects that may be developed are expected to be located on infill sites where pedestrian- and transit-oriented development is highly feasible and would be encouraged. Development of this nature should reduce the number of new vehicle trips typically associated with residential projects and, thus, would help reduce GHG production resulting from the combustion of fossil fuels for transportation purposes.

As previously discussed, the CAAP update includes measures and actions that together enable the City to reduce projected 2030 GHG emissions sufficiently to exceed its 2030 target and make substantial progress towards achieving the City’s goal of carbon neutrality by 2045. The estimated GHG emissions reduction potential of the CAAP measures that were integrated into the 2040 General Plan are summarized in Table 4.8-3. Notably, the City must close a gap of 543,437 MT CO<sub>2e</sub> by 2030 in order to achieve its GHG reduction targets. Full implementation of CAAP measures would result in a reduction of 1,235,034 MT CO<sub>2e</sub> by 2030.

**Table 4.8-3. Summary of GHG Emission Reduction Actions**

CAAP Measure	Measure Name	GHG Emissions Saved in 2030 (MT CO <sub>2e</sub> )	GHG Emissions Saved in 2045 (MT CO <sub>2e</sub> )
E-1	Support SMUD as it implements the 2030 Zero Carbon Plan.	576,225	0
E-2	Eliminate natural gas in new construction.	37,692	134,621
E-3	Transition natural gas in existing buildings to carbon-free electricity by 2045.	119,289	402,468
E-4	Increase the amount of electricity produced from local resources and work with SMUD to install additional local storage by 2030.	Supportive	Supportive
E-5	Support infill growth to ensure that 90% of growth is in the established and center/corridor communities and 90% small-lot and attached homes by 2040, consistent with the regional Sustainable Communities Strategy. Project-level VMT	Supportive	Supportive

**Table 4.8-3. Summary of GHG Emission Reduction Actions**

CAAP Measure	Measure Name	GHG Emissions Saved in 2030 (MT CO <sub>2e</sub> )	GHG Emissions Saved in 2045 (MT CO <sub>2e</sub> )
	should be 15% below (or 85% of) the regional average.		
TR-1	Improve active transportation infrastructure to achieve 6% active transportation mode share by 2030 and 12% by 2045.	13,509	30,557
TR-2	Support public transit improvements to achieve 11% public transit mode share by 2030 and maintain through 2045.	106,035	122,371
TR-3	Achieve zero-emission vehicle adoption rates of 28% for passenger vehicles and 22% for commercial vehicles by 2030 and 100% for all vehicles by 2045.	212,451	1,137,071
W-1	Work to reduce organic waste disposal 75% below 2014 levels by 2025.	134,991	160,897
WW-1	Reduce water utility emissions (in MT CO <sub>2e</sub> per million gallon) delivered by 100% by 2030 and maintain that through 2045.	6,296	0
WW-2	Reduce wastewater emissions by 22% by 2030 and 40% by 2045.	5,495	11,517
CS-1	Increase urban tree canopy cover to 25% by 2030 and 35% by 2045.	23,053	61,474
Estimated Reductions Achieved from Full Measure Implementation		1,235,034	2,060,976
<b>Total Reduction Needed to Meet Climate Action Targets</b>		<b>543,437</b>	<b>2,227,322</b>
<b>Gap to Target</b>		<b>(691,597)</b>	<b>166,345</b>

**Source:** Rincon 2022.

**Notes:** CAAP = Climate Action and Adaptation Plan; MT CO<sub>2e</sub> = metric tons of carbon dioxide equivalent; SMUD = Sacramento Municipal Utility District; VMT = vehicle miles traveled.

Number in parentheses represents negative number.

Meeting the state's GHG reduction goals would require substantial actions in the future. GHG emissions in the buildings sector are driven primarily by electricity and natural gas usage for water heating, space heating/cooling, and to a lesser extent, cooking. The City's core strategy for achieving carbon neutrality in the building sector is to leverage SMUD's plan to transition to 100% carbon-free electricity procurement by 2030, and by transitioning new and existing buildings to all-electric. On June 1, 2021, the City Council approved a new building electrification ordinance that requires all-electric construction for new low-rise developments beginning in 2023, and medium- and higher density developments in 2026. An updated Ordinance that was mostly technical in nature was adopted by City Council on November 29, 2022, to align the New Building Electrification Ordinance with the 2022 California Building Standards Code. Please see Chapter 1, Introduction and Scope of the Master EIR, section 1.2.1 on page 1-5 for an update on the status of this ordinance.

In the meantime, the City projects that the majority of new buildings will be voluntarily constructed as all-electric based on a range of incentives and rebates that significantly improve the up-front cost effectiveness of all-electric construction, as well as projected bill savings. As detailed in Table 4.8-3, Sacramento is projected

to surpass its 2030 GHG target by nearly 700,000 MT CO<sub>2</sub>e, with a projected contribution of approximately 157,000MT CO<sub>2</sub>e from building electrification. Despite the inability to enforce CAAP Measure E-2 (Eliminate Natural Gas in New Construction) and require all-electric construction at this time, Sacramento will remain on target to surpass 2030 GHG emission reduction targets set by SB 32.

Because most of the city's emissions are due to mobile sources, the 2040 General Plan has included goals and policies that focus on transportation demand management (TDM) actions. Most notably, Policies M-2.1 (Transportation Demand Management) and M-2.2 (Wider Participation) promote and encourage participation in carpool programs; Policies M-2.14 (Parking Supply) and M-2.17 (Parking Management Strategy) aim to regulate parking supply and pricing to disincentivize driving. The City can further reduce future VMT generation and GHG emissions through the TDM-actions listed above, especially those identified in Policy M-2.14 and Policy M-2.17 that influence the cost and convenience of using vehicles. These potential reductions have not been accounted for in the VMT forecasts presented above so the City has additional opportunities to achieve greater reductions if needed in the future. The need would depend heavily on state actions.

At the regional level, SACOG's MTP/SCS has been adopted for the purpose of reducing GHG emissions attributable to passenger vehicles in the Sacramento region. The California Air Resources Board (CARB) sets regional targets for passenger vehicle emissions that are integrated into the Regional Transportation Plan. The "Sustainable Communities Strategy" is a set of land use, housing, and transportation strategies that, if implemented, would allow the region to meet its GHG emissions reduction targets.

SACOG was assigned per capita GHG reduction targets for cars and light-duty trucks of 7% below 2005 levels by 2020 and 19% below 2005 levels by 2035 (SACOG 2020b). SACOG adopted its 2020 MTP/SCS on November 18, 2019. While the MTP/SCS does not regulate land use or supersede the exercise of land use authority by SACOG's member jurisdictions (e.g., members such as the City), the MTP/SCS is a relevant regional reference document for purposes of evaluating the interaction of land use and transportation patterns and the corresponding GHG emissions.

The MTP/SCS presents five primary factors related to policies and actions that would help the region reduce GHG emissions, including shortened vehicle trips; increasing transit, bike, and walk trips; express lane and pay-as-you-go fees, implementing intelligent transportation systems (ITS) and transportation system management (TSM), and incentivize use of electric vehicles. The 2040 General Plan would reduce the passenger vehicle VMT per capita as compared to the baseline year of 2016. Thus, the 2040 General Plan would help reduce regional GHG emissions from mobile sources.

The Scoping Plan (approved by CARB in 2008 and updated in 2014, 2017, and 2022), provides a framework for actions to reduce California's GHG emissions and requires CARB and other state agencies to adopt regulations and other initiatives to reduce GHGs. The Scoping Plan is not directly applicable to specific projects, nor is it intended to be used for project-level or plan evaluations.<sup>3</sup> Under the Scoping Plan, however, there are several state regulatory measures aimed at the identification and reduction of GHG emissions. CARB and other state agencies have adopted many of the measures identified in the Scoping Plan. Most of these measures focus on area source emissions (e.g., energy usage, high-GWP GHGs in consumer products) and changes to the vehicle fleet (i.e., hybrid, electric, and more fuel-efficient vehicles) and associated fuels (e.g., Low Carbon

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<sup>3</sup> The Final Statement of Reasons for the amendments to the CEQA Guidelines reiterates the statement in the Initial Statement of Reasons that "[t]he Scoping Plan may not be appropriate for use in determining the significance of individual projects because it is conceptual at this stage and relies on the future development of regulations to implement the strategies identified in the Scoping Plan".

Fuel Standard), among others. As a result, local jurisdictions benefit from reductions in transportation emissions rates, increases in water efficiency in the building and landscape codes, and other statewide actions that would affect a local jurisdiction's emissions inventory from the top down. Furthermore, development projects under the 2040 General Plan would comply with all applicable regulations adopted in furtherance of the Scoping Plan to the extent required by law.

The 2040 General Plan would not impede the attainment of the most recent state GHG reduction goals identified in SB 32 and EO S-3-05 and. As presented in the TBR, SB 32 establishes a statewide goal of reducing GHG emissions to 40% below 1990 levels by 2030, while EO S-3-05 establishes a statewide goal of reducing GHG emissions to 80% below 1990 levels by 2050. While there are no established protocols or thresholds of significance for that future year analysis, CARB forecasts that compliance with the current Scoping Plan puts the state on a trajectory of meeting these long-term GHG goals, although the specific path to compliance is unknown (CARB 2014).

CARB's 2017 Climate Change Scoping Plan Update (Second Update) included measures to promote renewable energy and energy efficiency (including the mandates of SB 350); increased stringency of the Low Carbon Fuel Standard (LCFS); identified measures in the Mobile Source and Freight Strategies; identified measures in the proposed Short-Lived Climate Pollutant Plan; and increased stringency of SB 375 targets. The 2022 Scoping Plan for Achieving Carbon Neutrality (Third Update) builds upon and accelerates programs currently in place, including moving to zero-emission transportation; phasing out use of fossil gas use for heating homes and buildings; reducing chemical and refrigerants with high GWP; providing communities with sustainable options for walking, biking, and public transit; and displacement of fossil-fuel fired electrical generation through use of renewable energy alternatives (e.g., solar arrays and wind turbines) (CARB 2022).

Many of the measures and programs included in the Scoping Plan would result in the reduction of project-related GHG emissions with no action required at the project-level. The 2040 General Plan would support the Second and Third Update's goals by including policies that reduce VMT, as well promoting installation of solar panels, expanding bicycle and pedestrian networks, growth of EVs, and alternative transportation. Additional transit and pedestrian and bicycle facilities facilitated by the 2040 General Plan would reduce regional citywide vehicle trips, VMT, and GHG emissions. The 2040 General Plan also includes policies that promote mixed-use and transit-oriented development, increasing residential density, particularly near transit, which could lead to a decrease in citywide VMT. Buildout of the 2040 General Plan would also benefit from the gradual increase in energy efficiency and reduction in GHG emissions due to the shift from fossil fuels that will be achieved through the statewide programs and measures.

The 2045 carbon neutrality goal required CARB to expand proposed actions in the Third Update to include those that capture and store carbon in addition to those that reduce only anthropogenic sources of GHG emissions. However, the Third Update emphasizes that reliance on carbon sequestration in the state's natural and working lands will not be sufficient to address residual GHG emissions, and achieving carbon neutrality will require research, development, and deployment of additional methods to capture atmospheric GHG emissions (e.g., mechanical direct air capture). Given that the specific path to neutrality will require development of technologies and programs that are not currently known or available, the project's role in supporting the statewide goal would be speculative and cannot be wholly identified at this time.

Overall, projects developed under the 2040 General Plan would comply with all regulations adopted in furtherance of the Scoping Plan to the extent applicable and required by law. Other relevant GHG emissions reduction targets for the 2040 General Plan include those established by SB 32 and AB 1279, which require

GHG emissions be reduced to 40 percent below 1990 levels by 2030, and 85 percent below 1990 levels by 2045, respectively. The 2040 General Plan and CAAP measures will enable the City to meet the 2030 GHG emission requirements included in SB 32, even with a voluntary approach to New Building Electrification. In addition, AB 1279 requires the state achieve net zero GHG emissions by no later than 2045 and achieve and maintain net negative GHG emissions thereafter. However, since the specific path to compliance for the state in regard to the long-term goals will likely require development of technology or other changes that are not currently known or available, specific additional reduction measures in addition to the policies presented within the 2040 General Plan would be speculative and cannot be identified at this time. The 2040 General Plan would assist in meeting the city's contribution to GHG emission reduction targets in California.

With respect to future GHG targets under SB 32, EO S-3-05, and AB 1279 CARB has also made clear its legal interpretation is that it has the requisite authority to adopt whatever regulations are necessary, beyond the AB 32 horizon year of 2020, to meet SB 32's 40% reduction target by 2030 and carbon neutrality by 2045. The Third Update emphasizes that reliance on carbon sequestration in the state's natural and working lands (i.e., forests, rangelands, urban green spaces, wetlands, and farms) will not be sufficient to address residual GHG emissions, and achieving carbon neutrality will require research, development, and deployment of additional methods to capture atmospheric GHG emissions (e.g., mechanical direct air capture). Given that, the specific path to neutrality will require development of technologies and programs that are not currently known or available.

The Sacramento 2040 Project, as demonstrated above, would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. The impact would be **less than significant**.

### Mitigation Measures

None required.

## 4.8.5 References

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## 4.9 Hazards and Public Safety

### 4.9.1 Introduction

This section evaluates the potential for existing underlying hazards to contribute to physical environmental effects or potential safety issues associated with new development under the proposed Sacramento 2040 General Plan (2040 General Plan) & Climate Action and Adaptation Plan (together, the “Sacramento 2040 Project”).

Comments specific to hazards or safety were received from the Department of Toxic Substances Control (DTSC) in response to the Notice of Preparation (NOP). DTSC’s concerns related to the potential to encounter legacy contaminants, potential disturbances to hazardous building materials, and the soil quality of imported fill materials during excavation and construction activities. A copy of the NOP along with comments received is included in Appendix A.

The Technical Background Report ([TBR] available online at: [www.sac2040gpu.org](http://www.sac2040gpu.org)) provides information specific to the existing hazards and safety setting within the Planning Area. Chapter 7, Public Health and Safety, of the TBR includes information specific to hazardous materials, fire and aviation hazards, and emergency response. Included within the applicable chapters of the TBR are the regulatory requirements.

The 2040 General Plan includes goals and policies that address potential environmental and safety hazards associated with development that could occur with adoption of the 2040 General Plan. The Environmental Justice Element, the Environmental Resources and Constraints Element, and the Public Facilities and Safety Element provides goals and policies that relate to hazards associated with airport land use compatibility as well as protection of life and property from human-made hazards.

### 4.9.2 Environmental Setting

A summary of the existing environmental setting is provided below. Please refer to Chapter 7 of the TBR (available online at [www.sac2040gpu.org](http://www.sac2040gpu.org)) for a detailed overview of the existing setting, including the regulatory setting.

#### **Hazardous Materials Use**

Hazardous materials are routinely used, stored, and transported in the Planning Area by businesses (including industrial and commercial/retail businesses), public and private institutions (such as educational facilities and hospitals), and households. The Sacramento County Environmental Management Department (SCEMD) maintains a database of all businesses in the City of Sacramento (city) using hazardous materials in excess of the threshold quantities (55 gallons for a liquid, 200 cubic feet for a compressed gas, and 500 pounds for a solid).

#### **Hazardous Waste Generation**

The Environmental Compliance Division of the SCEMD has published Guidelines for Generators of Hazardous Waste (SCEMD 2013), which summarizes the various requirements for generating, storing, handling, transporting, and disposing of hazardous wastes.

### **Sites with Known Contamination**

The Planning Area includes sites that were historically contaminated but have been remediated and sites that are known, or believed to be, contaminated that are currently being so characterized, are dormant, or in the process of being remediated. Some sites have been cleaned to certain standards, but may require additional remediation if circumstances warrant, such as certain land use changes and/or types of excavation would occur. Contamination has resulted from lack of awareness, accidental occurrences, intentional actions, and historical business practices that pre-date current regulatory standards.

Federal and state agencies responsible for hazardous materials management, along with the County of Sacramento, maintain databases of such sites. A summary of five of the databases that provide information about hazardous materials sites within the Planning Area is included in Chapter 7 of the TBR. These are collectively identified in practice as the “Cortese List.”

### **Emergency Response**

As a developed urban area, the city faces the potential for hazardous material emergencies. When a hazardous material emergency occurs, multiple resources are available, with the City’s Fire Department leading the response activities. The Planning Area also contains major transportation arteries, such as State Route 99, U.S. Highway 50, Interstates 5 and 80, Capital City Freeway, State Routes 16 and 160, and railroads, each transporting hundreds of thousands of tons of hazardous materials by trucks and rail through and into the city each year.

The Special Operations Division of the City’s Fire Department operates a Hazardous Materials Program in partnership with the Sacramento Metropolitan Fire District and Sacramento County. In addition to responding to incidents within the city limits, the program provides 24-hour response for the County of Sacramento and the cities of West Sacramento, Elk Grove, Citrus Heights, Rancho Cordova, Folsom, Galt, and Isleton. The program also responds to mutual aid requests from OES.

## 4.9.3 Impacts and Mitigation Measures

### **Methods of Analysis**

The following analysis considers that a wide range of activities involving the use, storage, handling, and disposal of hazardous materials and wastes may be associated with development related to the 2040 General Plan. It is assumed that all future and existing development within the Planning Area would comply with all applicable federal, state and local laws, regulations, design standards, and policies.

There are no hazards or public safety policies associated with any of the Community Plans; therefore, potential impacts specific to the Community Plans are not further addressed.

### **2040 General Plan Goals and Policies**

The following draft goals and policies from the 2040 General Plan are relevant to hazards and safety.

## 6 *Environmental Resources and Constraints Element*

**Goal ERC-10: A healthy sound environment conducive to living and working.**

- ❖ **Policy ERC 10.10: Airport land Use Compatibility.** The City shall restrict new residential development within the 65 dBA CNEL airport noise contour, or in accordance with plans prepared by the Airport Land Use Commission and shall only approve noise-compatible land uses.
- ❖ **Policy ERC 10.11: Hazardous Noise Protection.** The City shall discourage outdoor activities or uses in areas within the 70 dBA CNEL airport noise contour where people could be exposed to hazardous noise levels.

## 7 *Environmental Justice Element*

**Goal EJ-1: Clean air, water, and soil with no segment of the community disproportionately burdened by environmental conditions.**

- ❖ **Policy EJ 1.5: Compatibility with Hazardous Materials Facilities.** The City shall ensure that future development of treatment, storage, or disposal facilities is consistent with the County’s Hazardous Waste Management Plan, and that land uses near these facilities, or proposed sites for the storage or use of hazardous materials, are compatible with their operation.
- ❖ **Policy EJ 1.6: Risks from Hazardous Facilities.** The City shall review proposed facilities that would produce or store hazardous materials (gas, natural gas, or other fuels) to identify and require feasible mitigation for, any significant risks. The review shall consider, at a minimum, the following:
  - Presence of seismic or geologic hazards;
  - Presence of hazardous materials;
  - Proximity to residential development and areas in which substantial concentrations of people exist, particularly disadvantaged communities (DACs) already overburdened by pollution; and
  - Nature and level of risk and hazard associated with the proposed project.
- ❖ **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 EJ 1.9. Household Hazardous Waste Collection Programs.** The City shall continue to provide household hazardous waste collection programs to encourage proper disposal of products containing hazardous materials or hazardous wastes.

- ❖ **Policy EJ 1.10: Education.** The City shall continue to educate and inform residents and businesses on how to reduce or eliminate the use of hazardous materials and products, and shall encourage the use of safer, nontoxic, environmentally friendly equivalents. Use accessible and culturally/linguistically relevant methods to increase awareness and participation.

## 9 *Public Services and Facilities Element*

**Goal PFS-1: Responsive police and fire services that ensure a high level of public safety.**

- ❖ **Policy PFS 1.8: Fire Hazards:** The City shall continue to require private property owners to remove excessive/overgrown vegetation (e.g., trees, shrubs, weeds) and rubbish to the satisfaction of the Fire Department to prevent and minimize fire risks to surrounding properties. The City shall continue to remove excessive/overgrown vegetation from City-owned property.

**Goal PFS-2: Effective emergency preparedness for and response to natural and human-made hazards.**

- ❖ **Policy PFS 2.1: Hazard Mitigation Planning.** The City shall continue to use the Local Hazard Mitigation Plan, Comprehensive Floodplain Management Plan, Emergency Operations Plan, and Operational Area Plan to guide actions and investments addressing disasters such as flooding, dam or levee failure, hazardous material spills, epidemics, fires, extreme weather, major transportation accidents, earthquakes, and terrorism.
- ❖ **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.

**Goal PFS-5: Sensible waste management that reduces disposal in landfills and supports cost-effective sustainability efforts.**

- ❖ **Policy PFS 5.8: Household Hazardous Waste Disposal.** The City shall continue to promote the safe disposal of household hazardous waste, e-waste, and batteries through public education.

### **Thresholds of Significance**

A significant impact would occur if implementation of the 2040 General Plan would do any of the following:

- Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities.
- Expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials, or other hazardous materials or situations.
- Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during construction or dewatering activities.
- Obstruct emergency response or access such that response times are substantially affected.
- Expose people or structures, either directly or indirectly, to a significant loss, injury or death involving wildland fires.

## Project Impacts

### **Impact 4.9-1: Implementation of the 2040 General Plan could expose people to contaminated soil during construction activities.**

New development or redevelopment that includes excavation, trenching, or soil disturbance could result in exposure of workers or the public to contaminated soil and hazardous materials and adverse health effects. As stated in the TBR, there are sites throughout the Planning Area that have had known releases of hazardous materials or wastes. In addition to these recorded sites, existing land uses in the city that may contain contamination include former military facilities, industrial and commercial properties, and gas stations. Construction proposed at or near a documented or suspected hazardous materials site would require investigation, remediation, and cleanup of the site prior to commencement of construction. These activities would occur under the supervision of the state DTSC, the Regional Water Quality Control Board, and/or SCEMD, depending on the characteristics of each site and which agency is assigned regulatory oversight.

To prevent potential health hazards to construction workers and the public from exposure to previously unknown contamination, 2040 General Plan Policy EJ 1.8 (Site Contamination) would require that buildings and sites under consideration for new development or redevelopment are investigated for the presence of hazardous materials prior to development activities. In the event, that suspect contamination or previously unidentified USTs, for example, are discovered during construction activities, SCEMD would be notified for and would assume regulatory oversight of characterization of suspect materials. Upon confirmation of contamination, a remediation plan pursuant to Section 25401.05(a)(1) of the California Health and Safety Code and approved by the appropriate oversight agency or authority must be implemented at the site. Adherence to these existing regulatory requirements and Policy EJ 1.8 would ensure that potential exposure of people to existing contaminated soils associated with development under the 2040 General Plan would be **less than significant**.

### **Mitigation Measures**

None required.

### **Impact 4.9-2: Implementation of the 2040 General Plan could expose people to hazardous building materials (e.g., asbestos and lead-based paint) or other hazardous materials.**

Implementation of the 2040 General Plan would result in demolition of existing structures and/or buildings and improvements as part of construction activities for development and redevelopment projects, especially in urbanized areas. Demolition of older improvements and/or buildings could include disturbances to building materials that contain hazardous materials (e.g., asbestos containing materials, lead-based paint, polychlorinated biphenyls (PCBs), and mercury) that could result in exposure of construction personnel and the public to adverse health effects. Exposure pathways by which receptors could be exposed to hazardous materials include:

- direct dermal (skin) contact with hazardous building materials;
- incidental ingestion of hazardous materials (e.g., if workers fail to wash their hands before eating, drinking, or smoking); and
- inhalation of airborne dust or asbestos fibers released from disturbances to materials containing hazardous materials.

Various regulations and guidelines pertaining to abatement of, and protection from, exposure to asbestos, lead, PCBs, and mercury have been adopted for demolition activities. These requirements include: Sacramento Metropolitan Air Quality Management District's Rule 902 pertaining to asbestos abatement; Construction Safety Orders 1529 and 5208 (both pertaining to asbestos) and 1532.1 (pertaining to lead) from Title 8 of the California Code of Regulations (CCR); Part 61, Subpart M of the Code of Federal Regulations (pertaining to asbestos); and lead exposure guidelines provided by the U.S. Department of Housing and Urban Development. In California, asbestos and lead abatement must be performed and monitored by contractors with appropriate certifications from the State Department of Health Services. In the case of PCBs, the identification, removal, and disposal are regulated by the Environmental Protection Agency (EPA) under the Toxic Substances Control Act (TSCA) (Title 40 Chapter 1 Subchapter R Part 761) and California regulations (22 CCR 66263.44). For mercury, which can be found in fluorescent light tubes and switches, the identification, removal, and disposal is regulated under 22 CCR 67426.1 – 67428.1 and 66261.50.

In addition, the California Occupational Safety and Health Administration (Cal/OSHA) has adopted regulations concerning the use of hazardous materials, including requirements for safety training, availability of safety equipment, hazardous materials exposure warnings, and emergency action and fire prevention plan preparation. Cal/OSHA enforces the hazard communication program regulations, which include provisions for identifying and labeling hazardous materials, describing the hazards of chemicals, and documenting employee-training programs. All demolition that could result in the release of lead and/or asbestos must be conducted according to Cal/OSHA standards.

It is also possible that old underground storage tanks that were in use prior to more modern permitting and record keeping requirements may be present in areas of proposed excavation and trenching associated with construction. If an unidentified underground storage tank were uncovered or disturbed during construction activities, it would be sealed and abandoned in place or removed in accordance with Sacramento County standards as enforced by the SCEMD as the local Certified Uniform Program Agency (CUPA) agency. Potential risks, if any, posed by underground storage tanks would be minimized by managing the tank in accordance with these local requirements, as enforced and monitored by SCEMD or the Regional Water Quality Control Board.

Throughout the life of the 2040 General Plan, hazardous materials would be used, transported, and stored throughout the Planning Area. Routine use and transport of hazardous materials is regulated by various federal, state, and local regulations (e.g., Titles 10 and 49 of the Code of Federal Regulations and Title 22 of the California Code of Regulations). Most household and general commercial uses of hazardous materials would be minor and would not result in a substantial increase in the risk of a hazardous materials incident. Policy PFS 5.8 (Household Hazardous Waste) would be effective in providing a means for residential land uses to dispose of hazardous materials and wastes in a manner that protects public health and the environment. Businesses that use or store hazardous materials above reportable quantities would be required to complete a Hazardous Materials Business Plan which provides detailed protocols for the safe storage, use, and disposal of hazardous materials and wastes in accordance with existing regulatory requirements. Also, Policy EJ 1.7 (Transportation Routes) would restrict transport of hazardous materials to designated routes.

However, potential incidents may occur and include accidental spills or releases, intentional releases, and/or the unintentional release of hazardous materials during or following a natural disaster such as an earthquake or flood. To respond to these circumstances, Sacramento County has developed an Area Plan for Emergency Response to Hazardous Materials Incidents. The City's Fire Department also has a hazardous materials incident response team and works in cooperation with other regional and state agencies in the event of a major emergency. Policy EJ 1.5 (Compatibility with Hazardous Materials Facilities) requires consistency of future

development with the County's Hazardous Waste Management Plan, and that land uses near facilities that involve the storage or use of hazardous materials are compatible with their operation. Policy EJ 1.6 (Risks from Hazardous Materials Facilities) would continue to restrict transport of hazardous materials within the Planning Area to designated routes.

Urban development, especially in areas in the vicinity of or adjacent to airports, is potentially exposed to aircraft safety risks, excessive noise, or conflict with an existing airport land use compatibility plan. However, existing federal laws such as Federal Aviation Administration's Safe, Efficient Use, and Preservation of the Navigable Airspace (14 CFR Part 77), are intended to protect against such hazards. Executive Airport is the only airport located within the Planning Area. Portions of the Planning Area are located within the air safety zones of several other airports, including Sacramento International Airport, McClellan Airfield, Mather Airport, and Rio Linda Airport.

Air traffic within the city is subject to various stringent regulations to protect the public from potential aircraft hazards and related safety concerns. Each airport has an Airport Land Use Commission (ALUC) that makes compatibility determinations for compliance of all proposed development around an airport. In addition, development near any airport is required to comply with the adopted Airport Land Use Compatibility Plan (ALUCP). To minimize compatibility issues, the ALUCP limits the height, type, and intensity of land uses surrounding airports to reduce safety concerns associated with aircraft crashes as well as uses that are sensitive to noise. A local jurisdiction may override an ALUC compatibility determination for any proposed incompatible land use by a two-thirds majority vote; however, they must notify the Division of Aeronautics and the ALUC of intent to do so. Any potential noise or safety incompatibility concerns with locating a specific land use in close proximity to an airport is thoroughly reviewed with specific recommendations set forth by the ALUC. In addition, 2040 General Plan Policies ERC 10.10 (Airport Land Use Compatibility) and ERC 10.11 (Hazardous Noise Protection) would ensure compliance with applicable ALUCPs and would substantially limit the potential for exposure of people to aircraft-related hazards including excessive noise.

Compliance with all applicable rules and regulations, along with implementation of the 2040 General Plan policies, would reduce the potential for exposure of construction workers and the general public to unusual or excessive risks related to hazardous building materials and other hazardous materials or situations to a **less-than-significant level**.

### **Mitigation Measures**

None required.

**Impact 4.9-3: Implementation of the 2040 General Plan could expose people to contaminated groundwater during construction activities or dewatering activities.**

Similar to the discussion above under Impact 4.9-1, project construction associated with the 2040 General Plan could encounter contaminated sites from prior historical activities where the groundwater quality has been adversely affected. Any earthwork activities that would occur at or beneath the groundwater table could potentially expose workers or the public to adverse health effects depending on levels of contamination. However, just as with sites with contaminated soils, sites with known groundwater contamination activities would already be under the supervision of the state DTSC, the Regional Water Quality Control Board, and/or SCEMD, depending on the characteristics of each site and which agency has assumed regulatory oversight. As a result, construction activities would be required to be conducted

pursuant with the direction of the regulatory agency and, as appropriate, be required to adhere to a soil and groundwater management plan. Occupation of any development or redevelopment project site would not occur until remediation is complete or the overseeing agency has determined that no health threat is present at the site.

Disturbance of sites with previously unknown groundwater contamination could cause various short-term or long-term adverse health effects in persons exposed to the hazardous substances. To prevent potential health hazards to construction workers and the public from exposure to previously unknown contamination, Policy EJ 1.8 (Site Contamination) would require that buildings and sites under consideration for new development or redevelopment are investigated for the presence of hazardous materials prior to development activities. In addition, upon identification of contamination, a remediation plan pursuant to Section 25401.05(a)(1) of the California Health and Safety Code and approved by the appropriate oversight agency or authority must be implemented at the site. Adherence to these existing regulatory requirements and Policy EJ 1.8 would ensure that construction activities on sites with groundwater contamination are reduced to less-than-significant levels.

Construction activities associated with development could also encounter contaminated groundwater that requires dewatering to complete construction. Groundwater that may have been adversely affected by historical releases of hazardous materials could expose construction workers and the public to these known or previously unreported hazardous substances that may be present in the soil or groundwater. As stated in the TBR, there are sites throughout the Planning Area that have had known releases of hazardous materials or wastes. In addition to these recorded sites, existing land uses in the city that may contain contamination include former military facilities, industrial and commercial properties, and gas stations.

All dewatering activities for projects within the Planning Area would be subject to the requirements of the City's Department of Utilities Engineering Services Policy No.0001, adopted as Resolution No. 92-439, which protects water quality by requiring monitoring of dewatering activities and ensuring that all groundwater discharges are free of contamination as part of permit requirements. Compliance with the existing state and local requirements as well as the policies in the 2040 General Plan would ensure that potential impacts associated with exposure to groundwater contamination would be **less than significant**.

### **Mitigation Measures**

None required.

**Impact 4.9-4: Implementation of the 2040 General Plan could obstruct emergency response access and affect response times of emergency responders.**

Construction activities could require that travel be restricted on roadways within the Planning Area to facilitate construction activities such as demolition, material hauling, construction, staging, and modifications to existing infrastructure. Such restrictions could include lane closures, lane narrowing, and detours, which would be temporary but could also continue for extended periods of time. Lane restrictions, closures, and/or detours could cause an increase in traffic volumes on adjacent roadways. In the event of an emergency, emergency response access or response times could be adversely affected.

To avoid interference with emergency response, the City requires all development projects to prepare a Traffic Management Plan for construction activities, as required by Sections 12.20.020 and 12.20.030 of the City Code. In addition, all development and redevelopment projects would be required to adhere to state and local



building code requirements including Fire Code requirements which include design measures for emergency access, turning radii of emergency response vehicles, as well as site ingress and egress. Evacuation routes would also be protected by Policy PFS 2.3 (Evacuation Routes) during emergency situations such as flooding or wildfire. Therefore, considering the temporary nature of any road closures, lane narrowing, or detours combined with compliance with City requirements, building codes, and Policy PFS 2.3, the potential impacts related to obstruction of emergency response access and response times would be **less than significant**.

### Mitigation Measures

None required.

#### **Impact 4.9-5: Implementation of the 2040 General Plan could expose people or structures to loss, injury or death involving wildland fires.**

The Planning Area is primarily urbanized and is generally surrounded by suburban areas that are also developed. Therefore, there are few remaining wildland areas remaining in the Planning Area. While wildfire risk is predominantly associated with wildland urban interface (WUI) areas, significant wildfires can also occur in heavily populated areas.

The WUI is a general term that applies to development adjacent to landscapes that support wildland fire. The WUI generally pertains to development areas that are located into the foothills and mountainous areas of California which does not characterize lands within the Planning Area. The entire Planning Area is located in an area considered to be in a Local Responsibility Area (LRA) where the fire protection responsibility lies with local agencies, in this case the City's Fire Department.

Areas within the Planning Area that have been identified as fairly susceptible to an urban wildfire are generally along the American River Parkway from Watt Avenue to the Sacramento River and along Garden Highway in the Natomas area and also along the Sacramento River from where Highway 80 crosses the river to the confluence with the American River. The Sacramento County Multi-jurisdictional Local Hazard Mitigation Plan recognizes the American River Parkway as a wildfire hazard area. A wildland fire that originated along the American or Sacramento rivers could spread into nearby neighborhoods. The County of Sacramento's Metro Fire maintains and operates an air operations program to increase accessibility to these vegetated areas where vehicular City and County Fire Department equipment is limited in accessibility. In addition, all proposed development and redevelopment would be subject to meet fire suppression design criteria that is contained within the California Fire Code (Title 24, Part 9, California Code of Regulations).

The 2040 General Plan includes Policies PFS 2.1 (Hazard Mitigation Planning) and PFS 1.8 (Fire Hazards) which confirm the City's continued reliance on adopted plan's that address hazardous material spills, fires, and extreme weather, among other hazards as well as continue to require private property owners and the City to remove excessive/overgrown vegetation to prevent and minimize fire risks on private and public lands. Compliance with the California Fire Code as well as 2040 General Plan policies would minimize risks associated with the exposure of people or structure to loss, injury or death due to wildland fires and the impact is **less than significant**.

### Mitigation Measures

None required.

### Additional Cumulative Impacts

Impacts due to potential exposure of people to hazardous materials or conditions are generally localized to specific sites and do not combine with one another in a way to create a greater or more severe hazards. For example, hazardous materials incidents tend to be limited to a smaller more localized area surrounding the immediate location and extent of a release and could only be cumulative if two or more hazardous materials releases overlapped spatially and contemporaneously, as discussed below.

The potential for additional cumulative projects within the larger County to combine with development proposed under the 2040 General Plan and result in exposure risks from existing contaminated soil associated with past uses is relatively low since the types, quantities, and exposure pathways of contaminated sites can vary greatly and the exposure hazards tend to be isolated to the location of the original release and are not cumulative in nature. In general, impacts related to exposure hazards from soil contamination could only combine through limited mechanisms such as transport of contaminated soils to off-site facilities. However, there are stringent regulations that govern the transport of hazardous materials such that the potential for emissions or accidental releases is relatively low and for multiple incidents to coincide geographically as well as temporally is remote. As a result, there would be no cumulative impact related to this criterion and it is not discussed further.

Similarly, any additional cumulative impacts related to exposure risks from disturbances to existing hazardous building materials (e.g., asbestos and lead-based paint) are also site-specific and subject to stringent regulatory requirements that minimize the release. Any additional cumulative projects would be required to adhere to these survey and abatement regulations as that of projects under the 2040 General Plan and would not combine to become cumulatively considerable. Therefore, there would be no cumulative impact from hazardous building materials, and it is not discussed further.

Incidents involving releases of hazardous materials which have adversely affected groundwater are also relatively localized. Sites with groundwater contamination are dispersed throughout the Planning Area and are in varying stages of evaluation and/or remediation. Remediation is overseen by DTSC or the Regional Water Quality Control Board and groundwater is typically treated on site. Therefore, sites with groundwater contamination do not combine to become cumulatively considerable. Development (including redevelopment projects) associated with the 2040 General Plan would not combine with past, current, and reasonably foreseeable future projects in the County and as a result there would be no cumulative impact and it is not discussed further.

For additional cumulative impacts related to both emergency response and wildfires, the evaluation considers the Sacramento County region which coincides with the focus of the County's Local-Hazard Mitigation Plan. The geographical context for assessing additional cumulative impacts related to wildfires is Sacramento County which includes more open space than the mostly developed Planning Area. Reasonably foreseeable development in the unincorporated County includes the Upper Westside Specific Plan and the Grand Park Specific Plan Area. The City is also reviewing a request for a potential annexation for the South Airport Industrial project currently located in the County.

**Impact 4.9-6: The 2040 General Plan, combined with past, current, and reasonably foreseeable future projects, could obstruct emergency response and affect response times.**

Buildout of the 2040 General Plan in conjunction with other cumulative development in the County would increase the population and buildings requiring emergency response. Local regulation of development within the jurisdictional boundaries of incorporated cities and unincorporated areas within the County include a policy framework that ensures adequate capacity exists to support proposed development and ensure adequate emergency access and response times are provided. It is assumed new development would be constructed in accordance with City and County code requirements, current design standards and building codes that include measures to ensure adequate emergency access during construction and operation and would not significantly impair or interfere with the emergency response because existing codes are designed to minimize hazards and protect public health and safety.

Cumulative projects, like those associated with the 2040 General Plan would likely also require temporary lane closures and detours during construction but would similarly be managed by Traffic Management Plans in accordance with Sections 12.20.020 and 12.20.030 of the City Code and similar Traffic Control Plans and Detour Plans required by the County. Implementation of these standards and codes would minimize any obstructions to emergency response or otherwise adversely affect emergency response times. Therefore, the contribution of the 2040 General Plan would not cumulatively considerable, and the impact would be **less than significant**.

**Mitigation Measures**

None required.

**Impact 4.9-7: The 2040 General Plan, combined with past, current, and reasonably foreseeable future projects, could expose people or structures, to loss, injury or death involving wildland fires.**

The County is mostly within a Local Responsibility Area but also includes State Responsibility Areas in the eastern portion of the County. However, much of this open space consists of agricultural land rather than forested wildlands. As a result, wildfire risk in the County varies by location but does include areas considered to have moderate, high, and very high hazard areas. Areas that have higher risk of wildfires include large concentrations of highly flammable brush located in open space areas along the American River Parkway, areas of eucalyptus groves, and there is also risk from fires that might emanate from adjacent counties such as Yolo County or Placer County and travel into Sacramento County (County of Sacramento 2021). While wildfire risk is predominantly associated with WUI areas, wildfire risk is also present within heavily populated urban areas.

Buildout of the 2040 General Plan, combined with other development in the County, would contribute to an increase in population that could lead to an increase in exposure to wildfire risk to residents and structures. According to the County’s Multi-jurisdictional Local Hazard Mitigation Plan there are no areas of Extreme Threat within the County (County of Sacramento 2021). In addition, adherence to local and state fire codes can ensure that current and future projects include modern fire safety design features that can minimize risk of loss, injury or death involving wildland fires. Development within the County, similar to future development under the 2040 General Plan, would be subject to the same fire safety design requirements which would be effective in reducing the potential risks. Therefore, while wildfire risks cannot be entirely avoided, adherence to fire safety regulations along with implementation of the County’s Local Hazard Mitigation Plan would reduce potential impacts. As a

result, buildout of the 2040 General Plan would not result in a considerable contribution to an increase in wildfire exposure and would not be cumulatively considerable, and the impact would be considered **less than significant**.

### **Mitigation Measures**

None required.

### 4.9.4 References

County of Sacramento. 2021. 2021 Multi-jurisdictional Local Hazard Mitigation Plan Update, Public Review Draft. July 2021.

SCEMD (Sacramento County Environmental Management Department). 2013. Guidelines for Generators of Hazardous Waste, Environmental Compliance Division. July 2013.

## 4.10 Hydrology, Water Quality, and Flooding

### 4.10.1 Introduction

This section evaluates the effects of implementation of the proposed Sacramento 2040 General Plan (2040 General Plan) and Climate Action & Adaptation Plan (together, the “Sacramento 2040 Project”) on hydrology, water quality, and flooding and outlines applicable plans and policies related to the management of water resources. The analysis includes a review of surface water, groundwater, and stormwater.

No comments specific to hydrology, water quality, or flooding issues were received in response to the Notice of Preparation (NOP). A copy of the NOP along with comments received is included in Appendix A.

The Technical Background Report ([TBR] available online at: [www.sac2040gpu.org](http://www.sac2040gpu.org)) provides information specific to the existing conditions within and adjacent to Planning Area. Chapter 6, Environmental Resources, of the TBR addresses water resources and quality (see Section 6.3) while Chapter 7, Public Health and Safety, addresses flood hazards (see Section 7.2). Included within the applicable chapter and section of the TBR are the regulatory requirements; however applicable updates since the preparation of the TBR was completed in 2020 are provided below in Section 4.10.3.

The 2040 General Plan includes goals and policies that address hydrology, water quality, and flooding impacts. In the 2040 General Plan, issues associated with hydrology, water quality, and flooding are addressed primarily in the Environmental Resources and Constraints Element and the Public Facilities and Safety Element. The policies included in these elements are intended to guide development and infrastructure practices to protect surface water and groundwater from the degradation of runoff and pollution, and to prevent possible flood hazards.

### 4.10.2 Environmental Setting

A brief summary of the existing environmental setting is provided below. Please refer to Chapters 6 and 7 of the TBR (available online at: [www.sac2040gpu.org](http://www.sac2040gpu.org)) for a detailed overview of the existing setting, including the regulatory setting.

#### **Existing Conditions**

The City of Sacramento (city) is located at the confluence of the Sacramento and the American rivers in the southern portion of the Sacramento River Basin. The American River transects the Planning Area, flowing west to join the Sacramento River roughly along the northern boundary of the Central Business District. The Planning Area contains many natural and man-made tributary drainage features, which ultimately drain into the Sacramento River.

#### **Surface Water**

Ambient water quality in the Sacramento and American rivers is influenced by numerous natural and artificial sources, including soil erosion, discharges from industrial and residential wastewater plants, stormwater runoff, agriculture, recreation activities, mining, timber harvesting, and flora and fauna. The reaches of the Sacramento and American rivers that flow through the Sacramento urban area are considered impaired from

mercury, an unknown toxicity,<sup>1</sup> PCBs (Polychlorinated biphenyls), pesticides - Dichlorodiphenyltrichloroethane (DDT), Dieldrin, and Chlordane, and are listed on the EPA approved 2020-2022 Section 303(d) list of water quality limited segments. Other major creeks, drainage canals, and sloughs in the city boundaries are also listed for pesticides and copper.

### Groundwater

The Planning Area is located in two subbasins of the Sacramento Valley Groundwater Basin (DWR Basin No. 5-021). From the American River south, the Planning Area is in the 248,000-acre South American Subbasin (DWR Subbasin No. 5-021.65). North of the American River, the Planning Area is within the 342,000-acre North American Subbasin (DWR Subbasin No. 5-021.64) (DWR 2020). Neither basin is identified by DWR as being in a state of critical overdraft, however both were identified as high priority basins (DWR 2020). Based on regional groundwater level monitoring wells in both subbasins, groundwater levels in the period between 2013 and 2018 have remained relatively stable, however according to Department of Water Resources the 20-year trend indicates either no trend or an increasing trend, depending on the well site (DWR 2023).

Groundwater containing elevated levels of contaminants is present within or near the Planning Area. Groundwater quality in the Planning Area is generally within the primary and secondary drinking water standards for municipal use, including levels of iron, manganese, arsenic, chromium, and nitrates.

### Stormwater

In general, stormwater runoff within the city flows into either the city's combined sewer system (CSS) or into individual drainage sumps located throughout the Planning Area. Water collected by the CSS is transported to the Sacramento Regional County Sanitation District's Sacramento Regional Wastewater Treatment Plant, where it is treated prior to discharge into the Sacramento River. The City also operates its Combined Wastewater Treatment Plant on 35th Avenue and Pioneer Reservoir Treatment Plant on Front Street, where additional wastewater can be treated prior to discharge during precipitation events when the capacity of the Sacramento Area Sewer District's (SacSewer) interceptor may be impacted. The underground storage vaults in the CSS provide storage s during storm events, releasing it as capacity exists.

Urbanization may increase peak flow runoff, as well as the total volume of stormwater runoff from a site. The increase is dependent upon the type of soil and its topography compared to the proposed land uses. Much of the county is characterized by soils with low permeability and high runoff rates, contributing to water quality and flooding impacts.

### Flooding

High water levels along the Sacramento and American rivers are a common occurrence in the winter and early spring months due to increased flow from storm runoff and snowmelt. An extensive system of dams, levees, overflow weirs, drainage pumping plants, and flood control bypass channels strategically located on the Sacramento and American rivers has been established to protect the area from flooding.

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<sup>1</sup> Unknown toxicity refers to the presence of toxins, whether a single substance or from the interactive effect of multiple substances, that produce detrimental physiological responses in human, plant, animal, or aquatic life. Compliance with this objective is determined by analyses of indicator organisms, species diversity, population density, growth anomalies, and biotoxicity tests of appropriate duration or other methods as specified by the Regional Water Board (RWQCB 2019).

There are three different types of flood events in the Sacramento area: flash, riverine, and urban stormwater. These floods are often the result of severe weather and heavy rainfall, either in the city or in areas upstream of the city (e.g., Sacramento River watershed in the northern portion of the valley). Flash flood describes localized floods of high volume and short duration, usually resulting from a heavy rainfall on a relatively small drainage area. There is also a chance of flash floods occurring from failure of dams, reservoirs, or levees within the Planning Area. The most common type of flood event is localized riverine or creek flooding, which occurs when a watercourse exceeds its bank-full capacity. Urban stormwater flooding occurs when storm drains are not adequately sized or experience temporary blockage.

### 4.10.3 Updated Regulatory Setting

The regulatory setting for the Sacramento 2040 Project was provided in the TBR (available online at: [www.sac2040gpu.org](http://www.sac2040gpu.org)) and since completion of the TBR in 2020 there have been relevant updates and changes to state and local regulations. The following regulations are included to update, replace, or supplement the regulations listed in the TBR.

#### **State Regulations**

##### ***Central Valley Water Quality Control Board (CVRWQCB) NPDES Permits***

The CVRWQCB has recently adopted a general NPDES permit for short-term discharges of small volumes of wastewater that pose little or no threat to surface water. Permit conditions for the discharge of these types of wastewaters to surface water are specified in “Limited Threat Discharges to Surface Waters” (Order No. R5-2022-0006, NPDES No. CAG995002). Discharges may be covered by the permit provided they are clean or relatively pollutant-free wastewaters that pose little or no threat to water quality, and include well development water, construction dewatering, pump/well testing, pipeline/tank pressure testing, pipeline/tank flushing or dewatering, condensate, water supply system, aggregate mine, filter backwash water, and other wastewater that does not require treatment. The general permit also specifies standards for testing, monitoring, and reporting, receiving water limitations, and discharge prohibitions.

As stated in the TBR regarding the NPDES General Construction Activity Stormwater Permit (Construction General Permit), the General Permit was modified in April 2001 and then again amended by Order No. 2010-0014 and 2012-0006-DWQ. On September 8, 2022, the State Water Board adopted the 2022 Construction General Permit Order No. 2022-0057-DWQ. This latest amendment becomes effective September 1, 2023, and continues to regulate construction activities for discharges of storm water runoff associated with construction and land disturbance activities.

##### ***California Sustainable Groundwater Management Act***

The groundwater sustainability plan (GSP) for the South American Subbasin was submitted to the State Department of Water Resources for review in January 2022 in accordance with the requirements of the Sustainable Groundwater Management Act (SGMA). The GSP was finalized on October 29, 2021, and was developed by the Groundwater Sustainability Agencies that represent the entire South American Subbasin including the Sacramento Central Groundwater Authority (SCGA), Northern Delta GSA (NDGSA), Omochumne-Hartnell Water District (OHWD), Reclamation District (RD) 551, Sloughhouse Resources Conservation District (SRCD), and Sacramento County.

## 4.10.4 Impacts and Mitigation Measures

### Methods of Analysis

Impacts on water quality were evaluated qualitatively by considering the types of pollutants that are commonly associated with development and redevelopment projects during construction and operational phases and determining whether meeting the requirements of applicable federal, state and local regulations would reduce potential impacts to a less-than-significant level. Impacts associated with flooding were evaluated qualitatively by assuming the potential for increases in impervious surfaces from implementation of the 2040 General Plan and by evaluating whether existing regulatory requirements for drainage control would affect the potential for any increased flooding risks.

The analysis of impacts to groundwater considers how development and redevelopment projects associated with the 2040 General Plan would influence groundwater recharge based on increases in impervious surfaces and the existing and projected condition of the affected groundwater basin.

Potential impacts related to the relatively remote potential for failure of levees or dams are not evaluated in this Master EIR, because these facilities are designed, constructed, and maintained according to established standards for safety by regional, state, and/or federal agencies. The Sacramento Area Flood Control Agency has been responsible for the design and construction of several recent levee upgrades in the region and within the Planning Area. Levees are reviewed and certified by the U.S. Army Corps of Engineers (USACE) according to specific criteria to ensure their safety, including the potential for seismic and high-water events. Dams and levees are maintained according to federal and state standards by the California Department of Water Resources (DWR), U.S. Bureau of Reclamation (Reclamation), and/or USACE, depending on the facility.

Reclamation and USACE are currently making flood safety improvements to Folsom Dam upstream of the city on the American River. These efforts began in 2007 and also include plans to raise the dam and increase the dam capacity. These flood improvement projects are ongoing.

Dam safety review in California is the responsibility of DWR's Division of Safety of Dams. The City does not have the discretion to modify levees or dams. No dam failures have occurred in Sacramento County since 1950, prior to construction of Folsom Dam and the current levee system. The City cooperates with Sacramento County for emergency preparedness planning and the County has adopted the Sacramento County Local Hazard Mitigation Plan. The City is prepared with robust emergency response in the unlikely event of such a disaster. Therefore, for these reasons, this potential hazard is not analyzed further in this document.

### 2040 General Plan Goals and Policies

The following draft goals and policies from the 2040 General Plan are relevant to Hydrology, Water Quality, and Flooding.

#### 6 *Environmental Resources and Constraints Element*

**Goal ERC-1: Responsible management of water resources that preserves and enhances water quality and availability.**

- ❖ **Policy ERC 1.1: Clean Water Programs.** The City shall promote environmental stewardship and pollution prevention activities with outreach, assistance, and incentives for residents and businesses.



- ❖ **Policy ERC 1.2: Clean Watershed.** The City shall continue ongoing Sacramento and American River source water protection efforts (e.g., Pups in the Park, Keep Our Waters Clean), based on watershed sanitary survey recommendations, in partnership with private watershed organizations and local, State, and federal agencies.
- ❖ **Policy ERC 1.3: Runoff Contamination.** The City shall protect surface water and groundwater resources from contamination from point (single location) and non-point (many diffuse locations) sources, as required by federal and State regulations.
- ❖ **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 1.5: Drinking Water Data.** The City shall continue to maintain the Drinking Water Quality Data Portal and provide public notification of water quality issues.
- ❖ **Policy ERC 1.6: Groundwater Management.** The City shall promote sustainable groundwater management practices through continued participation in regional initiatives and relevant Groundwater Sustainability Agencies.

### **Goal ERC-5: Careful stewardship and efficient consumption of water and energy.**

- ❖ **Policy ERC 5.2: Reducing Storm Runoff.** The City shall encourage project designs that minimize drainage concentrations, minimize impervious coverage, utilize pervious paving materials, utilize low impact development (LID) strategies, and utilize Best Management Practices (BMPs) to reduce stormwater runoff.
- ❖ **Policy ERC 5.7: Onsite Water Reuse.** The City shall explore the feasibility of onsite reuse of greywater and blackwater for end uses such as toilet flushing and irrigation to offset supplies of potable water and support more resilient and sustainable water management.

### **Goal ERC-6: Protection of life and property from flooding hazards.**

- ❖ **Policy ERC 6.1: Protection from Flood Hazards.** The City shall strive to protect life, the natural environment, and property from natural hazards due to flooding.
- ❖ **Policy ERC 6.2: Flood Management Planning Coordination.** The City shall work with local, regional, State, and federal agencies to do the following:
  - Maintain an adequate information base; monitor long-term flood safety; and assess long-term flood event probabilities;
  - Prepare risk assessments that account for urbanization and the effects of climate change;
  - Identify strategies to mitigate flooding impacts; and
  - Participate in regional planning efforts.
- ❖ **Policy ERC 6.3: Floodplain Capacity.** The City shall preserve urban creeks and rivers to maintain existing floodplain capacity while enhancing environmental quality and recreational opportunities.

- ❖ **Policy ERC 6.4: Floodplain Requirements.** The City shall regulate development within floodplains in accordance with State and federal requirements and maintain the City’s eligibility under the National Flood Insurance Program.
- ❖ **Policy ERC 6.5: Community Rating System.** The City shall continue its participation in the Federal Emergency Management Agency’s (FEMA’s) Community Rating System program, which gives property owners discounts on flood insurance.
- ❖ **Policy ERC 6.6: Flood Regulations.** The City shall continue to regulate new development in accordance with State requirements for 200-year level of flood protection and federal requirements for 100-year level of flood protection.
- ❖ **Policy ERC 6.7: Flood Hazard Risk Evaluation.** The City shall require evaluation of potential flood hazards prior to approval of development projects and shall require new development located within a Special Flood Hazard Area to be designed to meet federal and State regulations and minimize the risk of damage in the event of a flood.
- ❖ **Policy ERC 6.8: Interagency Levee Management.** The City shall coordinate with local, regional, State, and federal agencies to ensure new and existing levees are adequate in providing flood protection and coordinate to achieve local certification of levees for 200-year flood protection by 2025.
- ❖ **Policy ERC 6.9: Levee and Floodway Encroachment Permit.** The City shall require applicants to secure an encroachment permit from the Central Valley Flood Protection Board for any project that falls within the jurisdiction regulated by the Board (e.g., levees, designated floodways).
- ❖ **Policy ERC 6.10: Levee Setbacks for New Development.** The City shall require adequate setbacks from flood control levees and prohibit new development from using levees as a primary access point, consistent with local, regional, State, and federal design and management standards.
- ❖ **Policy ERC 6.11: Unobstructed Access to Levees.** The City shall provide unobstructed access, whenever feasible, on City-owned land adjacent to levees for maintenance and emergencies.
- ❖ **Policy ERC 6.12: Flood Risk Notification.** The City shall annually notify owners of residential development protected from flooding by a levee, reminding them of the risk and require all new developments protected by levees to include a notice within the deed stating that the property is protected by flooding from a levee and that the property may be subject to flooding if the levee fails or is overwhelmed.

### **Goal ERC-10: A healthy sound environment conducive to living and working.**

- ❖ **Policy ERC 10.8: Alternative Paving Materials.** The City shall continue to explore opportunities to use alternative pavement materials such as rubberized asphalt and porous pavement on residential roadways in order to reduce noise generation, extend maintenance cycles, and improve air quality and stormwater management.

9 *Public Facilities and Safety Element*

**Goal PFS-1: Responsive police and fire services that ensure a high level of public safety.**

- ❖ **Policy PFS 1.11: Critical Facilities.** The City shall locate new critical municipal facilities, such as fire stations, police stations, emergency operations centers, emergency shelters, communications networks, and other emergency service facilities and utilities so as to minimize exposure to flooding, seismic, geologic, wildfire, and other hazards. Critical community facilities, such as hospitals and health care facilities, should also be similarly located.

**Goal PFS-2: Effective emergency preparedness for and response to natural and human-made hazards.**

- ❖ **Policy PFS 2.1: Hazard Mitigation Planning.** The City shall continue to use the Local Hazard Mitigation Plan, Comprehensive Floodplain Management Plan, Emergency Operations Plan, and Operational Area Plan to guide actions and investments addressing disasters such as flooding, dam or levee failure, hazardous material spills, epidemics, fires, extreme weather, major transportation accidents, earthquakes, and terrorism.

**Community Plans**

The North Sacramento Community Plan includes the following policy that relates to hydrology and flooding:

- ❖ **NS-PFS-4: Historic Magpie Creek Material Replacement.** The City shall replace channelized/concrete canals with “natural” materials, wherever possible, once the Diversion canal is completed.

**Thresholds of Significance**

A significant impact would occur if development associated with the 2040 General Plan would do any of the following:

- Substantially degrade water quality and conflict with any water quality objectives set by the State Water Resources Control Board, due to increases in sediments and other contaminants generated by construction and/or operational activities.
- Substantially increase exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood.

**Project Impacts**

**Impact 4.10-1: Implementation of the 2040 General Plan could degrade water quality or conflict with state water quality objectives, due to sediments and other contaminants generated by construction and/or operational activities.**

**Construction**

Construction activities that would be associated with implementation of the 2040 General Plan would likely include earthwork activities such as grading, excavation, and trenching that could expose soils to erosion. If not handled appropriately, these exposed soils could be transported off-site and adversely affect receiving waters. In addition, construction equipment would have the potential to leak polluting materials, including oil and gasoline into any adjacent waterways. Improper use of fuels, oils, and other construction-related hazardous construction materials would pose a threat to receiving surface waters or groundwater quality.

Although earthwork activities associated with construction in the Planning Area would be temporary, on- or off-site soil erosion, siltation, discharges of construction-related hazardous materials could degrade downstream surface waters or groundwater. For projects that would disturb more than 50 cubic yards of soil, construction activities would be required to adhere to the City's Grading Ordinance (Title 15 Buildings and Construction, Chapter 15.88 Grading, Erosion and Sediment Control). The grading ordinance was enacted for the purpose of regulating grading on property within the city limits to avoid pollution of watercourses with nutrients, sediments, or other materials generated or caused by surface water runoff. The ordinance regulates site operations and conditions in accordance with the City's national pollution discharge elimination system (NPDES) requirements, issued by the California Central Valley Regional Water Quality Control Board (RWQCB), and to ensure that the intended use of a graded site within the city limits is consistent with the underlying land use designation and zoning as well as the goals and policies in the City's general plan, as well as any specific plans adopted and all applicable City ordinances and regulations. The grading ordinance is intended to control all aspects of grading operations within the city limits as a means to control construction activities in order to minimize, to the maximum extent practicable, the degradation of water quality for any receiving waters. Policy ERC 1.4 (Construction Site Impacts) requires contractors to comply with the City's erosion and sediment control ordinance through implementation of construction measure (i.e., BMPs) that are protective of water quality for any off-site discharges.

### ***Stormwater Quality Improvement Program***

The City's Stormwater Quality Improvement Program (SQIP), first established in 1990, requires construction activities to reduce any pollution carried by stormwater into local creeks and rivers. The SQIP is based on the NPDES municipal stormwater (MS4) discharge permit issued by the RWQCB (Order R5-2016-0040, NPDES No. CAS00085324). The SQIP is a comprehensive program that includes pollution reduction activities for construction sites, industrial sites, illegal discharges and illicit connections, new development, and municipal operations.

### ***NPDES General Construction Permit***

For all projects that disturb more than one acre, construction activities would be required to adhere to the NPDES General Construction permit issued by the RWQCB (No. 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ and 2012-0006-DWQ). On September 8, 2022, the State Water Board adopted the 2022 Construction General Permit Order No. 2022-0057-DWQ. This latest amendment becomes effective September 1, 2023, and continues to regulate construction activities for discharges of storm water runoff associated with construction and land disturbance activities.

General Construction Permit applicants are required to file the Permit Registration Documents, which includes a Notice of Intent, and prepare a Stormwater Pollution Prevention Plan (SWPPP), which must include best management practices (BMPs) that would be implemented during construction to reduce adverse effects on receiving water quality.

The SWPPP would include identification of erosion and sediment control BMPs to reduce or eliminate any non-stormwater discharges. Examples of typical construction BMPs in SWPPPs include using temporary mulching, seeding, or other suitable stabilization measures to protect uncovered soils; storing materials and equipment to ensure that spills or leaks cannot enter the storm drain system or surface water; developing and implementing a spill prevention and cleanup plan; and installing sediment control devices such as gravel bags,

inlet filters, fiber rolls, or silt fences to reduce or eliminate sediment and other pollutants from discharging into the city's drainage system or receiving waters.

Implementation of the SWPPP and the BMPs that address controlling non-sediment pollutants such as fuels, oils, solvents, and other construction hazardous materials would be effective in minimizing the potential to adversely affect underlying groundwater. Issues related to groundwater or soil contamination are also covered in Section 4.9, Hazards and Public Safety.

Prior to issuance of a construction permit for projects associated with implementation of the 2040 General Plan, the City would require public and/or private contractors to provide an erosion and sediment control plan. The City would verify that the NPDES Construction General Permit was obtained including verification that a Notice of Intent has been filed with the RWQCB and a SWPPP has been developed before allowing construction to commence. The City would perform inspections of the construction area to verify that the BMPs specified in the erosion and sediment control plan are properly implemented and maintained or provide direction on how to remedy any observed or reported issues. The City would notify construction contractors immediately if there is a noncompliance issue and would require compliance. Control of erosion and sediment transport during the construction phase would effectively mitigate potential sediment impairment of receiving waters.

### ***Spill Prevention and Control Plan***

The City currently requires contractors' erosion and sediment control plans to include a requirement for a Spill Prevention and Control Plan to minimize the potential for, and effects from, spills of hazardous, toxic, or petroleum substances that are typically used during construction activities. These hazardous materials and wastes typically include fuels, oils, solvents, paints, and other products associated with maintenance of construction equipment. Implementation of a Spill Prevention and Control Plan complies with state and federal water quality regulations and provides the protocols to prevent any inadvertent releases of hazards and includes spill response measures to be enacted in the event of an accidental release to minimize exposure and contain any spread of the release.

The City inspects construction areas to verify that the measures specified in the Spill Prevention and Control Plan are properly implemented. The City notifies construction contractors immediately if there is a noncompliance issue that requires compliance. If a spill occurs, the contractor's superintendent is required to notify the City, and the contractor takes action to contact the appropriate safety and clean-up crews to ensure that the Spill Prevention and Control Program is followed. In addition, the City or any other overseeing regulatory agency responds and investigates any spills reported at construction sites.

A written description of reportable releases is required to be submitted to the RWQCB and/or the Department of Toxic Substances Control (DTSC) by the contractor or property owner. If an appreciable spill occurs and results determine that construction activities have adversely affected surface water or groundwater quality, a detailed analysis would be performed to the specifications of the overseeing agency to identify the likely cause of contamination. This analysis would include recommendations for reducing or eliminating the source or mechanisms of contamination. Based on this analysis, contractors select and implement measures to control contamination, with a performance standard that surface and/or groundwater quality must be returned to baseline conditions. These measures are subject to approval by the City and/or the overseeing agency.

### ***Operation***

Once constructed, projects associated with implementation of the 2040 General Plan would likely result in alterations to existing drainage patterns that would replace or introduce new impervious surfaces which could become new sources of polluted runoff. Increased density associated with these projects could also result in increases in residential activities that might involve more activities such as automobile maintenance or landscaping activities that involve herbicides or pesticides resulting in additional sources of potential runoff pollutants causing adverse effects to receiving waters.

All projects are required to adhere to NPDES MS4 Permit requirements, which include drainage control requirements for development and redevelopment projects to minimize the potential for adversely affecting water quality through stormwater runoff. The NPDES permit explicitly prohibits discharges of pollutants and any violations of applicable water quality standards.

Stormwater drainage control measures required by the City include design measures to reduce or eliminate post-construction related water quality problems and range from source controls, such as reduced surface disturbance, to treatment of polluted runoff, including detention or retention basins. The City's SQIP and the Stormwater Quality Design Manual for the Sacramento Region (Sacramento Stormwater Quality Partnership 2018) include post-construction BMPs that are required in project site designs to mitigate impacts from new development and redevelopment projects. The SQIP consists of six Minimum Control elements:

- Public education and outreach;
- Commercial/industrial control;
- Detection and elimination of illicit discharges;
- Construction stormwater control;
- Post-construction stormwater control for new development and redevelopment; and
- Pollution prevention/good housekeeping for municipal operations.

The City's Stormwater Management and Discharge Control ordinance (Title 13, Public Services, Chapter 13.16) includes measures that prohibit discharges of pollutants, requires measures to reduce pollutants in stormwater, and compliance of operational BMPs that could include source control and treatment control measures that would prevent or reduce, to the maximum extent practicable, any stormwater pollution or contamination. Many of these BMPs have already been identified by the City along with measurable goals to ensure that stormwater discharges are meeting water quality objectives. These post-construction stormwater quality control measures are specified within the City's Stormwater Quality Design Manual (Sacramento Stormwater Quality Partnership 2018).

### ***Summary***

Adherence to the state and local regulations described above, and compliance with 2040 General Plan policies ERC 1.1 through ERC 1.4, as well as Policy ERC 5.2 would reduce the potential for development projects to substantially degrade water quality or violate state water quality orders. These measures require the City to promote environmental stewardship and pollution prevention activities; continue ongoing watershed based water protection efforts; requirement that construction contractors comply with erosion and sediment control and stormwater discharge regulations; new development to minimize disturbances to natural water bodies and implement measures to comply with the City's erosion and sediment control ordinance and stormwater

management and discharge control ordinance; and implementation of site design drainage control features (e.g., pervious paving, LID strategies, and BMPs to reduce stormwater runoff) that minimize the potential for discharge of stormwater pollutants.

The potential for future development under the 2040 General Plan to conflict with state water quality objectives to maintain water quality in local waterways would be considered **less than significant**.

### Mitigation Measures

None required.

**Impact 4.10-2: Implementation of the 2040 General Plan could increase exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood.**

The Planning Area is located at the confluence of the Sacramento and the American rivers in the southern portion of the Sacramento River Basin. Six small tributaries of the Sacramento River pass through, and provide drainage for, the city. These tributaries include Dry Creek, Magpie Creek, and Arcade Creek in the northern portion of the city, and Morrison Creek, Florin Creek, Elder Creek, Union House Creek, and Laguna Creek in the southern portion of the city. Man-made drainage canals, such as the Natomas East Main Drain Canal and the East, West, and Main Drainage Canals provide drainage for a large portion of the urbanized areas within the Planning Area that are not served by the City's CSS or the City's sump pumps.

Over the course of the city's history, floods have been the most frequent and considerable natural hazard affecting the city's environment and economy and have the potential to increase in frequency and possibly intensities due to the effects of climate change. There are three different types of flood events in the Sacramento area: flash, riverine, and urban stormwater, as mentioned above in the Section 4.10.2, Environmental Setting. These floods are often the result of severe weather and substantial rainfall, either in the city or in areas upstream of the city, such as the Sacramento River watershed in the northern portion of the valley. Flood hazards can be defined based on the potential to be affected by a 100-year (1% annual chance of inundation), 200-year (0.5% annual chance of inundation), or 500-year flood (0.2% annual chance of inundation).

Areas considered to be at risk of inundation by a flood event include areas at the northern end of the Planning Area (North Natomas), along Arcade Creek, and a wide swath along the American River, which are all located in Zone AE "Special (100-year) Flood Hazard Area" (Figure 7-2 in the TBR). Much of the rest of the Planning Area is mapped as "Shaded X, Protected by Levees" but there are also areas mapped as Zone X. Shaded Zone X is considered an area within the 500-year flood zone, or 100-year flood zone with average depths of less than 1 foot, or areas protected by levees from the 100-year flood event. Zone X is considered to have minimal risk of flooding (i.e., 500-year flood zone).

There is increasing concern that the effects of climate change could increase flooding hazards by altered weather patterns that bring in higher amounts of precipitation and from sea level rise. Some studies indicate that annual precipitation rates in the Sacramento Valley could remain about the same or increase slightly this century. However, the increased intensity of extreme storm events could result in new challenges to water storage, conveyance systems, and flood control systems. Future flooding hazards was the subject of evaluation in the 2017 Central Valley Flood Protection Plan (CVFPP) update. The 2017 CVFPP expresses uncertainty about the timing and severity of climate change impacts, noting the complexities that surround how inland climate change and sea-level rise projections will interact. Improvements to existing flood protection systems

in the Planning Area would help to improve flood protection for development and redevelopment associated with the 2040 General Plan.

The Sacramento Area Flood Control Agency along with the USACE have numerous flood control projects either currently under construction or planned in the near future to increase and improve flood protection in the city. These projects include:

- **Lower American River Levee System** – USCAE to construct 11 miles of erosion protection along portions of the north and south banks of the American River.
- **Folsom Dam and Reservoir** – construction of a new dam and auxiliary spillway to increase flood storage capacity.
- **Natomas Basin** – additional levee improvements that are necessary to provide a minimum 200-year level of flood protection.
- **North Sacramento Streams** – levee improvements that have been occurring on numerous levees and channels in the northern area of Sacramento (e.g., Dry Creek, Natomas East Main Drain Canal, Dry/Robla Creek, and Arcade Creek) with additional improvements planned along Magpie Creek.
- **Sacramento River East Levee** – levee improvements.
- **Sacramento Weir and Bypass** – widening of the existing weir and constructing a new setback levee to allow more water to enter the Yolo Bypass system.
- **South Sacramento Streams** – continued incremental improvements to local creeks such as construction of floodwalls, cutoff walls, levees, and retrofitting bridges.

California Government Code Section 65302 requires general plans to include a series of flood-related exhibits, including the 200-year flood plain and the flood insurance rate maps or FIRM maps with hazard area zones. These maps and additional required information are provided in the TBR and include:

- California Water Code Section 9610(d) Maps
- Designated Floodway Maps
- Floodplain Awareness Maps
- Levee Flood Protection Zone Maps
- Sacramento Flood Maps
- Dam Inundation Map
- Historic Flooding

Government Code Section 65302 requires that general plans establish a set of comprehensive goals, policies, and feasible implementation measures to avoid or minimize the risk of flooding, especially to new development and essential public facilities. Goal ERC 6 and policies ERC 6.1 through ERC 6.12 focus on flood protection. These goals and policies minimize flood-related impacts to existing and new city residents, new development and essential public facilities. Policy ERC 6.2 (Flood Management Planning Coordination) requires the City to work with agencies to manage, plan, and monitor flood risks and identify strategies to minimize flooding hazards for the entire Planning Area, and Policy ERC 6.7 (Flood Hazard Risk Evaluation) requires evaluation of potential flood hazards prior to City approval of development projects in order to determine whether the proposed development is reasonably safe from flooding hazards. The policy further states that the City shall not approve new development or a subdivision or enter into a development agreement



for any property within a flood hazard zone unless the adequacy of flood protection specific to the area has been demonstrated. Policy ERC 6.8 (Interagency Levee Management) requires the City to continue interagency coordination to ensure new and existing levees are adequate in providing flood protection and by 2025 achieve local certification of all levees for 200-year flood protection.

While there are flood hazard areas within the Planning Area and climate change could increase the intensity of storm events in the future, the continuation of flood protection projects by the City and USACOE that are currently underway or beginning relatively soon combined with the policies under the 2040 General Plan would, through levee requirements, new development evaluations, and regional flood management planning efforts minimize the potential for adverse effects to occur due to flooding. New development would be regulated in accordance with state requirements for 200-year flood protection and federal requirements for 100-year protection (Policy ERC 6.6). Development projects would not be approved unless appropriate flood risk evaluations are conducted, and new development located within a 100-year flood zone are designed to minimize the risk of damage (Policy ERC 6.7). The City would also coordinate with agencies to achieve 200-year flood protection by 2025 (Policy ERC 6.8). As a result, the flood risk impacts associated with the 2040 General Plan would be **less than significant**.

### **Mitigation Measures**

None required.

### **Additional Cumulative Impacts**

The geographic scope considered for the additional cumulative analysis for hydrology and water quality is the Sacramento Valley including the San Joaquin River Watersheds as well as the South American and North American Groundwater Subbasins. Reasonably foreseeable future development within Sacramento County includes development associated with the Upper Westside Specific Plan and Grand Park Specific Plan. In addition, the City is currently reviewing a proposal to annex 475 acres for an industrial project currently located in the unincorporated County (Airport South Industrial). By definition, both of the watersheds and groundwater subbasins are hydraulically defined and would include contributions from the Planning Area. Additional cumulative impacts could occur if discharge pollutants, including erosion and siltation, were to be generated off-site to receiving waters during construction and operational activities, and further degrade receiving waters within the aforementioned hydrologic units. The additional cumulative projects include buildout of the Planning Area as well as past, present and reasonably foreseeable future projects within the Sacramento Valley and San Joaquin River Watersheds as well as the South American and North American Groundwater Subbasins.

**Impact 4.10-3: The 2040 General Plan, combined with past, present and reasonably foreseeable future projects, could degrade water quality or conflict with state water quality objectives, due to increases in sediments and other contaminants generated by construction and/or operational activities.**

### **Construction**

Development under the 2040 General Plan, in combination with past, present and reasonably foreseeable development within Sacramento Valley and San Joaquin River Watersheds, would include construction activities that involve earthwork activities such as grading, excavation, and trenching that could expose soils to the effects of erosion resulting in siltation of stormwater runoff. This is considered a potential significant

cumulative impact since the Sacramento and American rivers have been identified as impaired waters. However, just as with projects associated with the 2040 General Plan, all construction associated with the cumulative projects that disturb more than one acre are subject to the NPDES General Construction Permit that include requirements to implement BMPs that minimize pollutants from being discharged off-site. While not all pollutants can be entirely eliminated, adherence to this regulatory requirement for all projects within Sacramento Valley and San Joaquin River Watersheds as well as the South American and North American Groundwater Subbasins would be considered effective in reducing impacts to less than significant since the regulations are designed to be protective on a watershed basis. Thus, implementation of the 2040 General Plan would not result in a considerable contribution to the cumulative impact resulting in a **less-than-significant impact**.

### **Operation**

Just as with future development under the 2040 General Plan, cumulative projects within the Sacramento Valley and San Joaquin River Watersheds as well as the South American and North American Groundwater Subbasins would alter existing drainage patterns and as a result have the potential to introduce new sources of stormwater runoff pollutants or create additional impervious surfaces which could increase runoff volumes creating flooding impacts downstream, resulting in a significant cumulative impact. As previously discussed, cumulative projects including the Airport South Industrial, Upper Westside Specific Plan, and Grand Park Specific Plan projects, would be required to comply with applicable stormwater runoff regulations, including post-development requirements of the NPDES General Construction Permit, NPDES MS4 Permit requirements which include drainage control requirements for development, along with low impact development (LID) standards that address both water quality and runoff volumes by minimizing off-site discharges.

Best Management Practices or BMPs associated with these regulations would reduce runoff, and for many sites where redevelopment results in adherence to these newer drainage control requirements, it could reduce the amount of stormwater entering the drainage systems. Redevelopment of parcels would likely eliminate outdated water drainage features that either provide no on-site infiltration or no source control treatment that no longer meet current regulations. Older infrastructure would be replaced with newer infrastructure that would provide a higher quality of stormwater runoff control than exists under current conditions.

The NPDES permits, both the General Construction Permit and the MS4, are based upon addressing cumulative contributions to a watershed and as a result include requirements to implement BMPs that protect water quality to the maximum extent practicable. The policies mentioned above for the 2040 General Plan include direction to ensure compliance with these regulatory requirements and consistency with other drainage and flood control programs that minimize potential impacts related to hydrology and water quality. Therefore, implementation of the 2040 General Plan would not result in considerable contribution to the cumulative impact resulting in a **less-than-significant impact**.

### **Mitigation Measures**

None required.

**Impact 4.10-4: Potential for the 2040 General Plan combined with past, present and reasonably foreseeable future projects could increase exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood.**

Cumulative projects could include addition of new impervious surfaces that have the potential to increase off-site stormwater discharges which can exacerbate downstream flooding issues. This is considered a significant cumulative impact. Historically, flooding within the city has been the most frequent and considerable natural hazard adversely affecting the city due to flash floods, riverine flooding, and/or flooding due to stormwater blockages. Any increase in stormwater flows due to alterations in drainage patterns could increase stormwater flows and exacerbate areas of deficient drainage control resulting in significant flooding impacts.

Just as with future development under the 2040 General Plan, cumulative projects including development associated with the Airport South Industrial, Upper Westside Specific Plan, and Grand Park Specific Plan projects would be required to adhere to the regional NPDES MS4 permit which includes limitations on runoff volumes that are discharged off site. In addition, the Sacramento Area Flood Control Agency along with the USACE have numerous flood control projects either currently under construction or planned in the near future to increase and improve flood protection in as well as outside of the Planning Area. Therefore, while there are flood hazard areas within the Planning Area and climate change could increase the intensity of storm events in the future, the continuation of flood protection projects by the City, County and USACOE that are currently underway or planned, combined with the policies under the 2040 General Plan, would minimize the potential for adverse effects to occur due to flooding. As a result, the flood risk impacts associated with the 2040 General Plan would not be cumulatively considerable and the impact would be considered **less than significant**.

### **Mitigation Measures**

None required.

## 4.10.5 References

County of Sacramento, 2011. Sacramento County Local Hazard Mitigation Plan, September 2011.

DWR (California Department of Water Resources). 2020. Sustainable Groundwater Management Act, 2019 Basin Prioritization. May 2020.

DWR, 2023. California's Groundwater Live, 20-year Groundwater Level Trends, accessed July 17, 2023, <https://storymaps.arcgis.com/stories/b3886b33b49c4fa8adf2ae8bdd8f16c3/print>

Regional Water Quality Control Board (RWQCB), Central Valley Region, 2019. Water Quality Control Plan (Basin Plan), February 2019.

Sacramento Stormwater Quality Partnership. 2018. Stormwater Quality Design Manual for the Sacramento Region. July 2018.

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## 4.11 Noise and Vibration

### 4.11.1 Introduction

This section evaluates the effects of implementation of the proposed Sacramento 2040 General Plan (2040 General Plan) and Climate Action & Adaptation Plan (together, the “Sacramento 2040 Project”) on noise and vibration and outlines applicable plans and policies related to sources of noise attributable to construction and operations consistent with the proposed 2040 General Plan, including freeways and highways, aircraft, and stationary sources.

With the exception of general noise level concerns near public airports as expressed by the Sacramento Council of Governments Airport Land Use Commission, no comments specific to noise and vibration were received in response to the Notice of Preparation (NOP). A copy of the NOP along with letters received is included in Appendix A.

The Technical Background Report ([TBR] available online at: [www.sac2040gpu.org](http://www.sac2040gpu.org)) provides information specific to the existing conditions within and adjacent to the 2040 General Plan Planning Area (Planning Area). Chapter 7, Public Health and Safety, of the TBR addresses noise and vibration (see Section 7.5). Regulatory requirements are included within the applicable chapter and section of the TBR.

Issues associated with noise and vibration are addressed primarily in the Environmental Resources and Constraints Element. The noise and vibration policies of this element are intended to protect residents, businesses, and visitors from potential noise hazards by establishing exterior and interior noise standards. The policies also require mitigation of construction noise impacts and require the reduction of noise from vehicles and aircraft.

### 4.11.2 Environmental Setting

A summary of the existing environmental setting is provided below. Please refer to Chapter 7 of the TBR (available online at: [www.sac2040gpu.org](http://www.sac2040gpu.org)) for a detailed overview of the existing setting, including the regulatory setting.

#### **Noise**

##### ***Vehicular Traffic***

Although there are many noise sources within the City of Sacramento (city), which includes the Planning Area, the primary noise source is vehicular traffic. Several major freeways traverse the Planning Area, including Interstate 5, Interstate 80, U.S. Highway 50, State Route 99, and State Route 160. Within the Planning Area there are also many local roads that experience high traffic volumes and contribute to traffic noise. Existing 24-hour noise levels have been calculated for various freeways, highways, and road segments throughout the Planning Area, based on noise emission levels for different vehicles. These calculations are available in Chapter 7 of the TBR.

### ***Aircraft and Railways***

Significant noise occurs from airplane traffic and railways. The Planning Area is served by four public airports—Sacramento International Airport, Executive Airport, McClellan Airfield, and Mather Airport—and one private airport, Rio Linda airport. Rail lines cross through the Planning Area in a number of locations. Aside from freight trains, Amtrak passenger trains arrive and depart from the Amtrak station located in downtown Sacramento. In addition to the noise generated by the trains themselves, noise is generated where trains intersect roadways by the warning bells used to alert motorists of a train’s arrival. Light rail transit, which is a major component of the city’s transit system, runs through the city along three routes and contributes to ambient noise.

### ***Stationary Sources***

A wide variety of stationary noise sources are present in the Planning Area. Residential areas are subject to noise through the use of heating and cooling equipment and through landscape maintenance activities such as leaf-blowing and gasoline-powered lawnmowers. Commercial uses can also generate noise through the operation of rooftop heating and cooling equipment, truck deliveries, and other operational activities. Daily activity of certain industrial uses generate noise as well, especially those that use heavy equipment as part of normal operations such as shipping and loading, concrete crushing, and recycling. Outdoor sporting event facilities that can attract large numbers of spectator, such as high school or college football fields, also produce noise.

### ***Ambient Daytime Noise***

To document existing ambient daytime noise levels, 10 different locations were selected to determine representative noise levels for certain sources in various portions of the Planning Area. The locations selected and their ambient noise levels are provided in Chapter 7 of the TBR. During the long-term monitoring, the primary background noise source affecting the monitoring locations was vehicular traffic on the local roadway network, including freeways. Additional noise sources experienced during the long-term noise monitoring period included light-rail transit operations, aircraft over-flights and general community noise. Ambient noise level exposure at the monitoring locations were generally dependent on the relative exposure to nearby transportation noise sources.

### ***Vibration***

Typical outdoor sources of perceptible ground vibration are construction equipment, trains, and traffic on rough roads. Construction activities can generate groundborne vibrations, which can pose a risk to nearby structures, at distances typically less than 15 feet. Constant or transient vibrations can weaken structures, crack facades, and disturb occupants.

### ***Sensitive Receptors***

Sensitive noise receptors typically include residences, schools, childcare centers, hospitals, long-term health care facilities, convalescent centers, and retirement homes. Each of these land use types occur within the Planning Area.

### 4.11.3 Updated Regulatory Setting

The regulatory setting for the Sacramento 2040 Project was provided in the TBR (available online at: [www.sac2040gpu.org](http://www.sac2040gpu.org)) and since completion of the TBR in 2020 there have been updates and changes to state and local regulations. The Caltrans Transportation and Construction Vibration Guidance Manual and the Caltrans Traffic Noise Analysis Protocol documents were updated in 2020 and are provided below.

#### California

##### ***Caltrans Transportation and Construction Vibration Guidance Manual***

There are no state standards or regulations for vibration; however, the California Department of Transportation (Caltrans) has developed guidance, which was updated in 2020, based on a compendium of research to use as the basis for recommendations that can serve as a quantified standard in the absence of such limits at the local level. In the Transportation and Construction Vibration Guidance Manual, Caltrans recommends a vibration velocity threshold of 0.3 in/sec PPV for older residential structures and 0.25 in/sec PPV for historic and older buildings, when exposed to continuous or frequent intermittent sources (Caltrans 2020).

### 4.11.4 Impacts and Mitigation Measures

#### **Methods of Analysis**

Noise and vibration conditions for the existing and future noise environments within the Planning Area have been evaluated based on noise level monitoring data, empirical observations and computer modeling. The existing ambient noise environment serves as the baseline for the purpose of determining the potential for project-generated impacts, when compared to the anticipated future conditions under build-out of the 2040 General Plan.

Traffic noise modeling involved the calculation of existing and future motor vehicular noise levels and noise contour distances along many roadway sections in the Planning Area, as provided by the traffic consultant for the Master EIR. Traffic noise levels were calculated using the Federal Highway Administration traffic noise prediction model. The traffic noise modeling does not account for any natural or human-made shielding (e.g., the presence of vegetation, berms, walls, or buildings), grades more than 1.5%, or limited exposure to the roadway and, consequently, represents a conservative assessment of noise levels.

Construction noise and vibration levels have been determined and discussed qualitatively, based on the proposed 2040 General Plan policies, the City's noise ordinance, and equipment noise and vibration levels compiled and published by the California Department of Transportation (Caltrans; Caltrans 2020b) and Federal Transit Administration (FTA 2018).

There are no concerns specific to noise associated with any of the Community Plans; therefore, potential impacts specific to the Community Plans is not further addressed.

#### **2040 General Plan Goals and Policies**

The following draft goals and policies from the 2040 General Plan are relevant to noise and vibration.

### 3 *Land Use and Placemaking Element*

**Goal LUP-1: A compact urban footprint and sustainable development pattern with infrastructure that supports efficient delivery of public services while protecting surrounding open space lands.**

- ❖ **Policy LUP 1.13: Airport Land Use Compatibility.** The City shall work with the Sacramento County Airport System (SCAS) and the Airport Land Use Commission (ALUC) to ensure that new development near the area’s airports is compatible with airport operations, adopted ALUC policies, and applicable Airport Land Use Compatibility Plans.
- ❖ **Policy LUP 1.14: Deed Notice.** The City shall continue to require that all new development within an airport-defined over-flight zone provides deed notices to future residents and property owners upon transfer of title concerning airport over flights and noise.

**Goal LUP-8: A unique and varied sense of place, defined by distinctive natural and urban elements that contribute to local quality of life and hometown pride.**

- ❖ **Policy LUP 8.5: Development Adjacent to Freeways and Railroad Corridors.** The City shall promote high-quality design of buildings along freeway and railway corridors, including promoting techniques such as the following:
  - Requiring extensive landscaping and trees along the freeway fronting elevation in consultation with City staff, the Sacramento Metropolitan Air Quality Management District, and Caltrans;
  - Establishing a consistent building line, articulating and modulating building elevations and heights, and varying the use of materials and color to create visual interest;
  - Including design elements that reduce noise and provide for proper filtering, ventilation, and exhaust of vehicle air emissions.

### 6 *Environmental Resources and Constraints Element*

**Goal ERC-4: Collaborative action to address air pollution.**

- ❖ **Policy ERC 4.3: Project Design.** The City shall promote the incorporation of new technologies, materials, and design and construction techniques in private development projects that minimize air pollution, noise, excess heat, and other forms of pollution and its impacts.

**Goal ERC-10: A healthy sound environment conducive to living and working.**

- ❖ **Policy ERC 10.1: Exterior Noise Standards.** The City shall require noise mitigation for all development where the projected exterior noise levels exceed those shown in Table ERC-1, to the extent feasible.
- ❖ **Policy ERC 10.2: Noise Source Control.** The City should require noise impacts in new developments to be controlled at the noise source where feasible, as opposed to the receptor end, using techniques including but not limited to the following:
  - Site design,
  - Building orientation,



- Building design, and
  - Hours of operation
- ❖ **Policy ERC 10.3: Interior Noise Standards.** The City shall require new development to include noise attenuation to assure acceptable interior noise levels appropriate to the land use, as follows:
- 45 dBA Ldn for residential, transient lodgings, hospitals, nursing homes, and other uses where people normally sleep; and
  - 45 dBA Leq (peak hour with windows closed) for office buildings and similar uses.
- ❖ **Policy ERC 10.4: Interior Noise Review for Multiple, Loud, Short-Term Events.** In cases where new development is proposed in areas subject to frequent, high-noise events (such as aircraft over-flights, or train and truck pass-bys), the City shall evaluate interior noise impacts at proposed sensitive receptors. The evaluation shall incorporate measures necessary to meet the 45 dBA Ldn standard.
- ❖ **Policy ERC 10.5: Interior Vibration Standards.** The City shall require construction projects that are anticipated to generate significant vibration levels to use appropriate methods (i.e., type of equipment, low-impact tools, modifying operations, increasing setback distance, vibration monitoring) to ensure acceptable interior vibration levels at nearby residential and commercial uses based on the current City or Federal Transit Administration (FTA) criteria.
- ❖ **Policy ERC 10.6: Effects of Vibration.** The City shall consider potential effects of vibration when reviewing new residential and commercial projects that are proposed in the vicinity of rail lines or light rail lines.
- ❖ **Policy ERC 10.7: Vibration.** The City shall consider the potential for vibration-induced damage associated with construction activities, highways, and rail lines in close proximity to historic buildings and archaeological sites. Where there is potential for substantial vibration-induced damage, the City shall require preparation of a Pre-Construction Survey and Vibration Management and Monitoring Plan, prepared by a qualified historic preservation specialist or structural engineer to document existing conditions, present appropriate methods to avoid or reduce potential vibration damage, monitor for excessive vibration, and ensure any damage is documented and repaired.
- ❖ **Policy ERC 10.8: Alternative Paving Materials.** The City shall continue to explore opportunities to use alternative pavement materials such as rubberized asphalt and porous pavement on residential roadways in order to reduce noise generation, extend maintenance cycles, and improve air quality and stormwater management.
- ❖ **Policy ERC 10.9: Construction Noise Controls.** The City shall limit the potential noise impacts of construction activities on surrounding land uses through noise regulations in the City Code that address permitted days and hours of construction, types of work, construction equipment, and sound attenuation devices.
- ❖ **Policy ERC 10.10: Airport Land Use Compatibility.** The City shall restrict new residential development within the 65 dBA CNEL airport noise contour, or in accordance with plans prepared by the Airport Land Use Commission and shall only approve noise-compatible land uses.

- ❖ **Policy ERC 10.11: Hazardous Noise Protection.** The City shall discourage outdoor activities or uses in areas within the 70 dBA CNEL airport noise contour where people could be exposed to hazardous noise levels.

## 7 *Environmental Justice Element*

### *Implementing Actions*

#### *Regulations, Standards, and Development Review*

**EJ-A.5: Performance Zoning.** The City shall develop zoning standards applicable to new and existing industrial and manufacturing developments to minimize or avoid adverse effects related to air quality, noise, or safety on sensitive populations in disadvantaged communities and other areas of the city where industrial and manufacturing uses are near residential uses, such as the Robla neighborhood.

## 10 *Youth, Parks, Recreation, and Open Space Element*

**Goal YPRO-2: Public facilities located, designed, and programmed to make a vital contribution to neighborhood quality of life.**

- ❖ **Policy YPRO-2.3: School Facilities.** The City shall continue to coordinate with school districts in facility planning efforts to ensure the optimal use of existing sites and adequate advanced planning for embedding new school sites and facilities in the neighborhoods they serve. In addition to each school district's criteria and the school siting guidelines of the California Department of Education, the following City criteria should be applied by school districts in identifying new school sites:

- Locate elementary schools on sites that are safely and conveniently accessible, transit-supportive, and away from heavy traffic, excessive noise, and incompatible land uses;
- Locate school sites centrally with respect to their planned attendance areas;
- Locate schools in areas where established and/or planned walkways, bicycle paths, or greenways link schools with surrounding uses; and
- Locate, plan, and design new schools to be compatible with adjacent uses.

### **City of Sacramento City Code**

Chapter 8.68 of the City of Sacramento City Code contains applicable noise regulations within the City limits, as listed below:

#### ***Section 8.68.060 – Exterior Noise Standards:***

- a) The noise standards that apply to all agricultural and residential properties are:
  1. From seven a.m. to ten p.m. the exterior noise standard shall be fifty-five (55) dBA.
  2. From ten p.m. to seven a.m. the exterior noise standard shall be fifty (50) dBA.
- b) It is unlawful for any person at any location to create any noise which causes the noise levels when measured on agricultural or residential property to exceed for the duration of time set forth following, the specified exterior noise standards in any one hour by (shown in Table 7-8):

- c) Each of the noise limits specified in subsection B of this section shall be reduced by five dBA for impulsive or simple tone noises, or for noises consisting of speech or music.

**Table 7-8. City of Sacramento Specified Exterior Noise Standards**

Cumulative Duration of the Intrusive Sound	Allowance Decibels
Cumulative period of 30 minutes per hour	0
Cumulative period of 15 minutes per hour	+5
Cumulative period of 5 minutes per hour	+10
Cumulative period of 1 minute per hour	+15
Level not to be exceeded for any time per hour	+20

Source: Sacramento City Code, 2012.

- d) If the ambient noise level exceeds that permitted by any of the first four noise categories specified in subsection B of this section, the allowable noise limit shall be increased in five dBA increments in each category to encompass the ambient noise level. If the ambient noise level exceeds the fifth noise level category, the maximum ambient noise level shall be the noise limit for that category.

**Section 8.68.070 - Interior Noise Standards:**

- a) In any apartment, condominium, townhouse, duplex or multiple dwelling unit it is unlawful for any person to create any noise from inside his or her unit that causes the noise level when measured in a neighboring unit during the periods ten p.m. to seven a.m. to exceed:
1. Forty-five (45) dBA for a cumulative period of more than five minutes in any hour;
  2. Fifty (50) dBA for a cumulative period of more than one minute in any hour;
  3. Fifty-five (55) dBA for any period of time.

If the ambient noise level exceeds that permitted by any of the noise level categories specified in subsection A of this section, the allowable noise limit shall be increased in five dBA increments in each category to encompass the ambient noise level.

**Thresholds of Significance**

A significant impact would occur if implementation of the 2040 General Plan would do any of the following:

- Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance.
- Generate excessive groundborne vibration or noise levels.
- Expose people residing or working in the project area to excessive noise levels if the Project is located within the vicinity of a private airstrip or an airport land use plan, or where such as plan has not been adopted, within two miles of a public airport or public use airport.

## Project Impacts

### **Impact 4.11-1: Implementation of the 2040 General Plan would have the potential to result in a substantial permanent increase in ambient noise levels in excess of established City standards.**

Future development under the 2040 General Plan may result in the creation of new or expansion of existing stationary and mobile sources of noise that have the potential to affect nearby noise-sensitive receptors or development of new noise-sensitive land uses in the vicinity of existing noise sources. The 2040 General Plan includes policies to address exposure to elevated noise levels due to stationary and mobile noise sources at the exterior and interior of various land uses.

Stationary noise sources are addressed through project design in Policy ERC 4.3 (Project Design); exterior noise level standards in Policies ERC 10.1 (Exterior Noise Standards) and ERC 10.2 (Noise Source Control); interior noise level standards in Policies ERC 10.3 (Interior Noise Standards) and ERC 10.4 (Interior Noise Review for Multiple, Loud, Short-Term Events); and through the development of zoning standards as outlined in Implementing Action EJ-A.5 (Performance Zoning). Traffic noise sources are addressed through the exterior noise level standards in Policy ERC 10.1 and interior noise level standards in Policies ERC 10.3 and ERC 10.4, as well as the use of alternative paving materials (e.g., quiet pavements) included in Policy ERC 10.8. Noise generated from aircraft and construction noise sources are addressed through the 2040 General Plan policies and are further discussed under Impacts 4.11-2 and 4.11-4, below.

As observed during the existing ambient noise environment survey, the primary influence on the ambient environment is traffic and transportation noise. Table 4.11-1 summarizes modeled day/night traffic noise levels at a standard reference distance of 100-feet from the roadway centerline, for the existing/Baseline and Future 2040 no project roadway traffic scenarios. Table 4.11-2 summarizes the Cumulative 2040 and Cumulative 2040 Plus Project roadway traffic scenarios.

Modeled traffic noise levels for the majority of roadway segments exceed the City's threshold for single-family residential uses (60 dBA CNEL [A-weighted decibels, Community Noise Equivalent Level]) under both Baseline and Future 2040 No Project scenarios, with absolute noise levels ranging from approximately 47 to 74 dBA CNEL. Approximately half of the modeled roadway segments exceed the City's thresholds for multifamily residential (65 dBA CNEL), with less than ten percent of the modeled roadway segments exceeding the transient lodging, and urban residential infill and mixed-use projects (70 dBA CNEL), at a reference distance of 100 feet. It should be noted that these noise levels are at a standardized reference distance, and do not necessarily represent the in-situ traffic noise level exposure that would occur within an outdoor activity or common area, or at a noise-sensitive building façade adjacent to the presented roadway segment. Roadway segments where a receptor is located 100 feet from the roadway centerline that would be exposed to traffic noise levels exceeding the City's 60 dBA CNEL threshold are shown in bold, in Tables 4.11-1 and 4.11-2.

Under both Cumulative and Cumulative 2040 Plus Project scenarios, modeled traffic noise levels for the majority of roadway segments exceed the City's threshold for single-family residential uses (60 dBA CNEL) with absolute noise levels ranging from approximately 49 to 74 dBA CNEL. Approximately 60% of the modeled roadway segments exceed the City's thresholds for multifamily residential (65 dBA CNEL), with approximately ten percent of the modeled roadway segments exceeding the transient lodging, and urban residential infill and mixed-use projects (70 dBA CNEL), at a reference distance of 100 feet. Development of new noise-sensitive land uses under the Plus Project scenario would be performed in accordance with 2040 General Plan Policies LUP 1.14, LUP 8.5, ERC 4.3, ERC 10.1 through ERC 10.11, Implementing Action EJ-A.5, and Policy YPRO 2.3,

which would serve to prevent or mitigate exposure of noise-sensitive land uses to noise levels exceeding the City thresholds.

The 2040 General Plan does not define the magnitude of noise level increases relative to the ambient noise environment, would be considered a significant impact. For community noise assessments Caltrans considers it is “generally not significant” if no noise-sensitive uses are located within the project area, or if increases in community noise levels associated with implementation of a project would not exceed +3 dB at noise-sensitive locations in the project vicinity (Caltrans 2013). Further research assessing the percentage of people who are highly annoyed by changes in ambient noise levels indicate that when ambient noise levels are low, a greater change is typically needed to result in an annoyance response. Based on this premise, a permanent increase of +5 dB for areas exposed to existing/no project ambient levels less than 60 dBA CNEL/Ldn, a permanent increase of +3 dB for areas exposed to ambient levels between 60 and 65 dBA CNEL/Ldn, or a permanent increase of +1.5 dB for areas exposed to ambient levels above 65 dBA CNEL/Ldn are considered to correlate well with a human annoyance response to changes in such noise levels and assess degradation of ambient community noise environment. Roadway segments that would experience a permanent increase in traffic noise levels exceeding these thresholds are identified in bold, in Table 4.11-1 for Baseline and Future 2040 No Project scenarios and in Table 4.11-2 for Cumulative No Project and Plus Project scenarios.

Existing noise-sensitive land uses located along major roadways which experience increased traffic volumes under the Future 2040 scenario are predicted to experience traffic noise levels changes ranging from a reduction of -4.6 decibels (dB) up to an increase of 5.5 dB. The change in traffic noise levels between the Baseline and Future 2040 No Project scenarios would exceed the applicable relative noise level thresholds (i.e., 5 dB, 3 dB, and 1.5 dB) at 13 locations.

Noise-sensitive land uses located along major roadways that experience increased traffic volumes under the Cumulative 2040 Plus Project scenario are predicted to experience traffic noise levels changes ranging from a reduction of -7.2 decibels (dB) up to an increase of 4.7 dB. The change in traffic noise levels between the Cumulative No Project and Cumulative Plus Project scenarios would exceed the applicable relative noise level thresholds (i.e., 5 dB, 3 dB, 1.5 dB) at five (5) locations.

Exterior noise level exposures due to roadway and transportation projects, at existing noise-sensitive land uses adjacent to the roadway segments exceeding Table ERC-1 (see Environmental Resources and Constraints chapter) compatibility standards, may be addressed through the appropriate measures as identified in General Plan Policies ERC 4.3 and ERC 10.2 or through the use of alternative paving methods as presented in Policy ERC 10.8. Additional industry standard noise control measures may include treatments at the exterior of a receptor such as increasing of setback distances (relocation of roadways or proposed receptors), berm construction, construction of a noise barrier/screening wall, or noise attenuation methods/treatments applied at the building façade of affected receptors. Application of the 2040 General Plan policies to protect existing/baseline noise-sensitive receptors and Cumulative scenarios, from exposure to elevated noise levels and would help reduce noise level exposure where implementation of the policies and other noise control treatments is feasible.

Implementation of the 2040 General Plan policies would protect future noise-sensitive land uses from exposure to excessive noise levels from surface transportation noise through appropriate consideration of the compatibility of an individual projects relative to the ambient noise environment. However, existing noise-sensitive receptors located adjacent to the roadway segments identified in Table 4.11-1 (presented in bold and highlighted) would have the potential to experience permanent increases in excess of the exterior land

use compatibility standards presented in Table ERC-1 (see Environmental Resources and Constraints chapter) and the previously discussed significant increase thresholds, where, for example roadway projects would occur adjacent to these existing receptors. Therefore, the exposure of existing/baseline, Future 2040 and Cumulative noise-sensitive land uses to substantial noise increases as a result of the future growth under the 2040 General Plan is considered a **significant impact**.

### **Mitigation Measures**

Implementation of noise attenuation measures sufficient to reduce noise level exposure to below the City's exterior land use compatibility standards (Table ERC-1 in the Environmental Resources and Constraints chapter) may not be feasible due to limitations on allowable roadway modifications, inadequate right-of-way space for construction of a berm or noise barrier/screen, or limitation due to ingress and egress paths. City policies described above require implementation of feasible noise-attenuating design features, when needed (Policies ERC 4.3, ERC 10.2, ERC 10.3, and ERC 10.8). There is no other feasible mitigation available. Consequently, the impact would remain **significant and unavoidable**.

**Table 4.11-1. Modeled Roadway Traffic Noise Levels**

Roadway	Segment		CNEL at 100 feet from roadway Centerline (dBA)			Distance to 2040 GP Noise Contour from Centerline (Feet)		
	From	To	Baseline	Future (2040)	Change (Future Baseline)	70 dBA	65 dBA	60 dBA
El Centro Rd	Hankview Rd	Radio Rd	66.3	68.7	2.4	82	177	381
El Centro Rd/W El Camino Rd	Radio Rd	I-80	67.0	68.3	1.3	77	166	357
W Elkhorn Blvd	E Commerce Way	Natomas Blvd	69.2	70.8	1.6	113	244	525
Del Paso Rd	Power Line Rd	I-5	68.0	68.6	0.6	81	175	377
Del Paso Rd	I-5	Natomas Blvd	69.3	70.2	0.9	104	224	482
Del Paso Rd	Natomas Blvd	Gateway Park Blvd	65.8	66.8	1.0	62	133	286
San Juan Rd	El Centro Rd	Duckhorn Dr	62.6	63.4	0.8	36	78	169
Del Paso Rd	Gateway Park Blvd	Northgate Blvd	66.1	66.9	0.8	63	135	290
Northgate Blvd	Main Ave	North Market Blvd	67.2	67.9	0.7	73	156	337
Northgate Blvd	North Market Blvd	I-80	69.5	70.0	0.5	100	215	464
Natomas Blvd	W Elkhorn Blvd	Del Paso Rd	67.4	68.0	0.5	73	157	339
Truxel Rd	Arena Blvd	I-80	73.4	73.9	0.5	181	391	842
Truxel Rd	Del Paso Rd	Arena Blvd	69.6	70.1	0.5	102	219	471
North Market Blvd	Truxel Rd	Northgate Blvd	65.7	67.5	1.8	68	146	314
Arena Blvd	I-5	Truxel Rd	67.6	68.7	1.1	81	175	378
Arena Blvd	El Centro Rd	I-5	68.7	69.7	1.0	95	205	442
E Commerce Way	W Elkhorn Blvd	N Park Dr	63.5	67.9	4.5	73	157	338
E Commerce Way	N Park Dr	Del Paso Rd	67.5	69.6	2.0	94	202	436
E Commerce Way	Del Paso Rd	Arena Blvd	67.8	70.3	2.4	104	225	485
Del Paso Blvd	Globe Ave	El Camino Ave	61.2	62.4	1.2	31	67	144
Del Paso Blvd	El Camino Ave	Marysville Blvd	62.1	63.0	0.8	34	73	158
Del Paso Blvd	Marysville Blvd	Arcade Blvd	58.3	58.8	0.5	18	39	83
Rio Linda Blvd	Main Ave	Bell Rd	63.6	64.4	0.8	42	91	195
Rio Linda Blvd	Grand Ave	Arcade Blvd	63.6	64.1	0.5	41	87	188
Rio Linda Blvd	Arcade Blvd	Lampasas Ave	64.6	65.3	0.8	49	105	227
Marysville Blvd	Rio Linda Blvd	Bell Ave	62.9	64.4	1.5	43	92	198

**Table 4.11-1. Modeled Roadway Traffic Noise Levels**

Roadway	Segment		CNEL at 100 feet from roadway Centerline (dBA)			Distance to 2040 GP Noise Contour from Centerline (Feet)		
	From	To	Baseline	Future (2040)	Change (Future Baseline)	70 dBA	65 dBA	60 dBA
Marysville Blvd	I-80	Arcade Blvd	65.6	66.0	0.4	54	117	251
Marysville Blvd	Arcade Blvd	Del Paso Blvd	61.6	62.3	0.7	31	66	142
Norwood Ave	Main Ave	I-80	67.9	68.6	0.6	80	173	373
Norwood Ave	Silver Eagle Rd	El Camino Ave	61.3	62.3	1.0	31	66	143
El Camino Ave	Grove Ave	Del Paso Blvd	61.0	62.4	1.4	31	67	145
El Camino Ave	Del Paso Blvd	I-80 Business	66.6	66.8	0.2	61	131	283
Arden Way	Del Paso Blvd	Royal Oaks Dr	66.7	67.2	0.5	65	140	303
Arden Way	Royal Oaks Dr	I-80 Business	70.1	70.9	0.9	116	249	537
Grand Ave	Norwood Ave	Rio Linda Blvd	60.0	60.3	0.3	23	49	105
Silver Eagle Rd	Northgate Blvd	Norwood Ave	59.5	60.3	0.8	23	49	105
Main Ave	Northgate Blvd	Norwood Ave	65.1	66.3	1.2	56	121	262
Main Ave	Norwood Ave	Rio Linda Blvd	62.5	65.1	2.6	47	102	220
Main Ave	Marysville Blvd	Raley Blvd	51.0	54.6	3.7	9	20	44
W Elkhorn Blvd	Natomas Blvd	Rio Linda Blvd	69.6	71.1	1.5	118	254	548
Arcade Blvd	Marysville Blvd	Roseville Rd	64.0	64.4	0.4	42	91	197
Raley Blvd	Ascot Ave	Bell Ave	68.8	69.4	0.6	91	197	423
Bell Ave	Norwood Ave	Winters St	64.3	65.0	0.7	47	101	217
Roseville Rd	Arcade Blvd	Watt Ave	68.2	70.5	2.2	107	231	499
Winters St	Bell Ave	I-80	64.7	66.0	1.2	54	116	251
Royal Oaks Dr	Arden Way	SR-160	57.8	58.1	0.3	16	34	74
Dry Creek Rd	Marysville Blvd	Grand Ave	56.6	56.0	-0.6	12	25	54
Arden Garden Connector	Northgate Blvd	Del Paso Blvd	66.9	67.3	0.4	66	143	308
San Juan Rd	Truxel Rd	Northgate Blvd	67.2	68.1	0.9	75	162	349
W El Camino Ave	I-80	I-5	67.6	67.9	0.3	73	157	339
W El Camino Ave	I-5	Truxel Rd	68.6	69.1	0.5	87	187	403
W El Camino Ave	Truxel Rd	Northgate Blvd	64.1	65.5	1.3	50	107	231



**Table 4.11-1. Modeled Roadway Traffic Noise Levels**

Roadway	Segment		CNEL at 100 feet from roadway Centerline (dBA)			Distance to 2040 GP Noise Contour from Centerline (Feet)		
	From	To	Baseline	Future (2040)	Change (Future Baseline)	70 dBA	65 dBA	60 dBA
W El Camino Ave	Northgate Blvd	Grove Ave	<b>61.3</b>	<b>63.1</b>	1.8	35	75	161
Garden Hwy	I-80	Orchard Ln	57.0	57.0	0.0	14	29	63
Garden Hwy	Gateway Oaks Dr	I-5	<b>66.5</b>	<b>66.3</b>	-0.2	57	123	265
Northgate Blvd	I-80	San Juan Rd	<b>68.1</b>	<b>68.7</b>	0.5	82	176	379
Northgate Blvd	Silver Eagle Rd	Arden Garden Connector	<b>66.3</b>	<b>66.7</b>	0.5	61	130	281
Truxel Rd	W El Camino Ave	Garden Hwy	<b>65.1</b>	<b>67.6</b>	<b>2.5</b>	69	150	322
Truxel Rd	San Juan Rd	W El Camino Ave	<b>67.0</b>	<b>68.2</b>	1.2	76	164	354
Truxel Rd	I-80	San Juan Rd	<b>70.6</b>	<b>70.6</b>	0.0	109	235	507
I St	5th St	12th St	<b>61.6</b>	<b>62.0</b>	0.4	29	63	136
I St	21st St	29th St	55.2	56.8	1.5	13	28	61
L St	5th St	15th St	58.6	58.8	0.2	18	39	83
L St	15th St	29th St	56.8	58.2	1.4	16	35	76
P St	16th St	29th St	58.8	59.0	0.2	18	40	85
J St	3rd St	7th St	<b>63.2</b>	<b>62.8</b>	-0.4	33	71	154
J St	21st St	29th St	<b>61.0</b>	<b>60.1</b>	-0.8	22	47	102
Q St	3rd St	10th St	<b>60.0</b>	<b>60.5</b>	0.5	23	50	108
7th St	P St	J St	55.4	55.5	0.1	11	23	50
12th St	D St	I St	57.2	55.3	-1.8	11	23	49
N St	10th St	16th St	57.0	58.1	1.1	16	35	75
15th St	X St	Broadway	59.6	58.7	-0.9	18	38	81
15th St	J St	P St	<b>60.0</b>	<b>58.0</b>	-2.0	16	34	74
16th St	P St	W St	<b>60.0</b>	<b>61.3</b>	1.2	26	56	121
29th St	J St	P St	<b>60.4</b>	<b>61.3</b>	0.8	26	57	122
30th St	P St	J St	59.4	59.7	0.3	21	44	95
Alhambra Blvd	Stockton Blvd	Broadway	<b>61.1</b>	<b>61.1</b>	0.0	26	55	118

**Table 4.11-1. Modeled Roadway Traffic Noise Levels**

Roadway	Segment		CNEL at 100 feet from roadway Centerline (dBA)			Distance to 2040 GP Noise Contour from Centerline (Feet)		
	From	To	Baseline	Future (2040)	Change (Future Baseline)	70 dBA	65 dBA	60 dBA
Broadway	3rd St	5th St	58.2	59.4	1.1	20	42	91
Broadway	Riverside Blvd	Franklin Blvd	61.2	62.5	1.3	32	68	148
Richards Blvd	Bercut Dr	N 7th St	67.2	68.7	1.5	82	177	382
Exposition Blvd	SR-160	I-80 Business	66.6	67.1	0.6	64	139	299
Exposition Blvd	I-80 Business	Arden Way	69.9	70.1	0.2	102	219	471
Arden Way	I-80 Business	Exposition Blvd	71.8	72.1	0.3	137	296	638
El Camino Ave	I-80 Business	Howe Ave	68.8	69.3	0.5	90	194	419
Marconi Ave	I-80 Business	Bell St	67.1	67.3	0.2	66	142	306
Auburn Blvd	Howe Ave	Watt Ave	62.4	62.4	0.0	31	67	144
Auburn Blvd	Watt Ave	SR-244	66.2	66.6	0.3	59	127	274
Auburn Blvd	El Camino Ave	Arcade Blvd	62.5	63.5	1.0	37	79	170
American River Dr	Howe Ave	Watt Ave	61.8	62.2	0.4	30	65	140
Heritage Ln	Arden Way	Exposition Blvd	60.5	60.6	0.1	24	51	110
Howe Ave	US-50	Fair Oaks Blvd	73.2	73.5	0.2	170	367	790
Howe Ave	Fair Oaks Blvd	Hurley Way	70.1	70.3	0.2	104	225	484
Howe Ave	Hurley Way	El Camino Ave	67.7	67.9	0.1	72	155	335
Howe Ave	El Camino Ave	Auburn Blvd	63.6	63.9	0.3	39	84	181
Alta Arden Ex	Howe Ave	Fulton Ave	67.9	68.1	0.2	75	161	347
Fair Oaks Blvd	Howe Ave	Munroe St	67.7	67.8	0.1	72	155	333
Fair Oaks Blvd	Munroe St	Watt Ave	67.6	67.7	0.1	71	152	328
Fair Oaks Blvd	Watt Ave	Eastern Ave	69.3	69.5	0.2	92	199	428
Watt Ave	Fair Oaks Blvd	US-50	72.2	72.5	0.3	148	318	685
Elvas Ave/56th St	52nd St	H St	62.1	62.7	0.5	32	70	151
Elvas Ave	J ST	Folsom Blvd	67.2	67.5	0.3	69	148	318
H St	Alhambra Blvd	45th St	61.2	61.2	0.1	26	56	121
H St	45th St	Carlson Dr	62.2	62.3	0.1	31	66	143

**Table 4.11-1. Modeled Roadway Traffic Noise Levels**

Roadway	Segment		CNEL at 100 feet from roadway Centerline (dBA)			Distance to 2040 GP Noise Contour from Centerline (Feet)		
	From	To	Baseline	Future (2040)	Change (Future Baseline)	70 dBA	65 dBA	60 dBA
J St	Alhambra Blvd	56th St	61.7	61.9	0.2	29	62	134
Folsom Blvd	47th St	65th St	64.1	64.4	0.4	42	91	197
Folsom Blvd	Howe Ave	Jackson Hwy	67.3	67.9	0.7	73	157	338
Power Inn Rd	US 50	14th Ave	72.4	72.8	0.4	154	332	715
Stockton Blvd	Alhambra Blvd	US-50	61.3	56.7	-4.6	13	28	60
Jackson Hwy	Folsom Blvd	S Watt Ave	67.5	69.3	1.8	90	194	418
Hornet Dr	US-50 WB Ramps	Folsom Blvd	65.8	67.0	1.2	63	136	293
La Rivera Dr	Watt Ave	Folsom Blvd	64.0	64.2	0.2	41	89	191
Carlson Dr	Moddison Ave	H St	60.0	59.9	0.0	21	46	99
College Town Dr	Hornet Dr	La Rivera Dr	64.2	65.3	1.1	49	105	225
39th St	Folsom Blvd	J St	54.6	54.3	-0.3	9	19	42
59th St	Folsom Blvd	Broadway	58.3	59.2	0.9	19	41	89
C St	33rd St	McKinley Blvd	59.1	60.0	0.9	21	46	100
Sutterville Rd	Riverside Blvd	Freeport Blvd	63.2	63.4	0.2	36	78	169
Sutterville Rd	24th St	Franklin Blvd	65.6	66.1	0.5	55	119	256
Seamas Ave	I-5	S Land Park Dr	65.0	65.5	0.5	50	108	232
Fruitridge Rd	S Land Park Dr	Freeport Blvd	65.4	65.6	0.3	51	110	237
Fruitridge Rd	Freeport Blvd	Franklin Blvd	67.4	68.0	0.6	73	158	340
Fruitridge Rd	Franklin Blvd	SR-99	67.3	67.8	0.5	71	154	331
Franklin Blvd	Broadway	5th Ave	58.3	58.5	0.2	17	37	79
Franklin Blvd	Sutterville Rd	Fruitridge Rd	64.6	64.6	0.0	44	95	204
Freeport Blvd	Sutterville Rd (S)	Fruitridge Rd	65.2	66.0	0.8	54	117	252
Riverside Blvd	Broadway	2nd Ave	62.4	62.8	0.4	33	71	154
Riverside Blvd	Sutterville Rd	Seamas Ave	59.8	59.4	-0.4	20	42	91
Land Park Dr	Broadway	Vallejo Way	60.9	60.9	0.0	25	53	115
S Land Park Dr	Sutterville Rd	Seamas Ave	56.8	57.0	0.2	14	29	63

**Table 4.11-1. Modeled Roadway Traffic Noise Levels**

Roadway	Segment		CNEL at 100 feet from roadway Centerline (dBA)			Distance to 2040 GP Noise Contour from Centerline (Feet)		
	From	To	Baseline	Future (2040)	Change (Future Baseline)	70 dBA	65 dBA	60 dBA
24th St	Sutterville Rd	Fruitridge Rd	62.7	63.6	0.9	37	81	173
Stockton Blvd	US-50	Broadway	64.0	62.6	-1.3	32	70	150
Stockton Blvd	Broadway	Fruitridge Rd	64.3	63.6	-0.8	37	80	172
Broadway	Alhambra Blvd	Stockton Blvd	63.4	64.9	1.5	46	99	213
Broadway	Stockton Blvd	65th St	61.9	63.1	1.3	35	75	161
65th St	Elvas Ave	14th Ave	67.9	68.4	0.5	78	168	362
Power Inn Rd	14th Ave	Fruitridge Rd	70.2	70.2	0.0	103	222	478
12th Ave	Martin Luther King Jr Blvd	SR-99	60.9	61.2	0.3	26	56	120
14th Ave	65th St	Power Inn Rd	64.1	65.0	1.0	47	100	216
Florin Perkins Rd	Folsom Blvd	Fruitridge Rd	65.0	64.7	-0.2	45	96	207
Fruitridge Rd	SR-99	44th St	67.9	68.1	0.2	74	160	345
Fruitridge Rd	44th St	Stockton Blvd	67.8	68.2	0.4	76	164	352
Fruitridge Rd	Stockton Blvd	65th St	66.0	66.0	0.0	54	116	250
Fruitridge Rd	65th St	Florin Perkins Rd	67.0	66.8	-0.2	62	133	286
Fruitridge Rd	Florin Perkins Rd	S Watt Ave	67.3	67.6	0.3	69	148	320
Martin Luther King Jr Blvd	Broadway	Fruitridge Rd	59.5	61.1	1.6	26	55	118
T St	Stockton Blvd	59th St	54.6	55.0	0.5	10	22	47
33rd St	4th Ave	12th Ave	54.9	55.7	0.8	11	24	52
Raley Blvd	Bell Ave	I-80	69.7	70.3	0.6	105	225	486
S Watt Ave	US-50	Kiefer Blvd	71.7	72.6	0.9	149	320	689
Florin Rd	Riverside Blvd	Havenside Dr	63.0	62.9	-0.1	34	72	156
Florin Rd	Havenside Dr	I-5	70.3	70.3	0.0	105	226	487
Riverside Blvd/Pocket Rd	Florin Rd	Greenhaven Dr	63.0	62.8	-0.2	33	72	155
Pocket Rd	Greenhaven Dr	Freeport Blvd	67.6	67.8	0.3	72	155	333
43rd Ave	Gloria Dr	13th St	61.1	61.2	0.1	26	56	120

**Table 4.11-1. Modeled Roadway Traffic Noise Levels**

Roadway	Segment		CNEL at 100 feet from roadway Centerline (dBA)			Distance to 2040 GP Noise Contour from Centerline (Feet)		
	From	To	Baseline	Future (2040)	Change (Future Baseline)	70 dBA	65 dBA	60 dBA
S Land Park Dr	Windbridge Dr	Florin Rd	56.0	57.1	1.0	14	30	64
Gloria Dr	Florin Rd	43rd Ave	56.0	56.3	0.3	12	26	56
Greenhaven Dr	Gloria Dr	Florin Rd	58.9	58.9	0.0	18	39	84
Freeport Blvd	Pocket Rd	South City Limits	66.5	66.6	0.1	59	128	276
Freeport Blvd	Florin Rd	Pocket Rd	68.2	68.4	0.2	78	168	362
24th St	Fruitridge Rd	Florin Rd	65.0	66.3	1.3	57	123	265
24th St	Florin Rd	Meadowview Rd	64.8	66.3	1.5	57	122	262
Meadowview Rd	Freeport Blvd	Brookfield Dr	67.9	68.3	0.4	78	167	360
Florin Rd	Freeport Blvd	Franklin Blvd	68.5	69.3	0.7	90	193	417
43rd Ave/Blair Ave	13th St	Freeport Blvd	60.2	60.3	0.1	23	49	105
47th Ave	24th St	Franklin Blvd	61.9	62.7	0.8	33	70	151
Franklin Blvd	Fruitridge Rd	47th Ave	65.2	65.3	0.1	49	105	226
Stockton Blvd	Florin Rd	Mack Rd	67.8	68.3	0.5	77	166	357
65th St	14th Ave	Fruitridge Rd	68.2	69.0	0.8	85	184	396
65th Ex	Elder Creek Rd	Stockton Blvd	67.8	68.3	0.5	77	165	356
Power Inn Rd	Fruitridge Rd	Florin Rd	69.2	69.8	0.6	97	209	451
S Watt Ave	Kiefer Blvd	Jackson Hwy	70.5	71.8	1.3	132	284	612
Florin Rd	Franklin Blvd	SR-99	69.5	70.0	0.6	100	216	466
Florin Rd	SR-99	65th St	70.6	71.0	0.4	117	251	541
Florin Rd	65th St	Stockton Blvd	68.6	69.1	0.5	87	186	402
Florin Rd	Stockton Blvd	Power Inn Rd	67.7	68.6	0.8	80	173	373
Florin Rd	Power Inn Rd	Florin Perkins Rd	65.2	65.8	0.6	52	113	243
Elder Creek Rd	Stockton Blvd	Florin Perkins Rd	68.8	69.3	0.5	89	193	415
Elder Creek Rd	South Watt Avenue	Hedge Ave	63.0	66.4	3.4	57	123	266
Florin Perkins Rd	Fruitridge Rd	Elder Creek Rd	67.6	67.9	0.4	73	157	339
Florin Perkins Rd	Elder Creek Rd	Florin Rd	67.8	67.3	-0.5	66	142	305

**Table 4.11-1. Modeled Roadway Traffic Noise Levels**

Roadway	Segment		CNEL at 100 feet from roadway Centerline (dBA)			Distance to 2040 GP Noise Contour from Centerline (Feet)		
	From	To	Baseline	Future (2040)	Change (Future Baseline)	70 dBA	65 dBA	60 dBA
Mack Rd	Meadowview Rd	Franklin Blvd	67.9	68.0	0.0	73	158	340
Mack Rd	Franklin Blvd	Center Pkwy	68.6	69.1	0.6	88	189	407
Mack Rd	Center Pkwy	Stockton Blvd	70.3	70.6	0.3	110	236	509
Center Pkwy	Tangerine Ave	Mack Rd	61.5	61.8	0.3	28	61	132
Center Pkwy	Mack Rd	Bruceville Rd	61.2	61.4	0.2	27	57	123
Valley Hi Dr	Franklin Blvd	Center Pkwy	60.9	61.4	0.5	27	58	124
Valley Hi Dr	Center Pkwy	Mack Rd	64.6	64.8	0.2	45	96	208
Bruceville Rd	Valley Hi Dr	Consumnes River Blvd	65.9	66.6	0.7	59	127	275
Bruceville Rd	Consumnes River Blvd	Calvine Rd	70.1	70.3	0.2	105	226	487
Franklin Blvd	Village Wood Dr	Big Horn Blvd	68.3	68.8	0.6	84	180	388
Franklin Blvd	Mack Rd	Turnbridge Dr	68.5	69.0	0.5	85	184	397
Franklin Blvd	47th Ave	Turnbridge Dr	66.9	67.5	0.6	68	146	315
Stockton Blvd	Fruitridge Rd	Florin Rd	67.7	67.7	0.0	71	152	328
65th Ex	Stockton Blvd	Florin Rd	64.4	64.6	0.2	44	95	204
Power Inn Rd	Florin Rd	Elsie Ave	69.1	69.5	0.4	93	200	430
47th Ave	Franklin Blvd	SR-99	67.7	68.5	0.8	80	172	370
47th Ave	SR-99	Stockton Blvd	68.5	69.2	0.7	88	190	409
Franklin Blvd	Mack Rd	Village Wood Dr	67.4	68.0	0.6	74	160	344
Elkhorn Blvd	SR-99	E Commerce Way	70.2	71.3	1.1	122	264	568
Freeport Blvd	Sutterville Rd (N)	Sutterville Rd (S)	67.4	67.9	0.5	73	157	338
Folsom Blvd	US-50	Howe Ave	67.5	68.6	1.1	81	174	375
Cosumnes River Blvd	Franklin Blvd	Center Pkwy	69.4	70.2	0.8	103	222	478
Freeport Blvd	21st St	Sutterville Rd (N)	61.4	62.5	1.1	32	68	147
Freeport Blvd	Broadway	21st St	59.7	62.3	2.6	31	66	142
Land Park Dr	Vallejo Way	13th Ave (S)	60.0	60.1	0.1	22	47	101
Land Park Dr	13th Ave (S)	Sutterville Rd	58.7	58.8	0.1	18	38	83

**Table 4.11-1. Modeled Roadway Traffic Noise Levels**

Roadway	Segment		CNEL at 100 feet from roadway Centerline (dBA)			Distance to 2040 GP Noise Contour from Centerline (Feet)		
	From	To	Baseline	Future (2040)	Change (Future Baseline)	70 dBA	65 dBA	60 dBA
Riverside Blvd	7th Ave	Sutterville Rd	61.5	62.3	0.8	31	66	142
Riverside Blvd	2nd Ave	7th Ave	61.7	62.3	0.6	31	66	142
24th St	Donner Way	Sutterville Rd	47.1	52.5	5.5	7	15	32
Sutterville Rd	Freeport Blvd	Sutterville Bypass	65.8	66.2	0.4	55	119	257
5th St	Broadway	Vallejo Way	58.0	58.4	0.3	17	36	78
Broadway	5th St	Riverside Blvd	60.5	62.0	1.5	29	63	137
Elder Creek Rd	Florin Perkins Rd	S Watt Ave	65.6	66.8	1.2	61	132	285
Richards Blvd	N 7th St	N 12th St	65.1	65.3	0.2	49	105	227
12th St	Richards Blvd	D St	64.3	63.7	-0.6	38	82	176
16th St	Richards Blvd	I St	65.2	66.2	1.0	56	121	260
N 7th St	B St	F St	58.1	61.1	3.0	26	55	119
Florin Rd	I-5	Freeport Blvd	68.0	68.4	0.4	78	169	364
Cosumnes River Blvd	Center Pkwy	SR-99	73.1	73.5	0.4	171	369	795
Garden Hwy	Orchard Ln	Gateway Oaks Dr	57.9	57.8	-0.1	15	33	72
J St	7th St	10th St	61.7	61.3	-0.3	27	57	123
J St	10th St	16th St	62.3	62.2	-0.1	30	65	141
P St	16th St	9th St	58.4	58.9	0.5	18	39	84
P St	9th St	2nd St	60.7	61.0	0.3	25	54	116
Franklin Blvd	5th Ave	Sutterville Rd	59.5	60.1	0.7	22	47	102
J St/Fair Oaks Blvd	H St	Howe Ave	69.1	69.2	0.1	89	191	411
Folsom Blvd	Jackson Hwy	S Watt Ave	67.1	67.0	-0.1	63	135	292
Riverside Blvd/43rd Ave	Florin Rd	Gloria Dr	66.4	66.2	-0.2	55	120	258
Freeport Blvd	Fruitridge Rd	Florin Rd	68.9	69.6	0.6	94	202	434

**Table 4.11-1. Modeled Roadway Traffic Noise Levels**

Roadway	Segment		CNEL at 100 feet from roadway Centerline (dBA)			Distance to 2040 GP Noise Contour from Centerline (Feet)		
	From	To	Baseline	Future (2040)	Change (Future Baseline)	70 dBA	65 dBA	60 dBA
Garden Hwy	I-5	Truxel Rd	<b>67.6</b>	<b>66.1</b>	-1.5	55	119	257
Garden Hwy	Truxel Rd	Northgate Blvd	<b>69.4</b>	<b>69.9</b>	0.5	99	213	458
Norwood Ave	I-80	Silver Eagle Rd	<b>65.9</b>	<b>66.4</b>	0.4	57	123	265

**Source:** See Appendix D for complete results.

**Notes:** dBA = A-weighted decibels; CNEL = Community noise equivalent level

Bold = Noise level exceeding City threshold for transportation noise levels at residential (low density, duplex, mobile home) receptors, or exceeding the significant increase thresholds of +5 dB for baseline noise levels less than 60 dBA, +3 dB for baseline levels between 60 and 65 dBA, and +1.5 dB for baseline levels above 65 dBA.

**Table 4.11-2. Modeled Cumulative Roadway Traffic Noise Levels**

Roadway	Segment		CNEL at 100 feet from roadway Centerline (dBA)			Distance to 2040 Cumulative Plus Project Noise Contour from Centerline (Feet)		
	From	To	No Project	Plus Project	Change (Plus Project – No Project)	70 dBA	65 dBA	60 dBA
El Centro Rd	Hankview Rd	Radio Rd	<b>70.0</b>	<b>69.5</b>	-0.5	93	200	431
El Centro Rd/W El Camino Rd	Radio Rd	I-80	<b>69.9</b>	<b>69.4</b>	-0.5	91	197	423
W Elkhorn Blvd	E Commerce Way	Natomas Blvd	<b>72.8</b>	<b>72.2</b>	-0.5	141	304	655
Del Paso Rd	Power Line Rd	I-5	<b>69.2</b>	<b>69.9</b>	0.7	99	212	458
Del Paso Rd	I-5	Natomas Blvd	<b>70.4</b>	<b>70.4</b>	0.0	106	228	491
Del Paso Rd	Natomas Blvd	Gateway Park Blvd	<b>67.2</b>	<b>68.6</b>	1.4	80	173	373
San Juan Rd	El Centro Rd	Duckhorn Dr	<b>65.4</b>	<b>65.5</b>	0.1	50	108	233
Del Paso Rd	Gateway Park Blvd	Northgate Blvd	<b>67.1</b>	<b>68.1</b>	1.0	75	162	348
Northgate Blvd	Main Ave	North Market Blvd	<b>68.2</b>	<b>68.0</b>	-0.2	74	159	342
Northgate Blvd	North Market Blvd	I-80	<b>70.2</b>	<b>69.9</b>	-0.3	99	214	460
Natomas Blvd	W Elkhorn Blvd	Del Paso Rd	<b>69.9</b>	<b>70.0</b>	0.1	100	215	464



**Table 4.11-2. Modeled Cumulative Roadway Traffic Noise Levels**

Roadway	Segment		CNEL at 100 feet from roadway Centerline (dBA)			Distance to 2040 Cumulative Plus Project Noise Contour from Centerline (Feet)		
	From	To	No Project	Plus Project	Change (Plus Project – No Project)	70 dBA	65 dBA	60 dBA
Truxel Rd	Arena Blvd	I-80	74.2	73.9	-0.4	181	391	842
Truxel Rd	Del Paso Rd	Arena Blvd	71.5	69.3	-2.2	90	194	418
North Market Blvd	Truxel Rd	Northgate Blvd	68.2	65.6	-2.6	51	110	238
Arena Blvd	I-5	Truxel Rd	69.5	67.0	-2.5	63	135	292
Arena Blvd	El Centro Rd	I-5	70.3	69.6	-0.7	94	202	436
E Commerce Way	W Elkhorn Blvd	N Park Dr	69.4	69.3	-0.2	89	193	415
E Commerce Way	N Park Dr	Del Paso Rd	70.4	68.8	-1.6	83	178	384
E Commerce Way	Del Paso Rd	Arena Blvd	70.8	69.8	-1.0	97	209	451
Del Paso Blvd	Globe Ave	El Camino Ave	63.0	61.9	-1.1	29	62	133
Del Paso Blvd	El Camino Ave	Marysville Blvd	63.2	62.0	-1.2	29	63	135
Del Paso Blvd	Marysville Blvd	Arcade Blvd	59.0	59.1	0.1	19	40	87
Rio Linda Blvd	Main Ave	Bell Rd	65.1	66.5	1.4	59	126	272
Rio Linda Blvd	Grand Ave	Arcade Blvd	64.8	66.2	1.4	56	120	259
Rio Linda Blvd	Arcade Blvd	Lampasas Ave	65.7	66.6	0.9	59	127	275
Marysville Blvd	Rio Linda Blvd	Bell Ave	65.9	65.6	-0.3	51	110	237
Marysville Blvd	I-80	Arcade Blvd	66.1	64.2	-1.9	41	88	190
Marysville Blvd	Arcade Blvd	Del Paso Blvd	62.5	60.3	-2.2	22	48	104
Norwood Ave	Main Ave	I-80	68.7	69.2	0.5	88	190	409
Norwood Ave	Silver Eagle Rd	El Camino Ave	62.6	63.6	1.0	37	81	174
El Camino Ave	Grove Ave	Del Paso Blvd	62.6	62.8	0.2	33	71	153
El Camino Ave	Del Paso Blvd	I-80 Business	67.0	67.1	0.1	64	138	298
Arden Way	Del Paso Blvd	Royal Oaks Dr	67.7	68.1	0.4	75	161	346
Arden Way	Royal Oaks Dr	I-80 Business	71.1	71.1	0.0	119	256	552
Grand Ave	Norwood Ave	Rio Linda Blvd	60.4	60.8	0.4	24	52	113

**Table 4.11-2. Modeled Cumulative Roadway Traffic Noise Levels**

Roadway	Segment		CNEL at 100 feet from roadway Centerline (dBA)			Distance to 2040 Cumulative Plus Project Noise Contour from Centerline (Feet)		
	From	To	No Project	Plus Project	Change (Plus Project – No Project)	70 dBA	65 dBA	60 dBA
Silver Eagle Rd	Northgate Blvd	Norwood Ave	60.5	61.0	0.5	25	54	116
Main Ave	Northgate Blvd	Norwood Ave	67.0	67.8	0.8	71	154	331
Main Ave	Norwood Ave	Rio Linda Blvd	65.2	66.0	0.8	54	117	252
Main Ave	Marysville Blvd	Raley Blvd	55.3	57.1	1.8	14	30	64
W Elkhorn Blvd	Natomas Blvd	Rio Linda Blvd	73.2	73.4	0.2	167	360	777
Arcade Blvd	Marysville Blvd	Roseville Rd	64.5	64.4	-0.2	42	91	196
Raley Blvd	Ascot Ave	Bell Ave	69.4	69.5	0.1	93	199	429
Bell Ave	Norwood Ave	Winters St	65.9	66.0	0.1	54	116	251
Roseville Rd	Arcade Blvd	Watt Ave	70.5	70.5	0.1	108	233	502
Winters St	Bell Ave	I-80	66.0	65.6	-0.4	51	110	237
Royal Oaks Dr	Arden Way	SR-160	58.2	60.4	2.2	23	49	107
Dry Creek Rd	Marysville Blvd	Grand Ave	56.8	59.0	2.1	18	40	85
Arden Garden Connector	Northgate Blvd	Del Paso Blvd	67.9	67.9	0.0	73	157	337
San Juan Rd	Truxel Rd	Northgate Blvd	68.5	68.1	-0.4	75	161	348
W El Camino Ave	I-80	I-5	70.1	69.8	-0.3	97	210	452
W El Camino Ave	I-5	Truxel Rd	69.5	68.8	-0.6	83	180	387
W El Camino Ave	Truxel Rd	Northgate Blvd	65.9	66.4	0.5	58	124	267
W El Camino Ave	Northgate Blvd	Grove Ave	63.3	63.4	0.1	36	78	169
Garden Hwy	I-80	Orchard Ln	60.4	63.1	2.7	35	74	160
Garden Hwy	Gateway Oaks Dr	I-5	66.6	67.9	1.3	72	156	337
Northgate Blvd	I-80	San Juan Rd	69.0	68.6	-0.3	81	175	376
Northgate Blvd	Silver Eagle Rd	Arden Garden Connector	67.2	66.7	-0.6	60	129	278
Truxel Rd	W El Camino Ave	Garden Hwy	68.2	66.8	-1.4	61	131	282

**Table 4.11-2. Modeled Cumulative Roadway Traffic Noise Levels**

Roadway	Segment		CNEL at 100 feet from roadway Centerline (dBA)			Distance to 2040 Cumulative Plus Project Noise Contour from Centerline (Feet)		
	From	To	No Project	Plus Project	Change (Plus Project – No Project)	70 dBA	65 dBA	60 dBA
Truxel Rd	San Juan Rd	W El Camino Ave	68.5	67.5	-1.0	68	147	317
Truxel Rd	I-80	San Juan Rd	70.9	70.5	-0.4	109	234	504
I St	5th St	12th St	62.3	62.5	0.2	32	68	147
I St	21st St	29th St	57.5	58.2	0.7	16	35	76
L St	5th St	15th St	60.6	60.1	-0.5	22	47	102
L St	15th St	29th St	59.5	62.5	3.0	32	68	147
P St	16th St	29th St	59.7	60.3	0.6	22	48	104
J St	3rd St	7th St	63.2	62.2	-1.0	30	65	141
J St	21st St	29th St	60.3	60.5	0.1	23	50	107
Q St	3rd St	10th St	61.4	62.2	0.8	30	65	140
7th St	P St	J St	55.7	48.5	-7.2	4	8	17
12th St	D St	I St	56.8	56.0	-0.8	12	25	54
N St	10th St	16th St	58.9	59.1	0.2	19	41	88
15th St	X St	Broadway	58.9	58.7	-0.2	18	38	82
15th St	J St	P St	58.1	59.9	1.8	21	46	99
16th St	P St	W St	61.4	61.6	0.2	27	59	127
29th St	J St	P St	61.6	62.9	1.3	34	72	156
30th St	P St	J St	59.9	61.6	1.7	28	59	128
Alhambra Blvd	Stockton Blvd	Broadway	61.1	59.2	-2.0	19	41	88
Broadway	3rd St	5th St	59.2	61.6	2.4	28	60	129
Broadway	Riverside Blvd	Franklin Blvd	62.8	62.7	-0.1	33	70	152
Richards Blvd	Bercut Dr	N 7th St	69.2	69.3	0.1	89	193	415
Exposition Blvd	SR-160	I-80 Business	67.3	67.2	-0.1	65	140	301
Exposition Blvd	I-80 Business	Arden Way	70.2	69.6	-0.6	94	202	435

**Table 4.11-2. Modeled Cumulative Roadway Traffic Noise Levels**

Roadway	Segment		CNEL at 100 feet from roadway Centerline (dBA)			Distance to 2040 Cumulative Plus Project Noise Contour from Centerline (Feet)		
	From	To	No Project	Plus Project	Change (Plus Project – No Project)	70 dBA	65 dBA	60 dBA
Arden Way	I-80 Business	Exposition Blvd	72.1	72.6	0.5	150	322	694
El Camino Ave	I-80 Business	Howe Ave	69.4	69.6	0.2	95	204	439
Marconi Ave	I-80 Business	Bell St	67.4	67.4	0.0	67	144	309
Auburn Blvd	Howe Ave	Watt Ave	62.2	62.7	0.5	33	70	152
Auburn Blvd	Watt Ave	SR-244	66.5	66.5	0.0	59	126	272
Auburn Blvd	El Camino Ave	Arcade Blvd	63.6	64.2	0.5	41	88	189
American River Dr	Howe Ave	Watt Ave	62.3	62.4	0.1	31	67	144
Heritage Ln	Arden Way	Exposition Blvd	60.8	59.1	-1.7	19	40	87
Howe Ave	US-50	Fair Oaks Blvd	73.4	73.5	0.1	172	370	798
Howe Ave	Fair Oaks Blvd	Hurley Way	70.2	70.4	0.2	106	229	493
Howe Ave	Hurley Way	El Camino Ave	67.9	67.9	0.0	72	155	335
Howe Ave	El Camino Ave	Auburn Blvd	63.8	63.9	0.1	39	85	182
Alta Arden Ex	Howe Ave	Fulton Ave	68.2	68.2	0.0	75	163	350
Fair Oaks Blvd	Howe Ave	Munroe St	67.9	67.9	0.0	73	156	337
Fair Oaks Blvd	Munroe St	Watt Ave	67.8	68.1	0.3	74	160	345
Fair Oaks Blvd	Watt Ave	Eastern Ave	69.4	69.5	0.1	93	201	432
Watt Ave	Fair Oaks Blvd	US-50	72.5	72.6	0.1	149	321	691
Elvas Ave/56th St	52nd St	H St	62.7	62.6	-0.1	32	69	148
Elvas Ave	J ST	Folsom Blvd	67.6	66.7	-0.9	61	131	282
H St	Alhambra Blvd	45th St	61.6	62.1	0.5	30	64	138
H St	45th St	Carlson Dr	62.4	62.4	0.0	31	67	145
J St	Alhambra Blvd	56th St	61.6	62.0	0.5	29	63	137
Folsom Blvd	47th St	65th St	64.5	64.3	-0.2	42	90	194
Folsom Blvd	Howe Ave	Jackson Hwy	67.8	67.3	-0.5	66	143	308

**Table 4.11-2. Modeled Cumulative Roadway Traffic Noise Levels**

Roadway	Segment		CNEL at 100 feet from roadway Centerline (dBA)			Distance to 2040 Cumulative Plus Project Noise Contour from Centerline (Feet)		
	From	To	No Project	Plus Project	Change (Plus Project – No Project)	70 dBA	65 dBA	60 dBA
Power Inn Rd	US 50	14th Ave	72.8	72.9	0.2	157	339	730
Stockton Blvd	Alhambra Blvd	US-50	57.3	62.0	4.7	29	63	137
Jackson Hwy	Folsom Blvd	S Watt Ave	67.2	68.2	1.0	76	164	354
Hornet Dr	US-50 WB Ramps	Folsom Blvd	67.0	67.0	0.0	63	135	291
La Rivera Dr	Watt Ave	Folsom Blvd	64.2	64.1	-0.1	40	87	188
Carlson Dr	Moddison Ave	H St	60.0	60.6	0.5	23	51	109
College Town Dr	Hornet Dr	La Rivera Dr	65.1	65.2	0.1	48	104	224
39th St	Folsom Blvd	J St	54.4	55.6	1.1	11	24	51
59th St	Folsom Blvd	Broadway	59.3	60.3	1.0	23	49	105
C St	33rd St	McKinley Blvd	60.0	61.1	1.1	26	55	119
Sutterville Rd	Riverside Blvd	Freeport Blvd	63.6	62.8	-0.8	33	71	154
Sutterville Rd	24th St	Franklin Blvd	66.1	65.7	-0.4	52	112	242
Seamas Ave	I-5	S Land Park Dr	65.6	65.1	-0.4	47	102	220
Fruitridge Rd	S Land Park Dr	Freeport Blvd	65.8	64.6	-1.2	43	94	202
Fruitridge Rd	Freeport Blvd	Franklin Blvd	67.9	64.3	-3.6	42	90	194
Fruitridge Rd	Franklin Blvd	SR-99	67.8	65.5	-2.3	50	107	231
Franklin Blvd	Broadway	5th Ave	58.9	61.5	2.6	27	59	126
Franklin Blvd	Sutterville Rd	Fruitridge Rd	64.6	65.8	1.2	53	113	244
Freeport Blvd	Sutterville Rd (S)	Fruitridge Rd	66.2	66.9	0.7	62	133	286
Riverside Blvd	Broadway	2nd Ave	62.5	62.3	-0.2	31	66	142
Riverside Blvd	Sutterville Rd	Seamas Ave	59.5	58.2	-1.3	16	35	76
Land Park Dr	Broadway	Vallejo Way	61.0	61.6	0.6	27	59	127
S Land Park Dr	Sutterville Rd	Seamas Ave	57.3	57.3	0.0	14	31	66
24th St	Sutterville Rd	Fruitridge Rd	63.6	62.3	-1.3	31	66	143

**Table 4.11-2. Modeled Cumulative Roadway Traffic Noise Levels**

Roadway	Segment		CNEL at 100 feet from roadway Centerline (dBA)			Distance to 2040 Cumulative Plus Project Noise Contour from Centerline (Feet)		
	From	To	No Project	Plus Project	Change (Plus Project – No Project)	70 dBA	65 dBA	60 dBA
Stockton Blvd	US-50	Broadway	62.7	64.8	2.0	45	97	208
Stockton Blvd	Broadway	Fruitridge Rd	64.5	64.4	-0.1	42	91	197
Broadway	Alhambra Blvd	Stockton Blvd	65.2	64.3	-0.9	42	90	194
Broadway	Stockton Blvd	65th St	63.1	64.5	1.4	43	92	199
65th St	Elvas Ave	14th Ave	68.4	67.9	-0.5	72	156	335
Power Inn Rd	14th Ave	Fruitridge Rd	70.3	70.7	0.5	112	241	520
12th Ave	Martin Luther King Jr Blvd	SR-99	61.2	60.6	-0.6	24	51	110
14th Ave	65th St	Power Inn Rd	64.9	65.6	0.7	51	110	237
Florin Perkins Rd	Folsom Blvd	Fruitridge Rd	64.9	65.0	0.1	46	100	215
Fruitridge Rd	SR-99	44th St	68.1	67.9	-0.2	73	156	337
Fruitridge Rd	44th St	Stockton Blvd	68.3	68.4	0.1	78	168	362
Fruitridge Rd	Stockton Blvd	65th St	66.1	65.8	-0.2	53	114	245
Fruitridge Rd	65th St	Florin Perkins Rd	67.5	67.8	0.4	72	154	332
Fruitridge Rd	Florin Perkins Rd	S Watt Ave	67.3	67.3	0.0	66	142	307
Martin Luther King Jr Blvd	Broadway	Fruitridge Rd	60.9	60.0	-0.9	22	46	100
T St	Stockton Blvd	59th St	54.6	51.8	-2.9	6	13	28
33rd St	4th Ave	12th Ave	55.6	55.0	-0.6	10	22	46
Raley Blvd	Bell Ave	I-80	70.7	70.6	0.0	110	238	512
S Watt Ave	US-50	Kiefer Blvd	72.6	72.9	0.3	157	337	727
Florin Rd	Riverside Blvd	Havenside Dr	62.8	63.2	0.4	35	76	164
Florin Rd	Havenside Dr	I-5	70.3	70.3	0.0	105	225	486
Riverside Blvd/Pocket Rd	Florin Rd	Greenhaven Dr	62.9	63.6	0.7	38	81	174
Pocket Rd	Greenhaven Dr	Freeport Blvd	67.8	68.1	0.3	74	160	345

**Table 4.11-2. Modeled Cumulative Roadway Traffic Noise Levels**

Roadway	Segment		CNEL at 100 feet from roadway Centerline (dBA)			Distance to 2040 Cumulative Plus Project Noise Contour from Centerline (Feet)		
	From	To	No Project	Plus Project	Change (Plus Project – No Project)	70 dBA	65 dBA	60 dBA
43rd Ave	Gloria Dr	13th St	61.2	61.4	0.1	27	57	123
S Land Park Dr	Windbridge Dr	Florin Rd	57.3	55.6	-1.6	11	24	51
Gloria Dr	Florin Rd	43rd Ave	56.4	56.1	-0.3	12	25	55
Greenhaven Dr	Gloria Dr	Florin Rd	58.9	58.6	-0.2	17	38	81
Freeport Blvd	Pocket Rd	South City Limits	66.6	66.9	0.3	62	134	288
Freeport Blvd	Florin Rd	Pocket Rd	68.3	68.5	0.1	79	170	366
24th St	Fruitridge Rd	Florin Rd	66.3	65.6	-0.7	51	110	236
24th St	Florin Rd	Meadowview Rd	66.1	66.2	0.1	56	121	261
Meadowview Rd	Freeport Blvd	Brookfield Dr	68.3	68.5	0.1	79	170	366
Florin Rd	Freeport Blvd	Franklin Blvd	69.3	69.4	0.2	92	198	426
43rd Ave/Blair Ave	13th St	Freeport Blvd	60.3	60.6	0.3	24	51	110
47th Ave	24th St	Franklin Blvd	62.6	63.6	1.0	37	81	174
Franklin Blvd	Fruitridge Rd	47th Ave	65.4	66.0	0.6	54	116	251
Stockton Blvd	Florin Rd	Mack Rd	68.3	68.2	-0.1	76	164	353
65th St	14th Ave	Fruitridge Rd	69.0	66.3	-2.7	57	122	263
65th Ex	Elder Creek Rd	Stockton Blvd	68.4	66.6	-1.8	59	127	274
Power Inn Rd	Fruitridge Rd	Florin Rd	69.8	69.9	0.0	98	211	455
S Watt Ave	Kiefer Blvd	Jackson Hwy	71.9	72.4	0.5	144	310	667
Florin Rd	Franklin Blvd	SR-99	70.0	69.9	-0.1	98	211	455
Florin Rd	SR-99	65th St	71.0	70.6	-0.4	110	237	510
Florin Rd	65th St	Stockton Blvd	69.0	69.2	0.2	88	189	408
Florin Rd	Stockton Blvd	Power Inn Rd	68.4	68.5	0.1	80	172	371
Florin Rd	Power Inn Rd	Florin Perkins Rd	65.5	65.7	0.2	52	111	239
Elder Creek Rd	Stockton Blvd	Florin Perkins Rd	69.2	69.5	0.3	92	198	428

**Table 4.11-2. Modeled Cumulative Roadway Traffic Noise Levels**

Roadway	Segment		CNEL at 100 feet from roadway Centerline (dBA)			Distance to 2040 Cumulative Plus Project Noise Contour from Centerline (Feet)		
	From	To	No Project	Plus Project	Change (Plus Project – No Project)	70 dBA	65 dBA	60 dBA
Elder Creek Rd	South Watt Avenue	Hedge Ave	66.1	66.5	0.5	59	127	273
Florin Perkins Rd	Fruitridge Rd	Elder Creek Rd	67.9	68.1	0.1	74	160	346
Florin Perkins Rd	Elder Creek Rd	Florin Rd	67.2	67.2	-0.1	65	139	300
Mack Rd	Meadowview Rd	Franklin Blvd	67.9	68.0	0.1	74	159	344
Mack Rd	Franklin Blvd	Center Pkwy	69.0	69.0	-0.1	85	184	397
Mack Rd	Center Pkwy	Stockton Blvd	70.5	70.6	0.1	110	236	509
Center Pkwy	Tangerine Ave	Mack Rd	61.7	61.7	0.0	28	61	130
Center Pkwy	Mack Rd	Bruceville Rd	61.3	60.6	-0.7	24	51	110
Valley Hi Dr	Franklin Blvd	Center Pkwy	61.3	60.3	-1.0	23	49	105
Valley Hi Dr	Center Pkwy	Mack Rd	64.7	64.4	-0.3	42	91	196
Bruceville Rd	Valley Hi Dr	Consumnes River Blvd	66.5	65.7	-0.8	52	111	240
Bruceville Rd	Consumnes River Blvd	Calvine Rd	70.3	70.5	0.2	107	231	498
Franklin Blvd	Village Wood Dr	Big Horn Blvd	68.8	68.9	0.1	85	183	394
Franklin Blvd	Mack Rd	Turnbridge Dr	69.1	69.1	0.1	87	188	406
Franklin Blvd	47th Ave	Turnbridge Dr	67.6	67.6	0.0	69	150	322
Stockton Blvd	Fruitridge Rd	Florin Rd	67.8	68.1	0.3	75	161	347
65th Ex	Stockton Blvd	Florin Rd	64.7	63.9	-0.8	39	84	181
Power Inn Rd	Florin Rd	Elsie Ave	69.5	69.5	0.0	93	201	432
47th Ave	Franklin Blvd	SR-99	68.5	68.4	0.0	79	170	366
47th Ave	SR-99	Stockton Blvd	69.2	69.2	0.0	88	189	408
Franklin Blvd	Mack Rd	Village Wood Dr	68.0	68.2	0.1	75	162	350
Elkhorn Blvd	SR-99	E Commerce Way	74.2	73.6	-0.6	173	373	804
Freeport Blvd	Sutterville Rd (N)	Sutterville Rd (S)	68.2	68.4	0.2	78	168	362



**Table 4.11-2. Modeled Cumulative Roadway Traffic Noise Levels**

Roadway	Segment		CNEL at 100 feet from roadway Centerline (dBA)			Distance to 2040 Cumulative Plus Project Noise Contour from Centerline (Feet)		
	From	To	No Project	Plus Project	Change (Plus Project – No Project)	70 dBA	65 dBA	60 dBA
Folsom Blvd	US-50	Howe Ave	68.6	68.6	0.0	80	173	373
Cosumnes River Blvd	Franklin Blvd	Center Pkwy	70.0	71.1	1.0	118	254	546
Freeport Blvd	21st St	Sutterville Rd (N)	62.9	63.2	0.3	35	76	163
Freeport Blvd	Broadway	21st St	62.5	61.7	-0.9	28	60	129
Land Park Dr	Vallejo Way	13th Ave (S)	60.3	59.5	-0.8	20	43	93
Land Park Dr	13th Ave (S)	Sutterville Rd	59.2	59.4	0.1	20	42	91
Riverside Blvd	7th Ave	Sutterville Rd	62.3	64.1	1.8	40	87	187
Riverside Blvd	2nd Ave	7th Ave	62.5	63.4	0.9	37	79	170
24th St	Donner Way	Sutterville Rd	53.4	51.2	-2.2	6	12	26
Sutterville Rd	Freeport Blvd	Sutterville Bypass	66.4	66.5	0.1	59	126	272
5th St	Broadway	Vallejo Way	58.4	58.4	0.0	17	36	79
Broadway	5th St	Riverside Blvd	62.1	62.0	-0.2	29	63	135
Elder Creek Rd	Florin Perkins Rd	S Watt Ave	67.1	67.6	0.5	69	149	321
Richards Blvd	N 7th St	N 12th St	65.9	66.1	0.3	55	119	256
12th St	Richards Blvd	D St	64.3	64.6	0.3	44	95	204
16th St	Richards Blvd	I St	66.5	66.0	-0.5	54	116	250
N 7th St	B St	F St	61.7	60.7	-1.0	24	52	112
Florin Rd	I-5	Freeport Blvd	68.5	68.4	0.0	79	169	365
Cosumnes River Blvd	Center Pkwy	SR-99	73.4	73.7	0.2	175	378	814
Garden Hwy	Orchard Ln	Gateway Oaks Dr	59.8	62.8	3.0	33	72	154
J St	7th St	10th St	62.0	60.6	-1.4	24	51	110
J St	10th St	16th St	62.5	62.9	0.4	33	72	155
P St	16th St	9th St	59.6	60.6	1.0	24	51	110
P St	9th St	2nd St	61.8	63.3	1.4	36	77	165

**Table 4.11-2. Modeled Cumulative Roadway Traffic Noise Levels**

Roadway	Segment		CNEL at 100 feet from roadway Centerline (dBA)			Distance to 2040 Cumulative Plus Project Noise Contour from Centerline (Feet)		
	From	To	No Project	Plus Project	Change (Plus Project – No Project)	70 dBA	65 dBA	60 dBA
Franklin Blvd	5th Ave	Sutterville Rd	<b>60.1</b>	<b>63.6</b>	<b>3.4</b>	37	80	173
J St/Fair Oaks Blvd	H St	Howe Ave	<b>69.2</b>	<b>69.3</b>	0.1	90	195	419
Folsom Blvd	Jackson Hwy	S Watt Ave	<b>67.0</b>	<b>65.2</b>	-1.8	48	103	222
Riverside Blvd/43rd Ave	Florin Rd	Gloria Dr	<b>66.3</b>	<b>66.5</b>	0.2	59	127	273
Freeport Blvd	Fruitridge Rd	Florin Rd	<b>69.7</b>	<b>69.5</b>	-0.2	93	199	429
Garden Hwy	I-5	Truxel Rd	<b>66.3</b>	<b>68.8</b>	<b>2.5</b>	83	179	385
Garden Hwy	Truxel Rd	Northgate Blvd	<b>70.2</b>	<b>70.7</b>	0.5	111	240	517
Norwood Ave	I-80	Silver Eagle Rd	<b>66.5</b>	<b>67.3</b>	0.8	66	142	306

**Source:** See Appendix D for complete results.

**Notes:** dBA = A-weighted decibels; CNEL = Community noise equivalent level.

Bold = Noise level exceeding City threshold for transportation noise levels at residential (low density, duplex, mobile home) receptors, or exceeding the significant increase thresholds of +5 dB for baseline noise levels less than 60 dBA, +3 dB for baseline levels between 60 and 65 dBA, and +1.5 dB for baseline levels above 65 dBA.

**Impact 4.11-2: Implementation of the 2040 General Plan could result in a substantial temporary increase in ambient noise levels in excess of established City standards.**

Future construction and maintenance work associated with development within the Planning Area and buildout of the 2040 General Plan would be the primary source of temporary or periodic noise within the Planning Area. Implementation of the 2040 General Plan would consist of many different projects, each with its own construction schedules and equipment mixes. The level of noise generated during individual construction projects would be based on many factors including the type of equipment used, the location of equipment relative to nearby sensitive receptors, the condition of the equipment in use, the intensity of the activity, and the timing and duration of noise generating activities.

General Plan Policy ERC 10.9 (Construction Noise Controls) requires that potential noise impacts associated with construction activities be regulated through application of the City Code, at surrounding land uses. The City Code (Section 8.68.080) provides an exemption from the City’s noise standards for noise sources associated with general construction activities between the hours of 7 AM and 6 PM Monday through Saturday and between 9 AM and 6 PM on Sunday, provided that equipment is properly maintained.

Compliance with the construction noise exemption hours presented in the City Code (Section 8.68.08) would help to ensure noise generated in association with construction and maintenance activities would only occur during the hours specified. However, construction noise, especially use of pile drivers or other noisy equipment, or where construction activities could take place outside these time periods for portions of the project such as large continuous concrete pours for commercial buildings, could disturb noise sensitive uses, even on a short-term basis. Therefore, impacts from temporary or periodic increases in the ambient noise levels and temporary or periodic exceedances of the City’s noise level standards would occur resulting in a **potentially significant impact**.

**Mitigation Measures**

Compliance with mitigation measure NOI-1 would ensure effective management of construction noise levels and compliance with the 2040 General Plan policies and City Code. Noise can generally be controlled at three separate locations: at the source, along the path from the source to receiver, and at the receiver. Application of the noise control techniques affecting and controlling construction noise at the source (e.g., heavy equipment, pumps) can achieve reductions of 3 to 6 dBA, while noise control techniques implemented along the path of the noise (e.g., temporary noise barriers, enclosures, relocation of equipment) have been shown to reduce construction noise levels between 2 to 7 dBA (Wu & Keller 2007). The overall noise level reduction achieved through implementation of Mitigation Measure NOI-1 is expected to range from approximately 5 to 13 dBA. Compliance with these requirements would restrict construction operations to less sensitive time periods and implement the best available construction noise level reductions necessary for specific projects and would be sufficient to mitigate the impact to **less than significant**.

**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.

**Impact 4.11-3: Implementation of the 2040 General Plan would not result in the generation of excessive groundborne vibration or noise levels.**

Construction of projects allowed under the 2040 General Plan, general railroad operations (light and heavy rail), certain commercial and industrial operations, and some roadway traffic associated with buildout of the 2040 General Plan have the potential to generate groundborne noise and vibration. The 2040 General Plan includes Policy ERC 10.5 (Interior Vibration Standards) which requires construction activities anticipated to generate excessive vibration levels use appropriate methods to ensure acceptable interior vibration levels at nearby residential and commercial land uses are maintained, based on the Federal Transit Administration vibration criteria (FTA 2018). The 2040 General Plan Policy ERC 10.6 (Effects of Vibration) requires that the potential effects of vibration be considered by the City when reviewing new residential and commercial projects near rail or light rail lines. 2040 General Plan Policy ERC 10.7 addresses the potential for vibration damage to historic buildings and architectural sites through the development of site-specific vibration management and monitoring plans, which incorporate appropriate methods to avoid or reduce the potential for vibration damage and repair damage if it should occur. Implementation of the 2040 General Plan policies and effective review of new projects

eliminates or reduces the potential exposure to excessive groundborne noise and vibration levels. Therefore, impacts would be **less than significant**.

**Mitigation Measures**

None required.

**Impact 4.11-4: Implementation of the 2040 General Plan could expose people residing or working in the Planning Area to excessive aircraft noise levels from a private airstrip, public airport or public use airport.**

The city and the surrounding area are served by four public/public use airports, Sacramento International Airport, Executive Airport, McClellan Airport, and Mather Airport. Sacramento International Airport is located approximately 1.8 miles northwest of the city boundaries, McClellan Airfield is adjacent to the northeastern city boundary, Mather Airport is approximately 3 miles west-southwest of the city’s boundary. Executive Airport is the only airport serving the region that is within the city boundaries, located in the southwestern portion of the city. The Rio Linda airport is a privately owned facility located in Sacramento County just north of the city limits.

The Federal Aviation Administration (FAA) has regulation and oversight authority over local airports, including safety. This includes authority over designated flight paths to ensure safe and efficient aircraft operations. Some city residents have noted an increased frequency of noise events associated with the higher concentration of aircraft flight paths at Sacramento International Airport. As part of the FAA noise policy review, the FAA is reviewing the use of the 65 dBA DNL, or CNEL in California, as the primary metric for evaluating cumulative aircraft noise exposure; and, considering alternative noise metrics that may be used either in place of the DNL metric, or in addition to DNL, to help inform agency decision and noise impact disclosure.

The 2040 General Plan Policies address airport noise in Policies LUP 1.13 (Airport Land Use Compatibility), ERC 10.10 (Airport Land Use Compatibility) and ERC 10.11 (Hazardous Noise Protection) which serve to ensure that new development near the area’s airports is compatible with the airport operations and that no new noise-sensitive land uses are approved within the 65 dBA CNEL noise level contour of the area’s airports. 2040 General Plan Policy LUP 1.14 (Deed Notice) continues the City’s practice of requiring that all new development within an airport-defined over-flight zone provides deed notices to future residents and property owners upon transfer of title concerning airport over flights and noise.

The 65 dBA CNEL Land Use Compatibility Noise Contours for Sacramento International Airport, McClellan Airport, and Mather Airport do not cross over into the city limits, as shown on Figure 7-4 of the TBR. The 65 dBA CNEL Land Use Compatibility Noise Contours for Sacramento Executive Airport are contained to the airport property. The Rio Linda Airport is a privately-owned and operated airport that is open for general public aviation use. The 65 dBA CNEL contour remains primarily on airport property, with the exception of the northern and southern extents of the contour. The southern portion of the Rio Linda Airport 65 dBA CNEL contour extends across the city limits and includes a single low density residential parcel. Consistent with the General Plan policies, development of noise-sensitive land uses within the 65 dBA CNEL contour would need to comply with policies LUP 1.13, ERC 10.10, and ERC 10.11. Thus, existing and future noise sensitive uses within the Planning Area would not be exposed to excessive aircraft noise levels. Therefore, impacts would be **less than significant**.

### Mitigation Measures

None required.

### Additional Cumulative Impacts

The geographic area for the additional cumulative noise analysis includes the Planning Area boundaries and areas in Sacramento County adjacent to the Planning Area. Probable future projects in the County include the Airport South Industrial area (currently under review in the City for annexation), the Upper Westside Specific Plan area, and the Grand Park Specific Plan area (under review by the County). Cumulative noise impacts could occur if sensitive receptors were exposed to elevated noise and vibration levels from multiple cumulative projects simultaneously, in close proximity to one another.

Non-transportation noise sources (e.g., stationary noise sources) and construction noise impacts are typically project-specific and highly localized to the area immediately surrounding the noise source. Construction activities associated with anticipated development would contribute temporarily to the noise levels in the within the ambient noise environment, but in a highly localized and transient manner. As other development occurs within a specific area, noise from different types of uses may have the potential to contain noise sources that could combine; however, these sources are highly localized to the areas immediately surrounding their respective sources and would not typically combine with other cumulative projects resulting in increases in overall ambient noise conditions. Therefore, this criterion is not further addressed.

**Impact 4.11-5: The 2040 General Plan, in combination with past, present and reasonably foreseeable future projects, could result in a cumulatively considerable impact to the ambient noise and vibration environment.**

The traffic analysis prepared for the 2040 General Plan (see Section 4.14, Transportation and Circulation) includes scenarios based on existing Baseline, Future 2040 No Project, and cumulative traffic conditions. Therefore, the analysis presented under Impact 4.11-1 inherently incorporates the cumulative development scenario. Under the 2040 General Plan buildout (cumulative plus project) conditions, traffic noise levels are predicted to range from approximately 49 to 74 dBA CNEL at a reference distance of 100-feet from the roadway centerlines, as shown in Table 4.11-2. This would result in traffic noise levels along 208 of the 232 roadway segments exceeding the City's normally acceptable 60 dBA CNEL exterior land use compatibility standard at the setback distance of 100-feet. Implementation of the 2040 General Plan policies would serve to protect future noise-sensitive land uses from exposure to excessive traffic noise levels; however, existing noise-sensitive land uses adjacent to roadway segments that already exceed the City standard, would have the potential to be exposed to further elevated exterior traffic noise levels or increases in excess of the relative increase thresholds. Where these existing receptor locations are exposed to noise levels associated with roadway improvement or realignment projects, implementation of the 2040 General Plan policies may not be feasible. With that, full buildout of the cumulative plus project scenario would be considered a significant cumulative impact.

As shown in Table 4.11-2, a large number of the roadway segments at the 100-foot reference distance would exceed the City transportation noise level thresholds, and as a result the relative change due to traffic noise levels associated with the 2040 General Plan are presented to aid in determining the potential contribution to the noise environment.

The contribution to the cumulative noise environment due to buildout of the 2040 General Plan would range from a reduction in noise levels of -7.2 dB to an increase of 4.7 dB. Buildout of the cumulative plus project traffic noise levels are predicted to result in permanent increases in the ambient noise environment above the significant increase thresholds (i.e., +5 dB for existing levels below 60, +3 dB for existing levels between 60 and 65 dB, and +1.5 dB for existing levels above 65 dB) adjacent to five (5) roadway segments within the Planning Area. Therefore, the 2040 General Plan’s contribution to the cumulative noise impact would be cumulatively considerable resulting in a **significant impact**.

### Mitigation Measures

Implementation of noise attenuation measures sufficient to reduce noise level exposure to below the City’s exterior land use compatibility standards (Policies LUP 1.13, ERC 10.10, and Table ERC-1) would require single-family residential land uses be located at a setback distance greater than the distance to the “normally acceptable” 60 dBA CNEL, as called out in Table 4.11-2, inclusion of noise protection walls, or use of low quiet pavement technologies. However, this may not be feasible to implement at existing receptors due to limitations on allowable roadway modifications, inadequate right-of-way space for construction of a berm or screen, or limitation due to ingress and egress paths. For these and similar cases, there are no other feasible mitigation available. Consequently, the 2040 General Plan would result in a **significant and unavoidable cumulative noise impact**.

### 4.11.5 References

- Caltrans (California Department of Transportation). 2013. *Technical Noise Supplement to the Traffic Noise Analysis Protocol*. Prepared by R. Hendriks, B. Rymer, D. Buehler, and J. Andrews. Sacramento: Caltrans. September 2013. [http://www.dot.ca.gov/hq/env/noise/pub/TeNS\\_Sept\\_2013B.pdf](http://www.dot.ca.gov/hq/env/noise/pub/TeNS_Sept_2013B.pdf).
- Caltrans. 2020. *Transportation and Construction Vibration Guidance Manual*. Prepared by J. Andrews, D. Buehler, H. Gill, and W.L. Bender. Sacramento: Caltrans. April 2020.
- Caltrans. 2021. *Scenic Highways – California State Scenic Highways Map*. <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>. Accessed May 25, 2021.
- FTA (Federal Transit Administration). 2018. *Transit Noise and Vibration Impact Assessment Manual*. Prepared by John A. Volpe National Transportation Systems Center. Washington, DC: FTA. September 2018. [https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123\\_0.pdf](https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf).
- Wu & Keller. 2007. “Noise Mitigation Measures at Large-Scale Construction Sites.” Published paper, presented October 2007. Reno, Nevada.

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## 4.12 Public Services and Recreation

### 4.12.1 Introduction

This section evaluates the effects of implementation of the proposed Sacramento 2040 General Plan (2040 General Plan) and Climate Action & Adaptation Plan (together, the “Sacramento 2040 Project”) on public services and recreation and outlines applicable plans and policies related to police and fire protection, parks and recreational facilities, civic and government facilities, libraries, schools, and other public service facilities.

No comments specific to public services or recreation were received in response to the Notice of Preparation (NOP). A copy of the NOP along with comments received is included in Appendix A.

The Technical Background Report ([TBR] available online at: [www.sac2040gpu.org](http://www.sac2040gpu.org)) provides information specific to the existing public services and recreation conditions within and adjacent to the City of Sacramento (city) Planning Area. Chapter 5, Public Services, of the TBR addresses police protection, fire protection, parks and recreation, civic and government facilities, libraries, schools, health facilities, and human services (see Sections 5.1 through 5.8). Included within the applicable chapter and section of the TBR are the regulatory requirements.

In the 2040 General Plan, issues associated with public services and recreation are addressed primarily in the Public Facilities and Safety Element and the Youth, Parks, Recreation, and Open Space Element. The policies of these elements seek to contribute to the City’s effectiveness in being responsive to the public safety and recreational needs of its citizens.

### 4.12.2 Environmental Setting

A summary of the existing environmental setting is provided below. Please refer to Chapter 5 of the TBR (available online at: [www.sac2040gpu.org](http://www.sac2040gpu.org)) for a detailed overview of the existing setting, including the regulatory setting; however, updates to the environmental setting since preparation of the TBR are provided in this section.

#### Police Protection

Police protection services are provided by the Sacramento Police Department (SPD) for areas within the city, and by the Sacramento County Sheriff’s Department for areas outside the city but within the Planning Area. The SPD operates from four stations in the city and the Sheriff’s Department operates from nine locations in Sacramento County. As of July 2022, the SPD is staffed with 674 sworn personnel and the Sheriff’s Department is staffed with 1,314 sworn personnel (POST 2022). Table 4.12-1 provides staffing statistics from the Commission on Peace Officer Standards and Training (POST) data warehouse.

**Table 4.12-1. Police Agency Staffing**

Agency	Full-time Sworn	Reserve	Dispatcher	Total
Sacramento Police Department	674	88	82	844
Sacramento County Sheriff’s Department	1,314	390	78	1,782

Source: POST 2022.

Note: Table does not include all positions within the police agencies.

Under the proposed Fiscal Year (FY) 2023/24 budget, SPD would be authorized to staff 769 full-time equivalent (FTE) sworn positions and 365.16 professional staff positions. Table 4.12-2 provides authorized FTE staffing levels based on SPD budget from 2020 through 2024.

**Table 4.12-2. Sacramento Police Department FTE Staffing Levels Based on Budget**

Division	FY 2020/21 Actuals	FY 2021/22 Actuals	FY 2022/23 Approved	FY 2022/23 Amended	FY 2023/24 Proposed
Office of the Chief	58.80	71.80	72.80	72.80	84.00
Office of Investigations	255.50	312.50	311.50	311.50	355.50
Office of Specialized Services	119.66	118.66	123.66	123.66	124.66
Office of Operations	664.00	624.00	621.00	621.00	570.00
<b>Total</b>	<b>1,097.96</b>	<b>1,126.96</b>	<b>1,128.96</b>	<b>1,128.96</b>	<b>1,134.16</b>

Source: City of Sacramento 2023a.

Note: Table does not include all positions within the police agencies.

Table 4.12-3 provides the city’s updated crime statistics for 2021 and 2022. The 2021 and 2022 crime statistics show an upward trend in crimes besides burglary; this data reflects crime statistics during the COVID-19 pandemic. Crime statistics for 2017 and 2018 are provided in Chapter 5 of the TBR, showing a stable crime rate between the two years.

**Table 4.12-3. City of Sacramento Crime Statistics Comparison for 2021-2022**

Type of Crime	Number of Crimes			
	2021	2022	Number Change	Percent Change
Murder	44	58	14	31.82%
Rape	125	159	34	27.20%
Robbery	879	994	115	13.08%
Aggravated Assault	2,501	2,893	392	15.67%
Burglary	2,834	2,562	-272	-9.60%
Larceny	8,903	9,750	847	9.51%
Motor Vehicle Theft	2,511	3,165	654	26.05%
<b>Total</b>	<b>17,797</b>	<b>19,581</b>	<b>1,784</b>	<b>10.02%</b>

Source: City of Sacramento 2023b.

Note: The dataset uses Uniform Crime Reports (UCR) crime statistics.

Table 4.12-4 provides updated information on SPD performance measures.

**Table 4.12-4. Sacramento Police Department Performance Measures**

Measure	FY20 Actuals	FY21 Actuals	FY22 Actuals	FY23 Estimate	FY24 Target
Part 1 Crimes <sup>1</sup> Reported per 1,000 Residents	39.96	37.88	43.76	46.97	42.14
Part 1 Crimes Reported per Sworn FTE Position	28.28	26.22	29.98	32.85	29.33

**Table 4.12-4. Sacramento Police Department Performance Measures**

Measure	FY20 Actuals	FY21 Actuals	FY22 Actuals	FY23 Estimate	FY24 Target
Median Response Time for Priority 2 and 3 calls (mm:ss)	10:55	11:36	12:09	12:16	11:44
Percentage of 911 Calls Answered Within 15 Seconds	97%	97%	91%	88%	95%

Source: City of Sacramento 2023a.

Note:

<sup>1</sup> Part 1 crimes are reported to the US Department of Justice as part of the UCR system and include: Homicide, Rape, Robbery, Aggravated (Felony) Assault, Burglary, Larceny (Theft), Motor Vehicle Theft, and Arson.

SPD maintains mutual aid agreements as part of a statewide emergency response system. Locally, SPD has police security contracts to provide specialized police staff to Regional Transit (RT), area hospitals, and school districts within the city. The Sacramento County Sheriff’s Department, Elk Grove Police Department, Rancho Cordova Police Department, and Citrus Heights Police Department also provide services to areas around the city.

**Fire Protection**

The Sacramento Fire Department (SFD) provides fire protection and emergency medical services (EMS) to the entire city, which includes approximately 101 square miles within the existing city limits, as well as two contract areas that include 47.1 square miles within the unincorporated County, adjacent to the city. Fire stations are strategically located throughout the city to provide assistance to area residents and businesses. In total, there are 24 fire stations in the Planning Area; four of these stations are located in contracted areas not within the city limits. Although each fire station operates within a specific response district encompassing the immediate geographical area around the station, all of the Sacramento County fire agencies (SFD, Sacramento Metro Fire District, Sacramento International Airport Fire, Cosumnes Fire District, and the Folsom Fire Department) share an automatic aid agreement so that the closest fire unit responds regardless of jurisdiction. When the SFD is fully staffed, 173 personnel are on duty for fire and EMS first responder emergencies and 34 of these personnel are on duty for emergency ambulance services daily.

Table 4.12-5 provides updated information on SFD performance measures.

**Table 4.12-5. Sacramento Fire Department Performance Measures**

Measure	FY20 Actuals	FY21 Actuals	FY22 Actuals	FY23 Estimate	FY24 Target
Average Response Time (mm:ss)	05:42	05:30	05:30	05:30	05:30
Unit Hour Utilization <sup>1</sup>	0.40	0.45	0.50	0.45	0.45
Percent of Fire Plan Reviews Completed on Time	94%	95%	96.61%	95%	95%
Development Services Fire Inspections Conducted	9,967	9,800	9,550	9,500	9,500

Source: City of Sacramento 2023a.

Note: Unit Hour Utilization is the ratio of the number of hours spent delivering emergency medical services to the total number of hours the medic units are available.

Table 4.12-6 provides authorized FTE staffing levels based on SFD budget from 2020 through 2024.

**Table 4.12-6. Sacramento Fire Department FTE Staffing Levels Based on Budget**

Division	FY 2020/21 Actuals	FY 2021/22 Actuals	FY 2022/23 Approved	FY 2022/23 Amended	FY 2023/24 Proposed
Office of the Fire Chief	3.00	3.00	3.00	3.00	3.00
Fire Ops/EMS	616.00	614.00	615.00	615.00	644.00
Training/Professional Standards	28.50	35.50	45.50	45.50	45.50
Tech Services	51.00	51.00	52.00	52.00	54.00
Fire Administrative Services	14.00	14.00	14.00	14.00	14.00
<b>Total</b>	<b>712.50</b>	<b>717.50</b>	<b>729.50</b>	<b>729.50</b>	<b>760.50</b>

Source: City of Sacramento 2023a.

Detailed information regarding the SFD is provided in Chapter 5 of the TBR.

**Schools**

The Sacramento City Unified School District (SCUSD) is the primary provider of school services within the city. Other districts serving residents within the Planning Area include the Twin Rivers Unified School District (TRUSD), Robla School District (RSD), Natomas Unified School District (NUSD), San Juan Unified School District (SJUSD), and the Elk Grove Unified School District (EGUSD). Some of these districts have schools outside the city limits and the Planning Area. In total, there are more than 150 public schools serving the Planning Area, as listed in Chapter 5 of the TBR.

In SCUSD, 15 of the district’s 83 schools are overcrowded based on the respective school district definition. As of 2018, all of the school districts have some remaining capacity, although individual schools within the districts may be operating at or above capacity.

**Libraries**

The Sacramento Public Library (SPL) is a joint powers agency between the cities of Sacramento, Citrus Heights, Elk Grove, Galt, Isleton, Rancho Cordova, and the County of Sacramento (SPLA 2021). The SPL operates a total of 28 branches, including 12 branches within the Planning Area and 16 branches outside the Planning Area, and a bookmobile. Residents of the city and County have access to all library branches both inside and outside the Planning Area. Detailed information regarding libraries is available in Chapter 5 of the TBR.

**Parks and Recreation**

Since preparation of the TBR, the City parks inventory has been updated. The information in this section is based on the current (2018) City parks inventory (included as Appendix C) rather than the inventory presented in the TBR.

The City’s Youth, Parks, and Community Enrichment (YPCE) Department maintains over 3,790 acres of parkland across 224 parks and recreation facilities. Several facilities within the city are owned or operated by other jurisdictions, such as the County of Sacramento, the State of California, and SCUSD.

The City has established a standard of providing 5 acres of neighborhood and community park and open space land per thousand residents city-wide. For the purpose of determining park development impact fees (PIF), different

areas of the city are evaluated for their contribution to the City's parkland standard and fees are set in accordance with the determined fair share burden. Park Development Impact Fees (PIF) are fees required of new development for the purpose of funding new or expanded parks or recreation facilities to serve that development.

According to the City's parks inventory included as Appendix C, neighborhood- and community-serving park acreage comprises approximately 1,355.76 acres (35.77% of the total parks inventory).

### 4.12.3 Impacts and Mitigation Measures

#### **Methods of Analysis**

##### ***Police***

The impact analysis determines whether future development under the 2040 General Plan would require new or expanded facilities to support new or existing officers required to respond to emergencies, the construction of which would result in physical environmental effects. Future development associated with the 2040 General Plan would result in an increase in population of approximately 165,740 residents (Chapter 2, Project Description, Table 2-3). These new residents would require police protection services, which would be provided by the SPD. The impact analysis uses a qualitative approach based on applicable general plan policies and known plans of future police facilities.

##### ***Fire***

This impact analysis determines whether implementation of the 2040 General Plan would require new or expanded fire facilities to respond to emergencies, the construction of which would result in physical environmental effects. The impact analysis uses a qualitative approach based on applicable general plan policies and known plans of future fire facilities.

##### ***Schools***

Impacts on schools are determined by analyzing the projected increase in demand for schools as a result of future development allowed under the 2040 General Plan and comparing the projected increase with the schools' remaining capacities to determine whether new or altered facilities would be required. Impacts on schools are subject to state legislation providing that school impacts are considered less than significant with payment of the State Department of Education Development Fee (school impact fees), which was enacted to provide for construction, improvements, and expansion of school facilities. (SB 50 and Government Code Section 65995)

For the school impact analysis, expected student yields were derived using current single-family and multifamily student generation rates for the elementary, middle, and high school levels (see Table 4.12-1). For the purposes of the analysis the SCUSD single-family and multifamily generation rates were used because this is the largest school district within the Planning Area. Single-family generation rates are 0.44 for grade K-6 students and 0.12 for grade 7-8 students, and 0.23 for grade 9-12 students per unit. Multi-family generation rates are 0.19 for grades K-6 students, 0.03 for grade 7-8 students, and 0.04 for grade 9-12 students per unit. The development of new residential units anticipated under the 2040 General Plan would occur over time, so the growth in students would be spread across approximately 20 years.

The City is projecting an estimated 266,765 housing units by 2040 compared to a baseline number of 197,753 units in 2018 (see Chapter 2). This would be an increase of 22,083 single-family units and 46,929 multifamily units by 2040 and an overall increase of 69,012 housing units. In accordance with the estimated number of residences, approximately 18,633 elementary, 4,058 middle, and 6,956 high school students (a total of 29,647 students) would be generated, as shown in Table 4.12-7.

**Table 4.12-7. Sacramento 2040 General Plan Student Generation**

Type of School	Single-Family Generation Rate	Number of Single-Family Dwelling Units	Multifamily Generation Rate	Number of Multifamily Dwelling Units	Number of Students Generated
Elementary	0.44	22,083	0.19	46,929	18,633
Middle	0.12		0.03		4,058
High	0.23		0.04		6,956
<b>Total</b>					<b>29,647</b>

Source: SCUSD 2012.

**Libraries**

The standard of adequate library services considers the city’s resident population as compared to the square footage-per-capita ratio provided by the Sacramento Public Library Authority (SPLA) in the Facility Master Plan (FMP). For the purposes of this analysis, a significant impact would occur if increased demand for libraries resulting from the population increase (approximately 165,740 new residents over the next 20 years) would exceed the goal of 0.40 square feet (sf) of library facilities per capita, such that new or expanded library facilities would be required, which could result in environmental impacts.

**Parks and Recreation**

The 2040 General Plan would maintain the goal of city neighborhood and community parkland at 5 acres per 1,000 residents, the same as in the 2035 General Plan. The analysis in this Master EIR assumes that buildout of the 2040 General Plan would result in a total of 638,433 residents in 2040, from a baseline population of 472,693 in 2018 (see Chapter 2, Table 2-3). Service level calculations are based on the City’s updated parks inventory included as Appendix C to this document. Not meeting the service level goal is not considered a CEQA impact but may suggest the need for new or expanded parks so that physical deterioration of existing parks and recreational facilities would not be accelerated. According to Appendix C, neighborhood- and community-serving park acreage comprises approximately 1,355.76 acres (35.77% of the total parks inventory). Based on the baseline population of 472,693, the current service level is 2.87. The anticipated 2040 service level is also calculated using the information in Appendix C, which includes the acreage of future proposed parks. Based on the anticipated 2040 population of 638,433 and including 137.36 acres of proposed neighborhood and community parks, the future service level would be 2.34. Land dedicated to the City for new parks as part of the development process contributes toward meeting the service level goals for parks. Land that may be developed in the future for parks and recreation uses, but not under the City’s jurisdiction, would not be considered a contribution towards meeting the service level goals.

**2040 General Plan Goals and Policies**

The following draft goals and policies from the 2040 General Plan are applicable and relevant to the analysis of public services and recreation.

## 9 Public Facilities and Safety Element

### Goal PFS-1: Responsive police and fire services that ensure a high level of public safety.

- ❖ **Policy PFS-1.1: Crime and Law Enforcement.** The City shall continue to work cooperatively with the community, regional law enforcement agencies, local government agencies, and other entities to provide quality police service that protects the long-term health, safety, and well-being of the community.
- ❖ **Policy PFS-1.2: Community-Based Policing.** The City shall continue to employ community-based policing strategies and encourage the establishment of neighborhood watch programs in partnerships with community groups to address neighborhood crime.
- ❖ **Policy PFS-1.3: Communication with Residents and Businesses.** The City shall maintain communication with the community to improve relationships and community member satisfaction, while continually exploring innovative means of communication.
- ❖ **Policy PFS-1.4: Community Programs.** The City shall continue to provide community programs, volunteer opportunities, and public safety education to residents of appropriate age.
- ❖ **Policy PFS-1.5: CPTED Strategies.** The City shall continue to promote Crime Prevention through Environmental Design (CPTED) strategies in the design of new developments, including the following:
  - Provision of adequate public lighting;
  - Windows overlooking streets and parking lots; and
  - The creation of paths to increase pedestrian activity within both private development projects and public facilities to enhance public safety.
- ❖ **Policy PFS-1.6: Fire Prevention Programs and Suppression.** The City shall deliver fire prevention programs that protect the public through education, adequate inspection of existing development, and incorporation of fire safety features in new development.
- ❖ **Policy PFS-1.7: Water Supply for Fire Suppression.** The City shall ensure that adequate water supplies are available for fire suppression throughout the City and shall require development to construct all necessary fire suppression infrastructure and equipment.
- ❖ **Policy PFS-1.8: Fire Hazards.** The City shall continue to require private property owners to remove excessive/overgrown vegetation (e.g., trees, shrubs, weeds) and rubbish to the satisfaction of the Fire Department to prevent and minimize fire risks to surrounding properties. The City shall continue to remove excessive/overgrown vegetation from City-owned property.
- ❖ **Policy PFS-1.9: Equipment, Facilities, and Staffing.** The City shall locate and maintain police and fire equipment, facilities, and staffing at locations and levels that allow for effective service delivery.
- ❖ **Policy PFS-1.10: Co-Location of Facilities.** The City shall seek to co-locate municipal public-safety facilities to promote efficient use of space and provision of police and fire services within dense, urban portions of the city.

- ❖ **Policy PFS-1.11: Critical Facilities.** The City shall locate new critical municipal facilities, such as fire stations, police stations, emergency operations centers, emergency shelters, communications networks, and other emergency service facilities and utilities so as to minimize exposure to flooding, seismic, geologic, wildfire, and other hazards. Critical community facilities, such as hospitals and health care facilities, should also be similarly located.
- ❖ **Policy PFS-1.12: Cooperative Delivery of Services.** The City shall maintain mutual aid relationships with the County of Sacramento and other local, State, and federal agencies that promote regional cooperation in the delivery of services and allow for supplemental aid from other police and fire personnel in the event of emergencies.
- ❖ **Policy PFS-1.13: Technology to Improve Public Safety.** The City shall evaluate, and seek to invest in, and incorporate new technologies and innovations that enhance the efficient, cost-effective delivery of public safety services.
- ❖ **Policy PFS-1.14: Timing of Services.** The City shall monitor the pace of residential and commercial growth in Sacramento and make best efforts to match that growth with commensurate increases in public safety personnel, equipment, and facilities.
- ❖ **Policy PFS-1.15: Development Fees for Facilities and Services.** The City shall require development projects to contribute fees to ensure the provision of adequate police and fire services.
- ❖ **Policy PFS-1.16: Development Review.** The City shall continue to require new development projects to incorporate safety features and include the Sacramento Police Department (SPD) and the Sacramento Fire Department (SFD) in the development review process to ensure that projects are designed and operated in a manner that minimizes the potential for criminal activity and fire hazards and maximizes the potential for responsive police and fire services.

### Goal PFS-2: Effective emergency preparedness for and response to natural and human-made hazards.

- ❖ **Policy PFS-2.1: Hazard Mitigation Planning.** The City shall continue to use the Local Hazard Mitigation Plan, Comprehensive Floodplain Management Plan, Emergency Operations Plan, and Operational Area Plan to guide actions and investments addressing disasters such as flooding, dam or levee failure, hazardous material spills, epidemics, fires, extreme weather, major transportation accidents, earthquakes, and terrorism.
- ❖ **Policy PFS-2.2: Critical Infrastructure.** The City shall protect and maintain critical infrastructure such as emergency shelters, fire stations, police stations, emergency operations centers, communications networks, and other emergency service facilities and utilities to ensure continuity of essential operations, including, but not limited to, uninterrupted public safety services during flooding, seismic, geologic, wildfire, and other hazards.
- ❖ **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.
- ❖ **Policy PFS-2.4: Post-Disaster Response.** The City shall plan for the continuity of operations for critical facilities following a disaster to help prevent interruption of emergency response related to life, property, and environment preservation.



- ❖ **Policy PFS-2.5: Communitywide Resilience.** The City shall plan to accommodate the whole community during disaster preparedness, response, and recovery, including members of at-risk populations with access and functional needs concerns.
- ❖ **Policy PFS-2.6: Emergency Operations Center.** The City shall ensure operational readiness of the Emergency Operations Center (EOC) and coordinate applicable training to EOC assigned staff.
- ❖ **Policy PFS-2.7: Emergency and Disaster Preparedness Exercises.** The City shall coordinate with local and regional jurisdictions on an ongoing basis to conduct emergency and disaster preparedness exercises to test operational and emergency plans.
- ❖ **Policy PFS-2.8: Emergency Preparedness Programs.** The City shall sponsor and support educational programs regarding emergency response, disaster preparedness protocols and procedures, and disaster risk reduction.
- ❖ **Policy PFS-2.9: Neighborhood Preparedness.** Encourage community-based approaches to emergency preparedness and response, especially in higher-risk communities with more significant barriers to personal mobility, transportation, and other resources necessary for disaster response.
- ❖ **Policy PFS-2.10: Sacramento Alert.** The City shall promote and encourage participation in Sacramento Alert, the regional early warning notification system used to notify residents by phone, text, or email of the need to evacuate or shelter-in-place in the event of an emergency and the location of evacuation centers.

### *Implementing Actions*

- PFS-A.1 Fire Department Strategic Plan.** The City shall prepare a Standards of Coverage Plan to assess options for locating facilities to most efficiently provide service within the Sacramento Fire Department's (SFD's) jurisdiction.
- PFS-A.2 Police Master Strategic Plan.** The City shall update the Police Master Strategic Plan to identify and address staffing and facility needs, service goals, and deployment strategies.
- PFS-A.9 Periodic Review.** The City shall review and consider modifying building codes and development standards to facilitate the inclusion of evolving state-of-the-art telecommunication technologies and facilities, including during the three-year California Building Code update cycle.

## **8 Youth, Parks, Recreation, and Open Space Element**

**Goal YPRO-1: An integrated system of parks, open space areas, shared-use paths, and recreational facilities that are welcoming, well-maintained, safe, and accessible to all the diverse communities of Sacramento.**

- ❖ **Policy YPRO-1.1: Range of Experiences.** The City shall provide a range of parks and recreational facilities and strive to ensure an equitable distribution of high-quality facilities throughout Sacramento.
- ❖ **Policy YPRO-1.2: Youth, Parks, & Community Enrichment (YPCE) Parks Plan.** The City shall refer to the YPCE Department's Parks Plan as the primary guide for locating and planning park improvements. YPCE will update the Parks Plan periodically to ensure it reflects projected community needs for all Sacramento residents.

- ❖ **Policy YPRO-1.3: Parkland Service Standard.** The City shall evaluate, as needed, the equitable increase of public park acreage to serve the needs of the current and future residents with high-quality facilities. The City shall continue to strive to achieve a parkland service standard of 5 acres of neighborhood and community parkland per 1,000 residents.
- ❖ **Policy YPRO-1.4: Parkland Requirements.** The City shall require that new residential development projects contribute toward the provision of adequate parks and recreational facilities to serve the new residents, either through the dedication of parkland, the construction of public and/or private recreation facilities, or the payment of parkland in-lieu fees.
- ❖ **Policy YPRO-1.5: Incentivizing Onsite Public Facilities.** The City shall continue to provide Park Impact Fee (PIF) credit for development projects that provide publicly accessible parks, plazas, and parkways onsite that promote active or passive recreational opportunities and serve as neighborhood gathering points.
- ❖ **Policy YPRO-1.6: Underutilized Land.** As feasible, the City shall acquire, lease, or otherwise obtain rights to the use of odd-shaped or underutilized parcels for park or open space, focusing efforts first in underserved disadvantaged communities.
- ❖ **Policy YPRO-1.7: Co-Located Joint-Use Facilities.** The City shall continue to facilitate the development of new parks or expansion of existing parks and recreational facilities by co-locating with and joint use of new or existing public and institutional facilities (e.g., schools, libraries, cultural facilities, and stormwater detention basins) in order to efficiently provide for community needs and offset operations and maintenance costs, prioritizing disadvantaged communities with an existing deficit of park facilities.
- ❖ **Policy YPRO-1.8: Non-Conventional Park Solutions.** In densely built out urban areas of the city where the provision of large park spaces is not feasible, the City shall explore creative solutions to provide neighborhood park and recreation facilities that serve the needs of local residents and employees. Such solutions may include the following:
  - Publicly accessible, privately-owned open spaces and plazas;
  - Rooftop play courts and gardens;
  - Freeway underpass, and utility corridor, and wide landscape medians;
  - Conversion of rails to trails with trails;
  - Pocket parks/small public places and pedestrian areas in the public right-of-way; and
  - The provision of neighborhood and community-serving recreational facilities in regional parks.
- ❖ **Policy YPRO-1.9: Timing of Services.** The City shall monitor the pace and location of new development through the development review process and long-range planning efforts to strive to ensure that development of parks and community and recreation facilities and services keeps pace with growth.
- ❖ **Policy YPRO-1.10: Parkland Access Standard.** The City shall strive to provide accessible public park or recreational open space within 10-minute walk of all residences in Sacramento.
- ❖ **Policy YPRO-1.11: Enhancing Access to Parks.** The City shall pursue strategies that increase community access to parks and recreational facilities, including the following:
  - Expanding joint-use agreements with schools and educational institutions;
  - Removing physical barriers to access (e.g., fences); and

- Providing a choice of legible and navigable routes to and from park areas through the installation of new or improved multi-use shared paths, wayfinding signage, and coordination with public transit.
- ❖ **Policy YPRO-1.12: Parks Programming.** The City shall continue to create high-quality, inclusive programming that encourages the use of the park facilities by a variety of users, including older adults, youth, and people with disabilities throughout the day and evenings. Programming should include the following:
  - Organized sports,
  - Fitness,
  - Youth workforce development,
  - Volunteer activities, and
  - Arts and cultural activities catering to the interests of the community that the park facilities serve.

Opportunities should be taken to incorporate local Native American heritage and culture.

- ❖ **Policy YPRO-1.13: Park Safety.** The City shall continue to use Crime Prevention Through Environmental Design (CPTED) landscaping and lighting, among other techniques, to ensure that parks and open spaces are designed and maintained to maximize the personal safety of users and maintain the visibility of play areas.
- ❖ **Policy YPRO-1.14: Collaborative Efforts.** The City shall implement community-based crime prevention strategies and recreation programming in coordination with neighborhood groups, local residents, and Property and Business Improvement Districts (PBIDs), concurrent with the City's Public Safety Services resolution to help improve safety and encourage positive use of parks and facilities.
- ❖ **Policy YPRO-1.15: Path Connections.** The City shall preserve existing and pursue new connections to local, regional, and state shared-use paths, especially when connecting to public parkland.
- ❖ **Policy YPRO-1.16: River Parkways.** The City shall coordinate with the Sacramento County Department of Regional Parks and other agencies and organizations to secure funding to increase ranger patrols and maintain and enhance the American River and Sacramento River parkways and multi-use shared path corridors.
- ❖ **Policy YPRO-1.17: Waterway Recreation and Access.** The City shall work with regional partners, State agencies, private landowners, and land developers to manage, preserve, improve, and enhance use and access to the Sacramento and American River Parkways, urban waterways and riparian corridors to increase public access for active and passive recreation.
- ❖ **Policy YPRO-1.18: Miller Regional Park/Sacramento Marina.** The City shall implement the West Broadway Specific Plan proposed improvements to Miller Regional Park and support long-term goals for enhancement of the Miller Regional Park/Sacramento Marina as a recreational connection to the Sacramento River waterfront and Sacramento Parkway.
- ❖ **Policy YPRO-1.19: Integrated Parks and Recreation System.** The City shall continue to provide an integrated system of parks, open space areas, and recreational facilities that are safe, connect diverse communities, acknowledge neighborhood context, integrate with adjacent developments, and make efficient use of land and open space.

- ❖ **Policy YPRO-1.20: Sustainable Design.** The City shall design and construct parks, public spaces, and recreational facilities for flexible use, energy/water efficiency, reduced greenhouse gas emissions and air pollution, adaptability for long-term use, and ease and cost of maintenance.
- ❖ **Policy YPRO-1.21: Climate-Resilient Design.** The City shall ensure that the design of parks and open spaces balances sunlight access with trees, shade structures, drinking fountains, and cooling amenities that provide respite from higher temperatures to reduce urban heat islands and overexposure to heat.
- ❖ **Policy YPRO-1.22: Community Input.** The City shall provide ongoing opportunities for public engagement and input into the parks and recreation planning process, including priorities for amenities, facilities, programming, and improvements.
- ❖ **Policy YPRO-1.23: Organized Sports and Recreational Facilities.** The City shall develop and maintain quality facilities (e.g., multi-field sports complexes) for a variety of organized sports, prioritizing the needs of youth between the ages of 10 and 24, and particularly for youth in disadvantaged communities, in order to ensure opportunities for youth development, recreation, social development, and life and wellness skill building.
- ❖ **Policy YPRO-1.24: Welcoming Amenities.** In its parks and recreational facilities, the City shall incorporate amenities that invite the use of park facilities by all community members, including benches, accessible park paths, shaded seating, and restrooms that make it easier for older adults and families to enjoy the facilities.
- ❖ **Policy YPRO-1.25: Municipal Golf Courses.** The City shall support the maintenance and improvement of its municipal golf courses to ensure the City's courses remain competitive in the marketplace and encourage play.
- ❖ **Policy YPRO-1.26: Maintenance of Existing Facilities.** The City shall maintain and improve existing parks and recreational facilities to ensure safer, more attractive facilities that are responsive to community needs, prioritizing equitable capital improvements and new parks maintenance projects in disadvantaged communities.
- ❖ **Policy YPRO-1.27: Volunteer Programs.** The City shall continue to engage local residents, businesses, and community-based organizations in the stewardship and maintenance of parks and facilities through the Park Volunteer Program, Adopt-a-Park, Creek Week programs, and other collaborative partnerships and initiatives.
- ❖ **Policy YPRO-1.28: Fee Benchmarking.** The City shall periodically review Quimby in-lieu parkland dedication fees, park impact fees, and user fees and charges to ensure they are adequately providing for community needs and are competitive within the region.
- ❖ **Policy YPRO-1.29: Leveraging Grant Funds.** The City shall leverage municipal funds to access grants for the construction and maintenance of parks and recreational facilities from federal and state government, philanthropic organizations, and private partners.
- ❖ **Policy YPRO-1.30: Park Financing Strategies.** The City shall continue to explore new funding strategies to facilitate land acquisition, construction, and maintenance of parks and recreational facilities, such as public-private partnerships that make strategic use of public investment for community benefit. In particular, these efforts should focus on facilitating the development of new parks in underserved disadvantaged communities.

**Goal YPRO-2: Public facilities located, designed, and programmed to make a vital contribution to neighborhood quality of life.**

- ❖ **Policy YPRO-2.1: Access to Quality Public Facilities and Programs.** The City shall strive to ensure that community centers, arts/cultural facilities, older adult care facilities, and other public facilities and programs are distributed equitably and conveniently throughout Sacramento and that the programs are accessible to all residents.
- ❖ **Policy YPRO-2.2: Co-Location of Community-Serving Facilities.** Whenever feasible, the City shall co-locate City facilities with other public facilities (schools, post offices, hospitals/clinics) so that multiple services may be delivered from a single location.
- ❖ **Policy YPRO-2.3: School Facilities.** The City shall continue to coordinate with school districts in facility planning efforts to ensure the optimal use of existing sites and adequate advanced planning for embedding new school sites and facilities in the neighborhoods they serve. In addition to each school district’s criteria and the school siting guidelines of the California Department of Education, the following City criteria should be applied by school districts in identifying new school sites:
  - Locate elementary schools on sites that are safely and conveniently accessible, transit-supportive, and away from heavy traffic, excessive noise, and incompatible land uses;
  - Locate school sites centrally with respect to their planned attendance areas;
  - Locate schools in areas where established and/or planned walkways, bicycle paths, or greenways link schools with surrounding uses; and
  - Locate, plan, and design new schools to be compatible with adjacent uses.
- ❖ **Policy YPRO-2.4: Library Services.** The City shall work with the Sacramento Public Library Authority to ensure adequate library services and facilities are maintained for all residents and promote the siting of facilities in accessible locations with the greatest potential for positive neighborhood impact.
- ❖ **Policy YPRO-2.5: Digital Literacy and Access.** The City shall support the Sacramento Public Library Authority in expanding access to digital resources and information tools and in delivering language, literacy, and workforce skills development programs and services.
- ❖ **Policy YPRO-2.6: Community Partnerships.** The City shall seek opportunities to partner with public and private entities to provide community services that support families and meet the diverse needs of community members of all ages, backgrounds, and interests.
- ❖ **Policy YPRO-2.7: Child/Older Adult Care.** The City shall encourage the development of reasonably priced high-quality childcare and older adult care facilities and services in a variety of settings, including in residential neighborhoods and near work sites.

**Goal YPRO-3: Active, healthy lifestyles and health equity for all Sacramentans, including access to health facilities, goods, and services that help to ensure well-being for residents of all ages, abilities, and incomes.**

- ❖ **Policy YPRO-3.1: Health Data and Programming.** The City shall collaborate with the Sacramento County Department of Public Health and Health Services to monitor and maintain data related to health outcomes and risk factors, and to use this data to inform new programs to serve the local community.

- ❖ **Policy YPRO-3.2: Health Information.** The City should provide courses, seminars, and informational resources about health and healthy lifestyles at City facilities, including libraries, community centers, centers for older adults, parks, and recreational facilities. Prioritize resources for efforts in disadvantaged communities.
- ❖ **Policy YPRO-3.3: Health Programming and Events.** The City should seek opportunities to partner with public agencies, advocacy groups, and local businesses to organize programming and events that promote healthy lifestyles, food choices, and work environments. Events may include health challenges, bike-to-work days, and sponsored lunchtime events.
- ❖ **Policy YPRO-3.4: Activity Programming.** The City should coordinate with local businesses, community-based organizations, and school districts to support a year-round calendar of community events in City parks and neighborhood venues. Events should be geared toward families and youth, and contain components of physical activity, healthy food, arts, and music.
- ❖ **Policy YPRO-3.5: Youth Participation.** The City shall work to increase participation of youth from lower-income communities of color in existing recreational programs through outreach, promotional activities, and increasing subsidized or free program spots. Where feasible, add new recreation and youth development programming to diversify the list of programs that are offered.
- ❖ **Policy YPRO-3.6: Private Commercial Recreational Facilities.** The City shall encourage the development of private commercial recreational facilities, such as fitness centers, yoga, dance and martial arts studios, and rock-climbing gyms, to help meet recreational interests of Sacramento’s residents, workforce, and visitors.
- ❖ **Policy YPRO-3.7: Inclusive and Accessible Recreational Needs.** In plans for new residential developments, the City shall require that project proponents address the recreational needs of future residents, including children, youth, older adults, and people with disabilities, and reflect the cultural diversity of the local population.
- ❖ **Policy YPRO-3.8: Cooling Centers.** The City shall continue to activate cooling centers at the community centers, aquatic centers, and spray parks to help residents cope with higher temperatures. City parks shall be designed with materials and other strategies that offer cooling benefits to the residents.

**Goal YPRO-4: Arts, culture, and learning opportunities that celebrate Sacramento’s diverse, multicultural communities, enhance quality of life, and enrich community culture.**

- ❖ **Policy YPRO-4.1: Interpretation and Celebration.** The City shall provide recreation, programming, special events and venues, and educational opportunities that honor, interpret, and celebrate the diversity, history, cultural heritage, and traditions of Sacramento and that respond to the diverse interests, needs, ages, and cultural backgrounds of local residents.
- ❖ **Policy YPRO-4.2: Recreational Programs.** The City shall endeavor to provide youth development, recreation, and community enrichment programs that promote wellness, social interaction, lifelong learning, skill development, personal enrichment, and positive relationships.

- ❖ **Policy YPRO-4.3: Varied Locations and Settings, and Affordability.** The City shall provide arts, culture, and recreation programs in a variety of locations and settings to make participation convenient and accessible. This may include the following:
  - Expanding the range of activities and programs provided in City parks and public facilities,
  - Exploring opportunities to provide programs and services in neighborhood settings, and
  - Ensuring that events and venues are accessible by multiple transportation modes, are affordable to residents of all income demographics, and conducted in multiple languages.
- ❖ **Policy YPRO-4.4: Youth-Centered Events.** The City shall seek out opportunities for meaningfully and authentically involving young people – particularly from disadvantaged communities - in the planning and implementation of youth-centered events that develop confidence and leadership skills while also building community connections.
- ❖ **Policy YPRO-4.5: Volunteering.** The City shall expand opportunities for residents to volunteer their time and talents to contribute to community health and quality of life, including volunteer opportunities that encourage residents to socially connect across generations and cultures at the neighborhood level and citywide.
- ❖ **Policy YPRO-4.6: Empowering Linguistically-Isolated Communities.** The City shall continue to provide English language learning programs for non-native speakers, interpretation, and translation services, and assistance in accessing community services and programs as part of an effort to endeavor to empower linguistically isolated communities in Sacramento.
- ❖ **Policy YPRO-4.7: City-Owned Resources.** The City shall enhance the quality of existing City-owned arts and cultural resources and facilities through reinvestment, communications, and marketing.

### *Implementing Actions*

- YPRO-A.1: Youth, Parks, & Community Enrichment (YPCE) Parks Plan Update.** The City shall update the YPCE Parks Plan to identify locations for new neighborhood and community parks as needed to satisfy community needs; incorporate standards for new non-conventional park facilities; and strengthen access to parks and recreational facilities by transit. The update should incorporate priorities, phasing, and funding mechanisms and be undertaken with robust community engagement.
- YPRO-A.2: Park Audits.** The City shall collaborate and support community-based organizations and neighborhood groups to conduct safety and access audits in City park and recreational facilities. The community park audits should be conducted in neighborhoods throughout the city with the participation of Youth, Parks, & Community Enrichment (YPCE), Police Department, and other relevant City staff to identify and prioritize park safety and access improvements.
- YPRO-A.6: Joint-Use Standards.** The City shall develop and periodically update standards for the development of joint-use school and community facilities.
- YPRO-A.7: Performance-Based Prioritization.** Youth, Parks, & Community Enrichment (YPCE) shall update the park project programming guide to incorporate a performance-based system for prioritizing parks and recreation investments that links facility improvement priorities to safety standards,

funding availability, disadvantaged communities, public health, and recreational goals through a ranking scale that includes public health outcomes.

### Community Plans

The following draft goals and policies specific to parks and recreation from the Community Plans are applicable and relevant to the analysis:

#### *Arden Arcade Community Plan*

- ❖ **AA-YPRO-2: New Park Site.** The City shall work with Twin Rivers Unified School District, Fulton El Camino Recreation and Park District and the community to identify a site for a new neighborhood park in the underserved neighborhood of Swanston Estates and possibly pursue a joint use agreement.

#### *Central City Community Plan*

- ❖ **CC-YPRO-1: New Park Site.** The City shall work with the community to identify a site for a new neighborhood serving park in the underserved Newton Booth/Richmond Grove neighborhood.
- ❖ **CC-YPRO-2: Activate Existing Parks.** The City shall continue developing the Sutter’s Landing Regional Park as active recreation uses and enhancing existing neighborhood parks serving the R Street Corridor (Southside, Roosevelt, Fremont, Winn) with recreation amenities and facilities to serve future residents.
- ❖ **CC-YPRO-3: Sacramento River Waterfront Recreation and Access.** The City shall continue to collaborate with regional partners, State agencies, private landowners, business districts, civic institutions, and other stakeholders to manage, preserve, improve, and enhance recreation and access along the Sacramento River waterfront from Tiscornia Park to Frederick Miller Regional Park.
- ❖ **CC-YPRO-5: Organized Sports and Recreational Facilities.** The City shall develop and maintain quality facilities (including sports courts and fields) for a variety of organized sports to ensure active recreation opportunities are met for the growing community needs in the Central City.

#### *East Sacramento Community Plan*

- ❖ **ES-YPRO-1: Improve Park Access.** The City shall explore opportunities to improve park access for the disadvantaged College/Glen neighborhood, such as identifying a new park site or a strategy to improve open space access, such as through redevelopment of vacant lots with pocket parks or better connectivity to existing parks.

#### *Fruitridge/Broadway Community Plan*

- ❖ **FB-YPRO-1: Granite Regional Park Expansion.** The City shall expand Granite Regional Park by either acquiring the east basin and planning for a nature preserve with open space and trails or working with a non-profit to develop it as an open space or botanical garden.
- ❖ **FB-YPRO-2: Army Depot Park.** The City shall further develop Army Depot Park by developing additional little league fields for active recreation.



- ❖ **FB-YPRO-3: Granite Regional Park Pedestrian Access.** The City shall improve pedestrian and bicycle access to Granite Regional Park by identifying pedestrian access points on the north and south sides of the park, where applicable.
- ❖ **FB-YPRO-4: George Sim Park Access.** The City shall assess options for improving pedestrian access to George Sim Park where pedestrian access from nearby neighborhoods is poor, as citywide priorities allow.
- ❖ **FB-YPRO-5: Morrison Creek Project.** The City shall continue the Morrison Creek Parkway Project as citywide priorities allow by installing shared paths, which can promote opportunities for recreation, education, and travel as well as by planting native drought-tolerant vegetation.

### *Greater Land Park Community Plan*

- ❖ **LP-YPRO-1: William Land Park Improvements.** The City shall collaborate with the Land Park Community Association, the Land Park Volunteer Corps, and other community members on planning improvements to William Land Park, and shall coordinate with volunteers for maintenance and conservation of the park's fountains, gardens, and memorials.
- ❖ **LP-YPRO-2: Zoo Site Redevelopment.** If the Sacramento Zoo is relocated out of William Land Park, the City shall organize an inclusive process to develop a shared vision for reuse of the site that maximizes public benefit.
- ❖ **LP-YPRO-4: Sacramento City College Facilities.** The City shall explore partnering with Sacramento City College to provide access to sports fields to increase access to recreational spaces for local residents and community groups.
- ❖ **LP-YPRO-5: Pool Access.** The City shall explore options for providing access to swim facilities for Greater Land Park residents, especially youth. Options to explore may include a joint-use agreement with McClatchy High School or increasing access to existing pools, such as Southside Park pool.

### *North Natomas Community Plan*

- ❖ **NN-YPRO-1: Innovation Park.** When redeveloping the Sleep Train Area site, the City should work with the developer to include a centrally located community and neighborhood park to develop parkland concurrent with development phases that serve new residents and the wider community.
- ❖ **NN-YPRO-2: Ninos Parkway.** The City shall implement the Northern Section of the Ninos Parkway as part of the Panhandle PUD and connecting the Ninos Parkway to the Natomas East Main Drainage Canal and Hansen Ranch.

### *North Sacramento Community Plan*

- ❖ **NS-YPRO-1: Walter Ueda Parkway Access.** The City shall work with local landowners to create new pedestrian access points and improve access to Ueda Parkway from adjacent neighborhoods.
- ❖ **NS-YPRO-2: Hagginwood Park Access.** When planning pedestrian improvements or in the event of adjacent new development, the City shall recognize that completing the sidewalk network near Hagginwood Park to improve pedestrian access from nearby neighborhoods is a community priority.

- ❖ **NS-YPRO-4: New Park Site.** As part of Parks Plan 2040, the City shall work with the community to identify park deficient and underserved areas and identify solutions for new park delivery, including acquisition of vacant parcels, joint use agreements with schools, increased pedestrian and bike paths to access existing parks, and other alternatives.
- ❖ **NS-YPRO-5: Joint Use Agreement.** The City shall pursue a joint-use agreement with the Twin Rivers Unified School District that allows for community use of Castori Elementary School fields and playgrounds during non-school hours to improve park access to surrounding neighborhoods.

### *Pocket/Greenhaven Community Plan*

- ❖ **PG-YPRO-1: River Parkway.** Concurrent with the Sacramento River Parkway Project, the City shall explore ways to add accessible pedestrian entrances from adjacent neighborhoods to the shared-use path along the river, including by formalizing existing informal access points, particularly focusing on residential areas that lack park access within a 10-minute walk.
- ❖ **PG-YPRO-2: Parkways/Greenways.** The City shall continue to improve and maintain the parkway/greenbelt network and public open spaces, including removing fencing and adding access points where feasible, and by exploring strategies to improve connections between greenways and to the Sacramento River Parkway.
- ❖ **PG-YPRO-3: Joint-Use Agreement.** The City shall pursue a joint-use agreement with Sacramento City Unified School District that allows for community use of school fields and playgrounds during non-school hours to improve park access in the Pocket/Greenhaven Community Plan Area.
- ❖ **PG-YPRO-4: Pool and Neighborhood Center Access.** The City shall explore ways to facilitate swimming pool and neighborhood center access for Pocket/Greenhaven residents, especially for youth, through joint-use agreements with the school districts or expanded access to Pannell Meadowview Community Center or North Natomas Community Center and Aquatic Center.

### *South Area Community Plan*

- ❖ **SA-YPRO-1: Regional Park.** The City shall update the citywide Parks Plan 2040 to provide for development of a new regional park in Delta Shores that is designed to take advantage of the existing environmental features, including by integrating wildlife habitat protection into the park design, and shall work with the Sacramento Regional Sanitation District to connect it with the Regional Sanitation Bufferlands.
- ❖ **SA-YPRO-2: Franklin Boyce Park Access.** As part of the Parks Plan 2040, the City shall explore options to expand pedestrian access to Franklin Boyce Park from adjacent neighborhoods such as by creating a pedestrian entrance on the west side over the drainage canal.
- ❖ **SA-YPRO-3: Joint-Use Agreements.** The City shall pursue joint-use agreements with the Sacramento City and Elk Grove Unified School Districts (USDs) that allow for community use of the Union House and John D. Sloat elementary school fields and playgrounds during non-school hours to improve park access in the South Area.
- ❖ **SA-YPRO-4: Community Center Location.** The City shall seek to locate a new community center in the eastern portion of the South Area Community Plan Area.

- ❖ **SA-YPRO-5: Laguna Floodplain Open Space.** The City shall preserve open space, maintain recreational facilities, and enhance the natural features of Laguna Creek, making floodplain improvements within Laguna’s floodplain areas that include natural vegetation of the interior, planting of trees along the floodway or just inside or outside the berm, locating a park node adjacent to the floodway, maintaining suitable habitat for the giant garter snake, and planting an unlined low-flow channel with emergent vegetation.

### ***South Natomas Community Plan***

- ❖ **SN-YPRO-1: Gardenland Park Access.** The City shall explore the feasibility of collaborating with Reclamation District 1000 and Sacramento Area Flood Control Agency to create shared use trails and a new access point to Gardenland Park from Indiana Avenue to expand park access for nearby residents.
- ❖ **SN-YPRO-2: Ueda Parkway Access.** The City shall explore options to create new accessible access points to the Walter S. Ueda Parkway throughout the Gardenland neighborhood.
- ❖ **SN-YPRO-4: River Access Points.** The City shall encourage Sacramento County to improve access to the American River from South Natomas by updating the American River Parkway Plan to incorporate new river access points and improved bicycle and pedestrian entrances, as feasible.

### **Thresholds of Significance**

A significant impact would occur if implementation of the 2040 General Plan would do any of the following:

- Require, or result in, the construction of new or expanded facilities related to the provision of police or fire protection, such that a significant environmental impact could result.
- Generate students that would exceed the design capacity of existing or planned schools that would result in the need for new or physically altered school facilities, the construction of which could cause significant environmental impacts.
- Require, or result in, the construction of new or expanded facilities related to the provision of library services, such that a significant environmental impact could result.
- Cause or accelerate a substantial physical deterioration of existing area parks or recreational facilities.
- Result in new facilities, the construction and operation of which could cause substantial adverse effects on the physical environment.

### **Project Impacts**

**Impact 4.12-1: Implementation of the 2040 General Plan could result in the construction of new or expanded facilities related to the provision of police protection.**

The City has identified several new police stations and associated facilities (see Appendix E, Subsequent Projects), which would accommodate up to 800 new sworn officers and civilian staff. If other additional new or expanded police protection facilities were necessary, it is assumed these new facilities would be developed on property identified within the Planning Area, be consistent with the 2040 General Plan including policies specific to development requirements as well as relevant federal, state and City development standards and requirements. Future residential and commercial development would be analyzed on a project-by-project basis

as new development proposals are received and would evaluate potential impacts to police protection, if required consistent with the California Environmental Quality Act (CEQA).

The 2040 General Plan policies include measures to accommodate for growth and increased service demands. Specifically, Policy PFS-1.9 (Equipment, Facilities, and Staffing) calls for the City to locate and maintain police and fire equipment, facilities, and staffing at locations and levels that allow for effective service delivery. Policy PFS-1.14 (Timing of Services) mandates that development of police and fire facilities and delivery of services keep pace with development and growth within the city. Policy PFS-1.10 (Co-Location of Facilities) seeks to co-locate police facilities with other City facilities, such as fire stations, to promote efficient use of space and provision of police protection services within dense, urban portions of the Planning Area. The City would also work collaboratively with the community and other agencies to provide effective police service, in compliance with Policy PFS-1.1 (Crime and Law Enforcement).

Future development of any police facilities anticipated under the 2040 General Plan would be required to comply with the 2040 General Plan policies as well as other underlying federal, state, and local development requirements, including CEQA compliance. It is not known when or where these new facilities would be constructed; however, it is assumed Impacts to the environment resulting from the expansion or construction of police facilities would generally be consistent with impacts associated with the urban development addressed throughout this Master EIR. It is anticipated adequate police services would be provided to serve the increase in demand associated with future development under the general plan. Through compliance with the 2040 General Plan policies, discussed above and in other sections of this Master EIR, in addition to compliance with federal, state and local development standards and requirements and CEQA, impacts associated with the potential need to construct new or expanded police facilities would result in a **less-than-significant impact**.

### **Mitigation Measures**

None required.

**Impact 4.12-2: Implementation of the 2040 General Plan could result in the construction of new or expanded facilities related to the provision of fire protection.**

The SFD has preliminary plans to construct additional fire station facilities including new fire stations for the Delta Shores project in the southern portion of the city and within the Railyards Specific Plan Area near Downtown, relocation of various Fire Stations within the city, and a new Fire Administration, Training, and Logistics Center. The Subsequent Projects (see Appendix C) identifies a total of 12 new fire stations, including re-constructed and relocated stations. New or expanded fire station facilities, including those identified in Appendix C would occur within areas designated for urban development consistent with the 2040 General Plan and would be required to prepare a project-level CEQA analysis.

The 2040 General Plan policies include measures to accommodate for growth and increased service demands. As described in Impact 4.12-1, Policy PFS-1.9 (Equipment, Facilities, and Staffing), Policy PFS-1.14 (Timing of Services), and Policy PFS-1.10 (Co-Location of Facilities) would support the development of fire facilities needed to serve the increase in population and new development slated to occur within the Planning Area. Policy PFS-1.12 (Cooperative Delivery of Services) requires that the City maintain mutual aid agreements with the County and other agencies to allow for supplemental aid in the event of emergencies.

Future development of any fire stations or other facilities anticipated under the 2040 General Plan would be required to comply with the 2040 General Plan policies as well as other underlying federal, state, and local development requirements, including CEQA compliance. Future residential and commercial development would be analyzed on a project-by-project basis as new development proposals are received and, if required, would evaluate effects on the provision of fire services consistent with CEQA.

It is anticipated adequate fire services would be provided to serve the increase in demand associated with future growth and development within the Planning Area. Impacts to the environment resulting from the expansion or construction of these fire stations would generally be consistent with impacts associated with urban development evaluated in other sections of this Master EIR. Therefore, compliance with the 2040 General Plan policies discussed above and in other sections of this document, in addition to compliance with federal, state and local development standards and requirements and CEQA, impacts associated with the potential need to construct new or expanded fire facilities would result in a **less-than-significant impact**.

### Mitigation Measures

None required.

**Impact 4.12-3: Implementation of the 2040 General Plan could result in the construction of new or expanded facilities related to the provision of schools.**

As shown in Table 4.12-7, approximately 18,633 elementary, 4,058 middle, and 6,956 high school students, for a total of 29,647 students would be generated within the Planning Area through buildout of the 2040 General Plan. The 2040 General Plan estimates construction of an estimated 69,012 new single-family and multifamily units. As of 2018, all of the school districts within the Planning Area had some remaining capacity, although individual schools within the districts may be operating at or above capacity. Because it is unknown if new students could be accommodated within a specific school district, new elementary, middle, and high schools may need to be constructed to meet the demands of the new development anticipated under the 2040 General Plan.

The six school districts that serve the Planning Area also have some portion of their service area outside the Planning Area. Three of these districts encompass areas that are mostly built out: SCUSD, SJUSD, and RUSD. The other three districts (EGUSD, TRUSD, and NUSD) have a greater potential for new growth as they encompass areas that include areas of undeveloped land designated for housing. The EGUSD, TRUSD, and NUSD are likely to have significant growth beyond the Planning Area and would likely be impacted more by development outside of the Planning Area than by development within the Planning Area.

The 2040 General Plan includes policies to accommodate growth and increased service demands for schools. Policy YPRO-2.3 (School Facilities) encourages the City to work with school districts to ensure that schools are provided to serve all existing and future residents and constructed in the neighborhoods that they serve, in safe locations, and connected to surrounding uses by walkways, bicycle paths, and greenways. Policy YPRO-2.2 (Co-Location of Community-Serving Facilities) suggests that schools be co-located with other public facilities so that multiple services may be delivered from a single location. Additionally, all new residential, commercial and industrial development within the Planning Area would be required to pay statutory fees pursuant to SB 50 and Government Code Section 65995, which would be used for the construction and maintenance of new or expanded schools.

Implementation of the 2040 General Plan policies would ensure that adequate school facilities are provided to serve the anticipated student growth. New or expanded schools with the potential to impact the environment would be required to prepare a project-level CEQA analysis and it is anticipated that impacts to the environment resulting from the expansion or construction of new schools would generally be consistent with impacts associated with urban development evaluated in other sections of this Master EIR. Payment of required statutory fees is deemed complete and full mitigation for project-level impacts to school facilities, and compliance with CEQA requirements would ensure that the impact of the 2040 General Plan related to construction or expansion of schools would be **less than significant**.

**Mitigation Measures**

None required.

**Impact 4.12-4: Implementation of the 2040 General Plan could result in the construction of new or expanded facilities related to the provision of libraries.**

As discussed under the Methods of Analysis, the 2040 General Plan would result in a total population increase of approximately 165,740 new residents. Using a service ratio of 0.40 sf per person, 66,296 sf of library space would be needed to meet the service goal for this new population. The SPLA Facilities Master Plan 2007-2025 outlines current deficiencies and projected needs through 2025 (SPLA 2007). Projects planned by 2025 include the relocation of Del Paso Heights Library (an additional 14,575 sf), the expansion of Colonial Heights (an additional 7,789 sf), Belle Cooleage (an additional 13,000 sf), Martin Luther King, Jr. (an additional 14,922 sf), and South Natomas (an additional 6,385 sf) libraries. In the Subsequent Projects (Chapter 2, Table 2-6), the City is also planning to update and upgrade the existing Central Library first floor area. Design and building plans for upgrading the Central Library are not known at this time. Planned improvements in the SPLA Facilities Master Plan would provide approximately 56,671 sf of library space compared to the need for 66,000 sf to provide adequate facilities to accommodate the population generated by the 2040 General Plan.

City residents are also served by facilities located in unincorporated County areas. The SPLA is planning 75,000 sf of new library space in the unincorporated County through 2025, including a new 20,000 sf library space in the unincorporated area of Natomas.

Using a service ratio of 0.40 sf per resident, regional conditions would require 255,373 sf of library space through 2040. Sacramento County, the SPLA’s service area, is projected to have a population of 1,808,307 in 2040 (DOF 2021). Using a service ratio of 0.40 sf per resident, cumulative or buildout conditions would require 723,323 sf of library space within the Sacramento Public Library Authority’s service area. Based on plans set forth in the SPLA Facility Master Plan, the SPL expects to provide 1,007,274 sf of library space throughout Sacramento County by 2025, which includes the Planning Area. This would result in a ratio of 0.56 sf of library space per person, which meets the “Target Level” goal. Additional library projects would likely occur beyond 2025, as well. Accordingly, the increase in population generated by the 2040 General Plan is anticipated to be well-served by SPLA even though improvements within the city would only provide about 56,671 sf of library space compared to the need for 66,000 sf of library space, since facilities located in unincorporated County areas would also serve city residents.

In addition, the 2040 General Plan policies include measures to accommodate for growth and increased library service demands. Policy YPRO-2.4 (Library Services) states that the City shall work with the SPLA to ensure adequate library services and facilities are maintained for all residents, and that the City shall promote the siting

of facilities in accessible locations with the greatest potential for positive neighborhood impact. Policy YPRO-2.5 (Digital Literacy and Access) states that the City shall support the SPLA in expanding digital resources and information tools and in delivering language, literacy, and workforce skill development programs.

Future development of any libraries anticipated under the 2040 General Plan would be required to comply with the 2040 General Plan policies as well as underlying federal, state, and local development requirements, including CEQA compliance. Future residential and commercial development would be analyzed on a project-by-project basis as new development proposals are received and, if required, would evaluate effects on the provision of fire services consistent with CEQA.

Because future development anticipated under the 2040 General Plan would be required to comply with the general plan policies, and the SPLA Master Plan 2007-2025 outlines projects to meet projected needs through 2040, adequate library services would be provided to serve the anticipated increase in demand. Impacts to the environment resulting from the expansion or construction of future library facilities would generally be consistent with impacts associated with urban development evaluated in other sections of this Master EIR. Therefore, compliance with the 2040 General Plan policies discussed above and in other sections of this document, in addition to federal, state and local development standards and requirements and CEQA, construction of new or expanded library facilities within the Planning Area identified in the SPLA Facility Master Plan would result in a **less-than-significant impact**.

### Mitigation Measures

None required.

#### **Impact 4.12-5: Implementation of the 2040 General Plan could cause or accelerate a substantial physical deterioration of existing area parks or recreational facilities.**

The 2040 General Plan includes Policy YPRO-1.3 (Parkland Service Standard), which states that the City shall strive to achieve 5 acres of neighborhood and community parkland per 1,000 residents citywide. The 2040 General Plan also proposes 137.36 acres of new neighborhood and community parkland (see Appendix C) for a total of 1,493.12 acres of neighborhood and community parkland in 2040. This would result in a service level of approximately 2.34 acres of neighborhood and community parkland per 1,000 residents in the city in 2040. Therefore, development under the 2040 General Plan would not meet the established goal of 5 acres of parkland per 1,000 residents.

As shown in Table 4.12-9, the City would require an additional 1,669 acres of neighborhood and community parkland to meet the service level standards stated in Policy YPRO-1.3. However, several facilities within the city are owned or operated by other jurisdictions, such as the County of Sacramento, the State of California, and Sacramento City Unified School District, which are not counted within the City's park inventory, but serve residents of the city. There are also regional parks, open space areas, golf courses, and natural habitat areas that serve city residents but do not count as neighborhood or community parks. In total, there are approximately 6,200 acres of parks that are at least partially located within the city limits and serve city residents.

Proposed General Plan policies would help provide and maintain appropriate park facilities. For instance, Policy YPRO-1.4 (Parkland Requirements) would require new residential development to dedicate land or pay in-lieu fees for parks or recreation facilities. New residential development would be required to ensure that adequate parkland is provided, or applicable fees paid to the City to purchase land or construct new park facilities.

**Table 4.12-8. Parks Level of Service Standards**

Parkland	Current Baseline Population (2018)	Projected Population by 2040	City Goals/ Standards	Current Level of Service	Proposed Project (2040) Level of Service	Current Existing Park Acres	Proposed Park Acres	Anticipated Park Acres in 2040	Total Required Park Acres by 2040 to Meet Goal	New Required Park Acres by 2040 to Meet Goal
Neighborhood and Community Parks	472,693	638,433	5.0 acres per 1,000 residents	2.87 acres per 1,000 residents	2.34 acres per 1,000 residents	1,355.76	137.36	1,493.12	3,192.165	1,699.045

Source: Appendix C.



Policy YPRO-1.5 (Incentivizing Onsite Public Facilities) states that the City shall provide incentives such as parkland dedication credit for development of projects that provide publicly accessible parks, plazas, and other accessible active or passive elements on site which promote recreational opportunities and serve as neighborhood gathering points. Per Policy YPRO-1.7 (Co-Located Joint-Use Facilities), the expansion, planning, development, and use of joint facilities are additional means to achieve required service levels and to offset needs of park and recreational facilities. In addition, Policy YPRO-1.6 (Underutilized Land) and Policy YPRO-1.8 (Non-Conventional Park Solutions) represent unique ways to provide for future parkland needs, including the acquisition of surplus, vacant, or underutilized parcels for public recreational use; or exploring creative solutions such as rooftop play areas or freeway underpasses in developed areas. The proposed Community Plans also include policies regarding the maintenance, access, and provision of local parks that serve each community.

Funding for acquisition of new park acreage, and generation of funds committed to maintenance and operation of parks and recreational facilities, are ongoing activities of the City. A combination of funding sources, including the Quimby Act, Park Impact Fees, Measure U, and grants support these activities. The policies set forth in the 2040 General Plan are designed to ensure that residents of the city remain adequately served by parks and recreational facilities such that there would be no substantial physical deterioration of existing area parks or recreational facilities. Therefore, the impact would be **less than significant**.

**Mitigation Measures**

None required.

**Impact 4.12-6: Implementation of the 2040 General Plan could result in new park facilities, the construction and operation of which could cause adverse effects on the physical environment.**

The identification, acquisition, planning, funding, development and operation of parkland is an ongoing process, and can extend over many years. This process includes coordination by the City with neighborhoods and other governmental agencies. The 2040 General Plan has designated various areas of the Planning Area for development of residential land uses of various densities, and the growth projections based on these land use designations are considered in the development of new park facilities. The 2040 General Plan policies identified under Impact 4.12-5 support the City’s ongoing program of planning, funding, developing and operating park facilities to serve all city residents.

Future development and operation of any new or expanded parks and other recreation facilities anticipated under the 2040 General Plan would be required to comply with the 2040 General Plan policies (YPRO-Policies 1.4, 1.5, 1.7, 1.8, 1.9) as well as other underlying federal, state, and local development requirements, including CEQA compliance. Subsequent development would also be analyzed on a project-by-project basis as new development proposals are received. Impacts to the environment resulting from the expansion or construction of future parks and other recreation facilities would generally be consistent with impacts associated with urban development evaluated in other sections of this Master EIR. Therefore, compliance with the 2040 General Plan policies discussed above and in other sections of this document, in addition to federal, state, and local development standards and requirements, construction and operation of new or expanded parks and recreation facilities within the Planning Area would result in a **less-than-significant impact**.

**Mitigation Measures**

None required.

### Additional Cumulative Impacts

The 2040 General Plan anticipates development across the Planning Area over a 20-year period of time; therefore, the environmental analysis of the 2040 General Plan for police protection is inherently cumulative because the SPD does not serve areas outside of the Planning Area. Therefore, this criterion is not further discussed.

The geographic context for schools is the service area boundary of the six school districts that serve the Planning Area City under the 2040 General Plan. The service area boundaries for these school districts includes areas outside of the Planning Area. All new residential, commercial and industrial development within the school district boundaries would be required to pay statutory fees pursuant to SB 50 and Government Code Section 65995, which would be used for the construction and maintenance of new or expanded schools to serve new students. Payment of statutory fees ensures there is no cumulative impact associated with the need to construct new schools; therefore, this criterion is not further discussed.

The geographic context for libraries includes the area served by the SPL which includes areas within Sacramento County. However, as discussed in Impact 4.12-4, the SPLA Facilities Master Plan states that it expects to provide 1,007,274 sf of library space throughout the County by 2025, and this amount of library space would be adequate to serve the additional population in the Planning Area and the County through 2040. Therefore, there is no existing cumulative impact associated with the need for new libraries and this criterion is not further discussed.

The geographic context for parks and recreational facilities is limited to the Planning Area. Similar to police protection, the environmental analysis of the 2040 General Plan for parks and recreation facilities is inherently cumulative and considers buildout of the Planning Area. Because the City does not provide recreation in areas outside of the Planning Area future development under the 2040 General Plan would not combine with other cumulative development. Therefore, the 2040 General Plan would not contribute to a cumulative impact related to parks or recreation facilities and this criterion is not further discussed.

The geographic context for fire protection is the service area boundary of the SFD which includes the entire city (approximately 99.2 square miles within the existing city limits) as well as contract areas that include 47.1 square miles located northwest of Natomas and an area adjacent to south Sacramento in the unincorporated County. Buildout of the 2040 General Plan combined with reasonably foreseeable projects within the SFD service area boundary is addressed below.

**Impact 4.12-7: The 2040 General Plan, combined with past, present and reasonably foreseeable future projects, could result in a cumulative impact related to the provision of fire protection services.**

Future growth in the city, in addition to past, present and reasonably foreseeable future projects within the SFD service area could result in a need for additional fire protection services to serve new development. Future development in the city, such as commercial, residential or industrial projects, would require fire protection services from SFD. Additionally, probable future projects outside of the city but within the SFD service boundary (including the 2,066-acre Upper Westside Specific Plan and the 5,676-acre Grand Park Specific Plan) and projects requesting to be annexed to the city (e.g., Airport South Industrial) would be within SFD's service area boundary. This amount of future growth within the SFD service area would require new fire protection facilities and would therefore constitute an existing significant cumulative impact.

However, as discussed in Impact 4.12-2, buildout of the 2040 General Plan would result in less-than-significant impacts related to fire protection because the SFD is already planning to build 12 new fire stations (including re-constructed and relocated stations) which would accommodate the increase in population associated with buildout of the 2040 General Plan. These existing plans for new fire stations would reduce the need for unplanned new or expanded fire protection services to serve new development under the General Plan. The 2040 General Plan also includes policies that would accommodate for growth and increased service demands on SFD. With consideration of the above, it is assumed that future development under the 2040 General Plan would not result in a considerable contribution to the existing significant cumulative impact associated with the provision of new or expanded fire facilities within SFD’s service area and the impact is **less than significant**.

### Mitigation Measures

None required.

### 4.12.4 References

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## 4.13 Public Utilities

### 4.13.1 Introduction

This section describes the existing public utilities in the Planning Area and evaluates the potential effects of the implementation of new development under the proposed Sacramento 2040 General Plan (2040 General Plan) and Climate Action & Adaptation Plan (together, the “Sacramento 2040 Project”) on those utilities and the physical environment. The public utilities evaluated in this section include sewer and storm drain systems, wastewater treatment, water treatment and supply, reclaimed water, solid waste, electricity and natural gas, telecommunications (telephone and cable television).

Public comments specific to utilities were received in response to the Notice of Preparation (NOP). The Sacramento Municipal Utility District (SMUD) requested the Master EIR address potential impacts related to overhead or underground transmission and distribution line easements, utility line routing, electrical load needs, and cumulative impacts related to the need for increased electrical delivery. A copy of the NOP along with comments received is included in Appendix A.

The Technical Background Report ([TBR] available online at: [www.sac2040gpu.org](http://www.sac2040gpu.org)) provides information specific to the existing public utilities setting within the City of Sacramento (city) Planning Area. Specifically, Chapter 4, Utilities, of the TBR addresses utilities within the Planning Area. Included within the applicable chapters of the TBR are the regulatory requirements.

The 2040 General Plan includes goals and policies in the Environmental Resources and Constraints Element and the Public Facilities and Safety Element. The goals and policies are focused on the adequate provision of utilities to address future growth while also emphasizing conservation to responsibly manage and use potable water supply.

### 4.13.2 Environmental Setting

A brief summary of the existing environmental setting is provided below. Please refer to Chapter 4 of the TBR (available online at: [www.sac2040gpu.org](http://www.sac2040gpu.org)) for a detailed overview of the existing setting, including the regulatory setting.

#### **Sewer and Storm Drain Systems**

##### **Sewer**

The City collects fees for 54 sewer basins (53 separated basins and one combined sewer basin) that serve the community plan areas of North Sacramento, portions of Arden-Arcade, most of South Sacramento (e.g., Pocket, Airport, Meadowview, South Land Park), and most of East Sacramento. Fourteen of those basins are part of the City’s Combined Sewer System. Thirteen separated basins flow directly into the downtown area’s combined sewer system basin, where separated sewer flows join the combined wastewater flows before being conveyed to the Sacramento Regional Wastewater Treatment Plant (Sacramento Regional WWTP) for treatment. The other 40 separated basins flow into the Regional San interceptors, which also conveys flows to the Sacramento Regional WWTP, via individually pumped basins (32 pumped basins) or by gravity flow (8 gravity basins).

The older Central City area is served by a system in which both sanitary sewage and storm drainage are collected and conveyed in the same system of pipelines, referred to as the Combined Sewer System (CSS). The CSS receives sewer-only flow from 13 separated sewer systems, and drainage from these areas are pumped away from the CSS. Additionally, there are some peripheral areas that have separate storm drainage that contribute separated drainage to the CSS. The remainder of the city is served by a separated drainage system.

### **Storm Drain Systems**

The city's storm drainage system and facilities consist of:

- Street, curbs, gutters, and storm drain inlets, which collect and convey the rainfall runoff to storm drain pipe systems (storm drains).
- Storm drains, which are underground pipes that convey the runoff to the creeks and rivers, detention basins, or pump stations. There are about approximately 846 miles of storm drain pipes in the City's storm drain system.
- Creeks, drainage ditches, and channels also convey runoff. There are about 429 miles of creeks, ditches, and channels that feed into the City's storm drainage system.
- Detention basins (wet and dry) are areas that are excavated to store the stormwater runoff when storm flows exceed conveyance or pumping capacity. Wet basins have a permanent pool of water even between storms. Dry basins fill up during a storm and are drained completely between storms, allowing for the basin bottom to be used between storms for public access, sports fields, and other uses. The City has designed many of its detention basins to provide stormwater storage, stormwater quality treatment and to provide open space areas (for public access) and/or wetland and riparian habitat.
- Pump stations lift water from the storm drains and detention basins through or over the levees and into the city's creeks and rivers.
- Most of the City's drainage pump stations include screens that keep trash and debris from damaging the pumps. The City owns and operates 105 storm drainage pumping stations located throughout the city.

The city is divided into 134 watersheds (typically called basins). Basins with names starting with a "G" drain by gravity into the creeks and rivers; there is no pump station in these basins. There are 32 basins that drain by gravity into the creeks and rivers. There are 102 basins that are pumped into the creeks and rivers (basins without a "G" in the name). There are additional basins within County or state-owned storm drain systems (e.g., California State University, Sacramento Campus).

### **Wastewater Treatment**

Wastewater treatment within the Planning Area is provided by the Regional County Sanitation District (Regional San). Regional San operates all regional interceptors and wastewater treatment plants serving the city except for the combined sewer and storm drain treatment facilities discussed above, which are operated by the City. Local and trunk wastewater collection in the Planning Area is provided by SacSewer (formerly known as the Sacramento Area Sewer District) and the City.

Improvements have been made to the Regional San interceptor system in anticipation of future growth and to help relieve the existing interceptor system. The Lower Northwest Interceptor, completed in 2007, and Upper Northwest Interceptor completed in 2010, convey flows from the Northeast, Gibson Ranch, Rio Linda, McClellan, Natomas, and a portion of the North Highlands sewer basins.

These projects provide relief for the existing interceptor system as well as provide capacity for future growth. The Upper Dry Creek Interceptor Relief Project was approved in August 2022 with construction anticipated to be completed sometime in Summer 2025. This project diverts flow from the most upstream reach of the Dry Creek Interceptor (upstream of the City's sewer service area) and conveys diverted flows to the Upper Northwest Interceptor to help relieve current capacity issues within the City's service area (downstream) and portions of the Dry Creek Interceptor.

More recently Regional San completed the Biological Nutrient Removal (BNR) Project which was a substantial upgrade to the facility. The BNR Project removes more than 99% of ammonia from the Sacramento region's wastewater by releasing oxygen into the wastewater to support bacteria which remove most of the organic matter and nearly all of the ammonia.

The Sacramento Regional WWTP, which is located approximately five miles south of the City in Elk Grove, is owned and operated by Regional San and provides sewage treatment for the entire Planning Area.

### **Domestic Water and Water Supply**

#### ***Domestic Water***

Domestic water services within the Planning Area are provided by the City and other water purveyors. The City provides domestic water service to the area within the city limits, as these limits change from time to time, and to several small areas within the County of Sacramento. A small area in the northeastern portion of the city (Swanston Estates) is served by the Sacramento Suburban Water District, although City and District staff have held discussions relative to the City taking this service area over at some point in the future. Areas adjacent to the city limits are served by the Natomas Central Mutual Water Company, Rio Linda Elverta Community Water District, Sacramento County Water Agency, Sacramento Suburban Water District, California-American Water Company, Tokay Park Water District, Elk Grove Water Service, and the Florin County Water District.

The City supplies domestic water from a combination of surface water and groundwater sources. Two water treatment plants supply domestic water by diverting water from the American River and Sacramento River. In addition to the surface water diverted from the two rivers, the City operates groundwater supply wells.

#### ***Water Supply***

The City operates two water treatment plants: Fairbairn Water Treatment Plant (WTP) located along the American River near Sacramento State University, and the Sacramento River WTP located along the Sacramento River near downtown. Diversion restrictions (Hodge Flow conditions, discussed in subsequent sections) on the American River limit the capacity of the Fairbairn WTP. The Sacramento River WTP does not have sufficient intake and treatment capacity to make up for diversion restrictions at the Fairbairn WTP. The City is planning on expanding the Sacramento River WTP intake and treatment facilities, but also has the option to participate in the River Arc project, a project that will divert and treat raw water from the Sacramento River to a new regional water treatment plant using an existing water diversion facility.

### **Surface Water**

The City possesses surface water rights to divert both Sacramento and American river water. The City entered into a water rights settlement contract with the Bureau of Reclamation in 1957. Under the City/Bureau of Reclamation settlement contract, the City agreed to (1) limit its combined rate of diversion under its American River water rights permits to a maximum of 675 cubic feet per second (cfs), up to a maximum amount of 245,000 acre-feet annually (AFA) in the year 2030, and (2) limit its rate of diversion under its Sacramento River water rights permit to a maximum of 225 cubic cfs and a maximum amount of 81,800 AFA. The settlement limits the City's total diversions of Sacramento and American river water under its water right permits to 326,800 AFA in the year 2030.

In return, the contract requires the Bureau of Reclamation to always make enough water available in the rivers to enable the agreed-upon diversions by the City. The City agreed to make an annual payment to the Bureau of Reclamation for Folsom Reservoir storage capacity used to meet the Bureau's obligations under the contract, beginning with payment for 8,000 acre-feet of storage capacity in 1963 and building up to payment for the use of 90,000 acre-feet of storage capacity in 2035. The settlement contract is permanent and generally not subject to deficiencies. The City's water rights, in conjunction with the Bureau of Reclamation contract, provide the city with a reliable and secure water supply.

### **Water Forum Agreement**

The City's diversions at the Fairbairn WTP are subject to voluntary limitations specified in the Water Forum Agreement (WFA). The Water Forum effort was started in 1993 by a group of water managers, local governments, business leaders, agricultural leaders, environmentalists, and citizen groups with two "co-equal" goals: to provide a reliable and safe water supply through the year 2030, and to preserve the wildlife, fishery, recreational, and aesthetic values of the Lower American River. After six years of interest-based negotiations, the Water Forum participants approved the 2000 WFA.

As part of the WFA, each water purveyor signed a purveyor-specific agreement that specified set forth each purveyor's Water Forum commitments. The City's purveyor specific agreement limits the quantity and rate of water diverted from the American River at the Fairbairn WTP during two hydrologic conditions: extremely dry years (i.e., "Conference Years") and periods when river flows are below the so-called "Hodge Flow Criteria" issued by Judge Richard Hodge in the *Environmental Defense Fund v. East Bay Municipal Utility District* litigation. Hodge flow conditions exist when the American River flows are below 2,000 cfs from October 15 through February; 3,000 cfs from March through June; and 1,750 cfs from July through October 14.

When the City's use of the Fairbairn WTP is limited by the City's purveyor specific agreement limitations (as well as when these limitations are not in effect), the City can use available capacity in the Sacramento River WTP to divert water under its American River entitlements. During a Conference Year (drought) condition, assuming a maximum diversion and treatment of 50,000 AFA at the Fairbairn WTP and a maximum diversion and treatment capacity of 134,000 AFA at the Sacramento River WTP, the current drought limiting scenario (Conference Year) using existing facilities allows a surface water production of 229,400 AFA.

### **Groundwater**

The City currently operates 28 permitted municipal groundwater supply wells within the city limits that pump from the North American and South American Groundwater Subbasins, as shown in Figure 4-8 of the TBR. The



City wells supply the city with about 20 million gallons per day (mgd) of reliable water for municipal use. The actual total capacity is larger, but varies due to maintenance activities, water quality of produced groundwater and other factors. The City's average groundwater deliveries from 2006 to 2017 were approximately 17,932 AFA or 16 mgd. The City also operates 22 non-potable wells that are primarily used for parks irrigation.

### **Reclaimed Water**

The City has collaborated with Regional San and the Sacramento Power Authority (SPA), a significant City water customer, on recycled water planning which was used for the Recycled Water Feasibility Study (RWFS) to determine the feasibility of providing recycled water to the southwest portion of the city and to SPA's cogeneration plant (Cogen Facility). In April 2016, following completion of this study, the City and Regional San executed a Principles of Agreement for a Water Recycling Program which serves as an interim document that describes the proposed institutional structure for Regional San and the City Water Recycling Program. Regional San and the SPA, in coordination with the City, cooperated in the development of a Phase 1 water recycling project that will initially deliver recycled water via a new transmission pipeline from the Sacramento Regional Wastewater Treatment Plant to the Cogen Facility. This transmission pipeline was upsized to provide additional capacity to serve potential future recycled water users within the city. Construction of the SPA Cogen Facility is now complete and operations testing of the pipeline was conducted in 2020.

### **Solid Waste**

The City collects all single-family residential solid waste for customers within the city. Refuse from the south region of the city is transported to the Sacramento Recycling and Transfer Station (SRTS) at 8491 Fruitridge Road; refuse collected in the north region is transported to the Sacramento County North Area Recovery Station. Refuse is then hauled from both locations to the Sacramento County Kiefer Landfill.

Commercial and multifamily residential solid waste collection and recycling is administered by the Sacramento Regional Solid Waste Authority and collection is provided by 15 different private franchised haulers. Commercial solid waste is disposed of at various facilities including the SRTS, the Sacramento County Kiefer Landfill, the Yolo County Landfill, L and D Landfill, Florin Perkins Landfill, Elder Creek Transfer Station, and the Sacramento County North Area Recovery Station. General contractors and industrial solid waste generators often haul solid waste directly to disposal facilities (Febbo pers. comm. 2019).

In addition to collecting municipal refuse every week, the City collects garden refuse (green waste) on a weekly basis, expanded recently to include residential organic waste, and curbside recycling every other week.

### **Electricity and Natural Gas**

The Sacramento Municipal Utility District (SMUD) is responsible for the acquisition, generation, transmission and distribution of electrical service to customers for the city of Sacramento. SMUD's 900 square mile service territory also includes most of Sacramento County and a portion of Placer County.

### **Telecommunications**

Telecommunication service to the city is provided by AT&T Inc., Central Valley Broadband LLC, Comcast, Consolidated Communications Inc., Digital Path Inc., Encore Business Systems Inc., Frontier Communications Corporation, Integra Telecom Holdings Inc., Internet Free Planet, Level 3 Communications LLC, MetroPCS

Wireless, New Edge Holding Company, Platinum Equity LLC, Ruralnet Wireless LLC, Sonic Telecom LLC, Sprint, Succeed.Net, T-Mobile, and Verizon Communications Inc.

### **Disadvantaged Unincorporated Communities**

The basis for the identification of DUCs is the state definition provided in the California Government Code. DUCs are defined by state law (Government Code Section 65302.10[a][2]) as a fringe, island, or legacy community in which the median household income is 80% or less than the statewide median household income. “Community” means an inhabited area within a city or county that is comprised of no less than 10 dwellings adjacent or in close proximity to one another. An “Unincorporated island community” means any inhabited and unincorporated territory that is surrounded or substantially surrounded by one or more cities or by one or more cities and a county boundary or the Pacific Ocean. A “Fringe community” means any inhabited and unincorporated territory that is within a city’s sphere of influence. Lastly, an “Unincorporated legacy community” means a geographically isolated community that is inhabited and has existed for at least 50 years (Government Code Section 65302.10). Senate Bill (SB) 244 (Wolk), passed in 2011, established a requirement for cities to identify each unincorporated island or fringe community within its SOI and provide an analysis of water, wastewater, stormwater drainage, and structural fire protection needs or deficiencies for any such community to address the legal, financial, and political barriers that contribute to regional inequity and infrastructure deficits within DUCs.

### **DUCs in the Planning Area**

Based on the methodology, there are three generalized areas that contain DUC candidate sites (see also Figure 4-10 of the TBR):

#### **Rosemont/La Riviera Area**

The Rosemont/La Riviera area comprises two small candidate sites separated by roughly 1.25 miles. The Rosemont candidate site is located north of Jackson Road, east of Thornhill Drive, south of Newhall Drive, and west of Harlin Avenue. This 200-acre candidate site is within the Rosemont 2010 Census Designated Place and includes enough households to be considered a disadvantaged unincorporated community. The La Riviera candidate site is located on the south bank of the Sacramento River and north of La Riviera Drive. This 175-acre candidate site is within the Rosemont 2010 Census Designated Place and contains enough households to be considered a disadvantaged unincorporated community. Service providers in the Rosemont/La Riviera Area include:

- Wastewater: Sacramento County Sanitation District 1
- Sewer: SacSewer (formerly Sacramento Area Sewer) District
- Stormwater: Sacramento County Water Agency Zone 12
- Water Purveyor: California American Water Company
- Fire: Sacramento Metropolitan Fire District

#### **Fruitridge Pocket/Lemon Hill/Parkway/Florin Area**

The Fruitridge Pocket/Lemon Hill/Parkway/Florin Area includes one large, semi-contiguous candidate site. The site contains most of the Fruitridge Pocket, Lemon Hill, Parkway, and Florin 2010 Census Designated

Places. Together, this site makes up 4,560 acres. Service providers in the Pocket/Lemon Hill/Parkway/Florin Area include:

- Wastewater: Sacramento County Sanitation District 1
- Stormwater: Sacramento County Water Agency Zone 12
- Sewer: SacSewer (formerly Sacramento Area Sewer) District
- Water Purveyor: Florin County Water Company, Cal American Water Company
- Fire: City of Sacramento Fire Department (Fire Station 56 is located within site at 3720 47th Ave.), Sacramento Metropolitan Fire District for Florin Area

### **Arden-Arcade/North Highlands**

The Arden-Arcade/North Highlands candidate DUC sites are outside of the City’s sphere of influence but within the Arden Arcade Community Planning Area. These potential candidate sites are 3,076 acres in total.

The North Highlands sites are situated south of Orange Grove Ave and east of Sycamore Avenue. The sites are completely within the North Highlands Community Development Plan (CDP) and within the Arden-Arcade Community Plan Area. The Arden Arcade potential DUC sites cover a large area within the Arden-Arcade CDP and Arden Arcade Community Plan Area. Most of the area is located south of the Edison Ave and east of Watt Avenue, with some smaller sites west of Watt Avenue and north of Marconi Avenue. Service providers in Arden-Arcade/North Highlands include:

- Wastewater: Sacramento Regional County Sanitation District
- Stormwater: Sacramento County Water Agency Zone 12
- Sewer: SacSewer (formerly Sacramento Area Sewer) District
- Water Purveyor: Sacramento Suburban Water District, Cal American Water Company, and Golden States Water Company
- Fire: Sacramento Metropolitan Fire District

### 4.13.3 Updated Regulations

The regulatory setting for the Sacramento 2040 Project was provided in the TBR (available online at: [www.sac2040gpu.org](http://www.sac2040gpu.org)) and the following regulations are included to update, replace, or supplement the regulations listed in the TBR.

#### **Urban Water Management Planning Act**

The City’s most recent Urban Water Management Plan is the 2020 UWMP, adopted in June 2021.

### 4.13.4 Impacts and Mitigation Measures

#### **Methods of Analysis**

The following analysis considers the increased demands on public utilities that may be associated with development related to the 2040 General Plan. Water demand was analyzed based on the balance of recent

regulatory requirements for conservation combined with the projections that were considered for the 2020 Urban Water Management Plan and considers normal, dry, and multiple dry year scenarios. Potential effects related to solid waste are based on the most recent capacities reported for the Kiefer Landfill. Evaluation of potential impacts on electrical and natural gas services resulting from the 2040 General Plan is based on available information from the service providers, review of California Energy Commission (CEC policies), and compliance with state standards.

### 2040 General Plan Goals and Policies

The following draft goals and policies from the 2040 General Plan are relevant to public utilities.

## 6 *Environmental Resources and Constraints Element*

### Goal ERC-5: Careful stewardship and efficient consumption of water and energy.

- ❖ **Policy ERC-5.1: Active Water Conservation Program.** The City shall continue to implement an active water conservation program to enhance the efficient use of the resource, consistent with State law, the objectives of the Climate Action and Adaptation Plan (CAAP), and the Water Conservation Plan. To achieve State-mandated water conservation standards, the City shall monitor use, conduct studies, and research, develop, and implement incentives and programs to increase water efficiency and/or reduce water consumption. When implementing the Water Conservation Program a prioritization of program elements that enhance water affordability and promote livability in the City will be a factor.
- ❖ **Policy ERC-5.2: Reducing Storm Runoff.** The City shall encourage project designs that minimize drainage concentrations, minimize impervious coverage, utilize pervious paving materials, utilize low impact development (LID) strategies, and utilize Best Management Practices (BMPs) to reduce stormwater runoff.
- ❖ **Policy ERC-5.3: Water Efficiency Training.** The City shall support the development of partnerships and collaborations to train and educate City staff, maintenance professionals, designers, contractors, and property managers about water efficiency.
- ❖ **Policy ERC-5.4: Municipal Energy and Water Efficiency.** The City shall continue to implement energy and water conservation measures in City facilities and operations, conducting municipal energy benchmarking on City facilities in an effort to continually improve municipal energy efficiency.
- ❖ **Policy ERC-5.5: Publicize Voluntary Programs.** The City shall connect businesses and residents with voluntary programs that provide energy and water efficiency audits, retrofit installations, rebates, and financing assistance by publishing information on the City’s website.
- ❖ **Policy ERC-5.6: Renewable Energy.** The City shall promote energy conservation throughout the community and encourage the use of renewable energy systems and technologies to supplement or replace traditional building energy systems with the goal of converting to carbon-free energy use by 2045. As part of this effort, the City shall publicize and promote the availability of programs such as Sacramento Municipal Utility District’s (SMUD’s) Community Solar, Neighborhood SolarShares, and Commercial SolarShares programs.

- ❖ **Policy ERC-5.7: Onsite Water Reuse.** The City shall explore the feasibility of onsite reuse of greywater and blackwater for end uses such as toilet flushing and irrigation to offset supplies of potable water and support more resilient and sustainable water management.

## 9 *Public Facilities and Safety Element*

**Goal PFS-1: Responsive police and fire services that ensure a high level of public safety.**

- ❖ **Policy PFS-1.7: Water Supply for Fire Suppression.** The City shall ensure that adequate water supplies are available for fire suppression throughout the city and shall require development to construct all necessary fire suppression infrastructure and equipment.

**Goal PFS-3: Efficient, high quality utility infrastructure and services to meet the needs of residents and businesses throughout the city.**

- ❖ **Policy PFS-3.1: Provision of Adequate Utilities.** The City shall continue to provide for reliable water, wastewater, and stormwater drainage utility services.
- ❖ **Policy PFS-3.2: Utility Sustainability.** The City shall continue to improve the sustainability, resilience, and energy efficiency of its facilities, infrastructure, and operations consistent with the Climate Action and Adaptation Plan and the goal of achieving carbon neutrality by 2045.
- ❖ **Policy PFS-3.3: Development Impacts.** Through the development review process, including through development impact fees and offsite improvements constructed by new development, the City shall ensure that adequate public utilities and services are available to serve new development.
- ❖ **Policy PFS-3.4: Water Distribution System Management.** The City shall maintain and periodically update the Water Distribution System Master Plan to guide rehabilitation, replacement, and management of the potable water distribution system.
- ❖ **Policy PFS-3.5: Water Treatment Capacity and Infrastructure.** The City shall plan, secure funding for, and procure sufficient water treatment capacity and infrastructure to meet projected maximum daily water demands. Options to explore may include the following:
  - Expansion or rehabilitation of existing treatment plant infrastructure;
  - Development and management of groundwater wells; and
  - Collaboration on regional water supply solutions.
- ❖ **Policy PFS-3.6: Combined Sewer System Rehabilitation and Improvements.** In keeping with its Combined Sewer System (CSS) Long Term Control Plan (LTCP), the City shall continue to rehabilitate and improve the CSS to decrease flooding, CSS outflows, and Combined System Overflows (CSOs). Through these improvements and requirements for new development, the City shall also ensure that development in the CSS area does not result in increased flooding, CSS outflows or CSOs or reduce the overall percentage of flow routed to the Sacramento River Water Treatment Plant (SRWTP).
- ❖ **Policy PFS-3.8: Capital Improvement Programming (CIP).** The City shall give high priority in capital improvement programming to funding the rehabilitation or replacement of critical infrastructure that has reached the end of its useful life, considering probability and risk of infrastructure

failure. In prioritizing rehabilitation and replacement projects for inclusion in the CIP, the City shall consider the potential for projects and locations to support inclusive economic development and climate adaptation objectives and serve to build healthy, climate-resilient, sustainable, and inclusive communities.

- ❖ **Policy PFS-3.10: Meet Projected Needs.** The City shall foster the orderly and efficient expansion of facilities and infrastructure to adequately meet projected needs, comply with current and future regulations, and maintain public health, safety, and welfare. Infrastructure and facility planning should discourage over-sizing of infrastructure that could induce growth at the edges of the City beyond what is anticipated in the General Plan.
- ❖ **Policy PFS-3.11: Joint-Use Facilities.** Wherever feasible, the City shall pursue the development of joint-use water, stormwater quality, flood control and other utility facilities as appropriate in conjunction with schools, parks, bike paths, golf courses, and other suitable uses to achieve economy and efficiency in the provision of services and facilities.
- ❖ **Policy PFS-3.12: Safe and Compatible Utility Design.** The City shall ensure that public utility facilities are designed to be safe and compatible with adjacent uses.
- ❖ **Policy PFS-3.13: Impacts to Environmentally Sensitive Lands.** The City shall consider the impacts on environmentally sensitive areas and habitats when locating and designing municipal utilities.
- ❖ **Policy PFS-3.14: Underground Utilities.** The City shall require new development to underground utility lines wherever feasible and coordinate with electricity and telecommunications providers to underground existing overhead lines where feasible.
- ❖ **Policy PFS-3.15: Adequate Drainage Facilities.** The City shall ensure that all new municipal drainage facilities are adequately sized and constructed to accommodate stormwater runoff, including incorporating “green infrastructure” design and Low Impact Development (LID) techniques, where appropriate, stormwater treatment features, and if applicable, trash capture devices for its stormwater facilities.
- ❖ **Policy PFS-3.16: Stormwater Design in Private Development.** The City shall require proponents of new development and redevelopment projects to submit drainage studies that adhere to City stormwater design requirements and incorporate measures, including “green infrastructure”, Low Impact Development (LID) techniques, stormwater treatment, and if applicable trash capture devices, to prevent on- or off-site flooding and improve runoff water quality.
- ❖ **Policy PFS-3.17: Regional Stormwater Facilities.** The City shall coordinate efforts with Sacramento County and other agencies in the development of regional stormwater facilities.

**Goal PFS-4: A reliable supply of high-quality water that meets projected needs within the city’s place of use.**

- ❖ **Policy PFS-4.1: Exercise and Protect Water Rights.** The City shall exercise and protect its water rights and entitlements in perpetuity.
- ❖ **Policy PFS-4.2: Water Supply Sustainability.** The City shall maintain a surface water/groundwater conjunctive use program, which uses more surface water when it is available and more groundwater when surface water is limited.

- ❖ **Policy PFS-4.3: Surface Water Supply.** The City shall continue to explore and advance options for diverting, treating, and conveying surface water to be able to continue fully meeting potable supply demand.
- ❖ **Policy PFS-4.4: Groundwater Infrastructure.** The City shall maintain investment in groundwater infrastructure to provide for water supply reliability. Groundwater sustainability, cost effectiveness, and the quality of the resource shall be factored into groundwater investments.
- ❖ **Policy PFS-4.5: Comprehensive Water Supply Planning.** The City shall prepare and implement an Urban Water Management Plan, updating it on a 5-year cycle, to ensure a reliable, long-term water supply and service under projected future conditions.
- ❖ **Policy PFS-4.6: Recycled Water.** The City shall continue to monitor the feasibility of utilizing recycled water where appropriate, cost effective, safe, and environmentally sustainable.
- ❖ **Policy PFS-4.7: Water Supply During Emergencies.** The City shall, to the extent feasible, maintain adequate water supply during emergencies in accordance with the Water Master Plan and the Urban Water Management Plan.
- ❖ **Policy PFS-4.8: New Development.** The City shall ensure that water supply capacity is in place prior to granting building permits for new development.

**Goal PFS-5: Sensible waste management that reduces disposal in landfills and supports cost-effective sustainability efforts.**

- ❖ **Policy PFS-5.1: Solid Waste Reduction.** The City shall reduce the amount of solid waste that is disposed in landfills by promoting source reduction and recycling throughout Sacramento and by expanding the range of programs and information available to local residents and businesses, consistent with State requirements.
- ❖ **Policy PFS-5.2: Collection and Recycling Services.** The City shall provide for continued solid waste collection and recycling services in Sacramento, including contracting with franchise waste haulers, and ensuring adequate transfer station facilities capacity and the availability of adequate landfill capacity to meet future needs.
- ❖ **Policy PFS-5.3: Mixed and Organic Recycling.** The City shall increase waste diversion communitywide by requiring participation in mixed recycling and organic recycling programs, including through implementation of Climate Action and Adaptation Plan (CAAP) Measure W-1 for organic waste reduction.
- ❖ **Policy PFS-5.4: Regional Recycling Market Development Zone.** The City shall continue to participate in the Sacramento Recycling Market Development Zone (RMDZ) Program, which provides attractive loans, technical assistance, and free product marketing to businesses that use materials from the waste stream to manufacture their products.
- ❖ **Policy PFS-5.5: Recycled Materials in New Construction.** The City shall encourage the use of recycled materials in new construction. Methods shall include promoting the availability of materials at Certified Construction and Demolition (C&D) Debris Sorting Facilities and the reuse store at the Sacramento Recycling and Transfer Station.

- ❖ **Policy PFS-5.6: Bulky Item and Appliance Disposal.** The City shall continue to provide programs that allow residential households to schedule two appointments per year for the collection of large refuse items.
- ❖ **Policy PFS-5.7: Organic Waste Collection Services.** The City shall provide, in conjunction with the mandatory organics container program, education and outreach to residents on the topic of backyard composting of yard waste and scraps.
- ❖ **Policy PFS-5.8: Household Hazardous Waste Disposal.** The City shall continue to promote the safe disposal of household hazardous waste, e-waste, and batteries through public education.
- ❖ **Policy PFS-5.9: Targeted Technical Assistance.** The City may coordinate with franchise waste haulers to provide education, in appropriate languages, to property managers and building owners of commercial and multi-unit properties to implement best practices for waste diversion and reduce contamination.

**Goal PFS-6: State-of-the-art telecommunication Infrastructure and services throughout the city that connect Sacramento households, businesses, and public agencies to each other, the nation, and the world.**

- ❖ **Policy PFS-6.1: Access and Availability.** The City shall work with service providers to expand access to and availability of a wide range of state-of-the-art telecommunication systems and services for households, businesses, institutions, and public agencies throughout the city.
- ❖ **Policy PFS-6.2: Public/Private Collaboration.** The City shall explore public/private technology infrastructure projects that support business and municipal efficiency.
- ❖ **Policy PFS-6.3: Adequate Facilities and Service.** The City should work with utility companies to leverage City infrastructure to close gaps to allow areas that are not served by current telecommunication technologies to obtain service and explore providing strategic long-range planning of telecommunication facilities for newly developing areas, as feasible.
- ❖ **Policy PFS-6.4: Co-Location.** The City shall encourage compatible co-location of telecommunication facilities such as existing macro sites and shall work with communication service providers to provide opportunities for siting telecommunications facilities on City-owned property, such as existing light poles, and in public rights-of-way.
- ❖ **Policy PFS-6.5: Broadband Access.** The City shall work to expand broadband internet access throughout Sacramento, prioritizing efforts to improve access for students, residents, and businesses in disadvantaged communities. Strategies may include the following:
  - Expanding the City’s middle-mile conduit and fiber optic network to provide opportunities for broadband service providers to leverage City infrastructure in underserved areas;
  - Expanding the availability of free Wi-Fi hotspots in City parks, libraries, community centers, and other publicly accessible facilities;
  - Establishing a microwave network consisting of radios mounted on top of City structures to provide backhaul for public Wi-Fi and city infrastructure connectivity;
  - Leveraging the Citizen Broadband Radio Service (CBRS) band of the wireless spectrum to establish high-speed wireless networks when necessary;



- Partnering with telecommunications and cable providers to offer discounted wireless and broadband plans to low-income customers.
- ❖ **Policy PFS-6.6: Net Neutrality.** In negotiating agreements for the use of public rights-of-way, the City shall work with providers to expand service to underserved communities and require adherence to the principal of net neutrality or unfiltered access to internet information for all new agreements.
- ❖ **Policy PFS-6.7: City Operations/Public Services.** The City shall continue to use telecommunications and collaboration tools to enhance the performance of internal City operations and the delivery of public services.
- ❖ **Policy PFS-6.8: Telecommunication Infrastructure Improvements.** The City shall endeavor to incorporate state-of-the-art telecommunication systems and services (e.g., internet) for public use in City-owned public buildings and improve gaps in infrastructure to support telecommunication systems.

### Community Plans

The South Area Plan includes the following policies that address public facilities:

- **SA-PFS-1 Effective Infrastructure at TODs.** The City shall ensure that development plans provide for adequate water, sewer, and drainage capacity to support high-density transit-oriented development at Florin, Meadowview, Franklin, and Cosumnes Sacramento Regional Transit District (SacRT) Blue Line light rail stations.
- **SA-PFS-3 Infrastructure Financing.** The City shall pursue funding for infrastructure improvements in the transit village area and shall require new development to participate in a funding program or pay their fair share for infrastructure improvements.
- **SA-PFS-4 Utility Undergrounding.** The City shall work with the Sacramento Municipal Utility District (SMUD) and cable companies to underground power lines on Florin Road.
- **SA-PFS-5 Infrastructure Deficiencies.** The City shall assist developers in formulating plans to resolve wastewater collection system deficiencies.

### Thresholds of Significance

A significant impact would occur if implementation of the 2040 General Plan would do any of the following:

- Increase demand for potable water in excess of existing supplies.
- Result in inadequate capacity in the City's water supply facilities to meet the water supply demand, so as to require the construction of new water supply facilities.
- Result in the determination that adequate capacity is not available to serve the project's demand in addition to existing commitments.
- Require or result in either the construction of new utilities or the expansion of existing utilities, the construction of which could cause significant environmental impacts.
- Require or result in either the construction of new solid waste facilities or the expansion of existing facilities, the construction of which could cause significant environmental effects.

## Project Impacts

### **Impact 4.13-1: Implementation of the 2040 General Plan could increase demand for potable water in excess of existing supplies.**

The City currently obtains its water supply from a combination of surface water diversions from the American and Sacramento rivers as well as locally extracted groundwater from the City's existing 26 groundwater wells. On average, groundwater typically provides 20 to 40% of the City's water supply with the remaining 60 to 80% provided by surface water.

Water demand has seen fluctuations over the last two decades as a result of economic conditions, legislation, and drought conditions. Water demand declined somewhat between 2006 and 2011 due to the economic downturn and drought. The City experienced a slight rebound in 2012 and 2013 due to improved economic conditions, but in 2014 and 2015 the demand reached a low point as a result of extreme drought and strict mandatory conservation measures that were enacted. Demands since 2015 have rebounded somewhat. The state experienced continuing drought conditions and 2020 through 2021 have been very dry years.

The recent wet weather conditions in the winter of 2022/2023 have replenished many dwindling water supplies; however, portions of the state are still experiencing drought conditions. In Northern California drought conditions have improved considerably and water levels are returning to normal levels. Moving forward, the per capita demands are not expected to increase significantly largely due to the conservation requirements of recently passed legislation, AB 1668 and SB 606, as well as the City's on-going requirement that limits residential irrigation to two days a week.

Surface water diversions at the Fairbairn WTP are subject to voluntary limitations that are contained within the 2000 Water Forum Agreement, which established what are known as the 'Hodge Flow Criteria.' The Hodge Flow Criteria, together with the Conference Year conditions (Department of Water Resources annual unimpaired Folsom Reservoir flow projections), are collectively referred to as the City's "purveyor-specific agreement limitations" and limit diversion from the American River to the Fairbairn WTP. However, whenever these limitations are in effect, the City can use available capacity in the Sacramento River WTP to divert water under its American River entitlements. Due to these limitations, the Sacramento River WTP is planning for intake and treatment capacity expansion in order to accommodate potential increased diversions.

Even when these limitations are in place, assuming a maximum diversion and treatment of 50,000 AFA at the Fairbairn WTP, and a maximum diversion and treatment capacity of 134,000 AFA at the Sacramento River WTP, the total available supplies would range from 333,200 in 2025 to 350,200 AF in 2045 (Table 4-13.1). This is sufficient to meet the projected multiple (5) dry year projected water demands during the 2025 to 2045 projections contained in the City's 2020 Urban Water Management Plan (UWMP) (West Yost 2021).

According to the City's 2020 UWMP, water demand projections are lower compared to what was projected in the City's 2015 UWMP (West Yost 2021). This is largely a result of the water conservation programs that have been implemented beginning in 2013 and have helped reduce water use. Nonetheless, the 2020 UWMP does account for anticipated growth which estimated the City's retail water use to increase by approximately 32% by 2045. Based on the analysis of projected water supplies and water demands during a normal year, a single dry year, and multiple dry years shown in Table 4-13.1, all scenarios indicate adequate water supplies that exceed anticipated demand (West Yost 2021).

**Table 4-13.1. Multiple Dry Year Water Supply and Demand for Retail Use**

Year		2025	2030	2035	2040	2045
First Year	Supply	333,200	350,200	350,200	350,200	350,200
	Demand	108,432	114,809	121,187	127,564	133,942
	<i>Difference</i>	<i>224,769</i>	<i>235,391</i>	<i>229,014</i>	<i>222,636</i>	<i>216,258</i>
Second Year	Supply	333,200	350,200	350,200	350,200	350,200
	Demand	109,707	116,085	122,462	128,840	138,397
	<i>Difference</i>	<i>223,493</i>	<i>234,116</i>	<i>227,738</i>	<i>221,360</i>	<i>211,803</i>
Third Year	Supply	333,200	350,200	350,200	350,200	350,200
	Demand	110,983	117,360	123,738	130,115	142,853
	<i>Difference</i>	<i>222,218</i>	<i>232,840</i>	<i>226,463</i>	<i>220,085</i>	<i>207,347</i>
Fourth Year	Supply	333,200	350,200	350,200	350,200	350,200
	Demand	112,258	118,636	125,013	131,391	147,308
	<i>Difference</i>	<i>220,942</i>	<i>231,565</i>	<i>225,187</i>	<i>218,809</i>	<i>202,892</i>
Fifth Year	Supply	333,200	350,200	350,200	350,200	350,200
	Demand	113,534	119,911	126,289	132,666	151,764
	<i>Difference</i>	<i>219,667</i>	<i>230,289</i>	<i>223,912</i>	<i>217,534</i>	<i>198,436</i>

**Source:** West Yost 2021.

**Note:** Units are in acre-feet (AF).

The 2040 General Plan Policies PFS-4.1 through PFS-4.8, include measures to protect water rights and entitlements (Policy PFS-4.1), encourage conjunctive use of surface and groundwater supplies (Policies PFS-4.2, PFS-4.3 and PFS-4.4), continue preparing and implementing UWMPs (Policy PFS-4.5), encourages increased recycled water use (Policy PFS-4.6), as well as ensuring adequate water supply capacity prior to approving new building permits (Policy PFS-4.8).

The 2040 General Plan also includes policies to that facilitate increased efficiency in water use (Policies ERC-5.1 (Active Water Conservation Program, ERC-5.3 (Water Efficiency Training), and ERC-5.4 (Municipal Energy and Water Efficiency), and publicize the availability of free or low-cost water efficiency audits, retrofit installations, rebates, and financing assistance (Policy ERC-5.5 (Publicize Voluntary Programs) that would potentially limit the future water demands of future development under the 2040 General Plan. Finally, Policy ERC-5.7 (Onsite Water Reuse) supports opportunities for onsite reuse of greywater and blackwater for certain end uses (e.g., irrigation and toilet flushing) that could reduce the demand of potable water.

These measures are consistent with the existing regulatory requirements of the Sustainable Groundwater Management Act, Senate Bill X7-7 (Water Conservation Act), and Assembly Bill 1668/Senate Bill 606 which require conservation measures towards a goal of achieving a 20% reduction in per capita urban water use. Therefore, considering the existing evaluation of water supplies being in excess of water demand for more than 20 years into the future, even during multiple dry years, together with the policies of the 2040 General Plan and adherence to the regulatory requirements of current legislation, the potential impact related to increased demand exceeding supply is considered **less than significant**.

### Mitigation Measures

None required.

**Impact 4.13-2: Implementation of the 2040 General Plan could result in inadequate capacity in the City’s water supply facilities to meet water supply demand, requiring the construction of new facilities.**

Development and growth in the city under the 2040 General Plan would result in increased demand for water supplies, including water conveyance and treatment infrastructure. As described under Impact 4.13-1, according to the 2020 UWMP, the projected water supplies through 2045 are adequate to meet demand from projected growth that could be generated by approval of the 2040 General Plan during normal, dry, and multiple dry year scenarios (West Yost 2021). Implementation of the 2040 General Plan would not result in the need to construct or expand water supply and treatment facilities that have not already been described and accounted for in the City’s relevant water master plans, which include the 2020 UWMP.

There is a planned expansion of the Sacramento River WTP which is occurring because of surface water diversion limitations. As future development and infrastructure projects are considered by the City, each project would be evaluated for conformance with the 2040 General Plan, City Code, and other applicable regulations as well as Policy PFS-4.8 (New Development) which requires projects to demonstrate adequate water supplies prior to obtaining a building permit. Subsequent development and infrastructure projects would be analyzed for potential environmental impacts, consistent with the requirements of CEQA.

As discussed above in Impact 4.13-1, the 2040 General Plan includes policies that are designed to foster water conservation including continuing active water conservation program measures and increased efficiency in water use per Policy ERC-5.1 (Active Water Conservation Program), Policy ERC-5.3 (Water Efficiency Training), and Policy ERC-5.4 (Municipal Energy and Water Efficiency), and publicize programs that facilitate efficiency (Policy ERC-5.5 [Publicize Voluntary Programs]) that would potentially limit the future water demands of future development under the 2040 General Plan.

Future development in the Planning Area would be required to connect to existing water distribution infrastructure in the vicinity of each site and ensure that adequate supplies are available. Future projects may be required to implement site-specific and limited off-site improvements to connect to the City’s water distribution system in order to connect new project sites to the existing water infrastructure network. Any off-site improvements would be considered in the environmental review required for individual projects and are typically mitigated through adherence to existing regulatory requirements.

Due to the adequate capacities of water supplies that have been determined in the 2020 UWMP, any future improvements to the City’s existing water distribution infrastructure that would be necessary to accommodate development under the 2040 General Plan, would likely be localized and evaluated through the CEQA process as well as adherence to existing regulatory requirements. Therefore, adequate capacity is available to meet increased demand associated with implementation of the 2040 General Plan and the construction of new facilities would not be required. This impact is considered **less than significant**.

**Mitigation Measures**

None required.

**Impact 4.13-3: Implementation of the 2040 General Plan could result in inadequate capacity to serve the project’s water demand in addition to existing commitments.**

According to the 2020 UWMP, the City served a total of 142,946 retail customer connections as of December 2020. The total water demand for 2020 was 100,483 AF. Table 4.13-2 shows the projected water demands for retail use through 2045 which assumes continued growth in the Planning Area throughout the long-range planning time period up to 2045. In addition to the retail water demands, the City currently provides wholesale and wheeling service to a number of neighboring agencies.<sup>1</sup> In the future, the City may expand its role as a wholesaler, however these planning efforts are developed and updated in the on-going Water Master Plan which is based on other agencies' master plans, communications with other agencies, or by judgement of the City staff, as reported in the City's on-going Water Master Plan Update (West Yost 2021).

According to the 2020 UWMP, the City's projected Wholesale Water Use would increase from 3,067 AF in 2020 to 97,060 AF by 2040 (West Yost 2021). However, based on the projections and analysis of water supplies in the 2020 UWMP, the increase in demand associated with the 2040 General Plan along with existing commitments would still be projected to be met during normal, single dry, and multiple dry year scenarios.

**Table 4-13.2. Projected Retail Water Use**

Use Type	Projected Water Use				
	2025	2030	2035	2040	2045
Single Family	46,913	47,491	48,069	48,647	51,098
Multi-Family	15,334	16,085	16,837	17,588	18,474
Commercial (Includes Industrial)	17,871	19,068	20,266	21,464	22,545
Institutional/Governmental	6,094	6,200	6,306	6,412	6,736
Landscape	5,084	7,144	9,200	11,257	11,824
Other Potable	2,366	4,054	5,742	7,430	7,804
Losses	13,767	13,767	13,766	13,766	14,460
<b>Totals</b>	<b>107,432</b>	<b>113,809</b>	<b>120,187</b>	<b>126,564</b>	<b>132,942</b>

Source: West Yost, 2021.

For wholesale water use, surface water and groundwater supply is provided through the City's existing water entitlements and each of the City's wholesale agreements designed to address various water year types. Therefore, wholesale supplies are projected to meet demands during normal, dry, and multiple dry year scenarios (West Yost 2021).

Policy PFS-4.5 (Comprehensive Water Supply Planning) would require the City to continue preparing and implementing UWMPs on a 5-year basis in compliance with the Urban Water Management Planning Act, which provides the long-term planning tools to ensure that projected growth would be met even during drought conditions. Therefore, considering that the existing planning efforts contained within the most recent UWMP indicate sufficient water supplies to meet both retail and wholesale water demands through year 2045, the potential impact related to increased demand in addition to the City's existing commitments is considered **less than significant**.

<sup>1</sup> Wheeling service is where the City diverts, treats, and conveys water to another agency using that agencies' entitlements. Wheeled water is not considered a City water demand because it does not reduce the amount of water entitled to the City.

## Mitigation Measures

None required.

**Impact 4.13-4: Implementation of the 2040 General Plan could require the construction of new utilities or the expansion of existing utilities, the construction of which could cause significant environmental impacts.**

The analysis below addresses the need to construct new wastewater facilities, expand electrical and natural gas infrastructure and telecommunications. Impact 4.13-2, above, addresses water facilities.

### *Wastewater*

Portions of the Planning Area are currently served by a combined sewer and stormwater system or CSS, while other parts of the Planning Area have separated sewer and storm drainage systems. Three separate entities are involved in the collection, conveyance, treatment, and disposal of wastewater in the Planning Area. The City of Sacramento Department of Utilities (DOU) provides collection through its separated system and its combined system to about 65% of the population of the city. The SacSewer (formerly Sacramento Area Sewer District) District (formerly County Services District CSD-1) provides collection through its separated system to the remaining 35% of the population, primarily in the northwest and southeast sections of the city. The City's separated system and SASD's system, as well as the dry-weather flow from the City's combined system, and a majority of the wet weather flow from the City's CSS drain into interceptors owned and operated by the Sacramento Regional County Sanitation District (Regional San) which in turn convey all flows to the Sacramento Regional WWTP also owned and operated by Regional San.

The older Central City area is served by a system in which both sanitary sewage and storm drainage are collected and conveyed in the same system of pipelines, referred to as the CSS. The agreement with the Sacramento Regional WWTP is to treat up to 60 million gallons per day (mgd) where current dry weather sewer flows are approximately 12 mgd. The remaining capacity is used for stormwater flows and anything in excess of 60 mgd is sent to the Combined Wastewater Treatment Plant and Pioneer Reservoir Treatment Plant for primary treatment. When the demand exceeds the capacity of both plants untreated flows are discharged directly into the Sacramento River. This has occurred two times in the last ten years (2012 through 2022). The City has created a Long-Term Control Plan for operation and ongoing maintenance and improvements of the CSS along with Chapter 13.08 of the City Code, which provides a funding mechanism for capital improvements.

Capacity in the SASD service area is managed by the Sewer System Capacity Plan, which was last updated in 2020 and evaluates capacity needs of the service area at existing and buildout conditions (SASD 2020). The Sacramento Area Sewer District Sewer System Capacity Plan projects capacity requirements and possible "expansion areas." According to the Sewer System Capacity Plan, modeling indicated potential capacity deficiencies for existing infrastructure, more so in the northern area of the District's service area than the south. Additional capacity deficiencies were modeled under the buildout scenario which assumed the highest wet weather flows at buildout (SASD 2020).

The Sacramento Regional WWTP provides service for the cities of Sacramento, West Sacramento, Rancho Cordova, Citrus Heights, Elk Grove, and Folsom; unincorporated Sacramento County; and the communities of Courtland and Walnut Grove. Approximately 1.4 million people are currently located within the District's service area. The Sacramento Regional WWTP treats wastewater for the entire Planning Area and has a total capacity

of 400 mgd. Currently, the WWTP receives an average of 165 mgd during dry weather conditions and 220 mgd during wet weather conditions. Considering the Planning Area is largely developed, and implementation of stormwater drainage requirements for new development and redevelopment which focus primarily on on-site infiltration to the extent feasible, the increase in the volume or amount of stormwater flows associated with future development under the 2040 General Plan would not exceed the remaining capacity of the WWTP.

The 2040 General Plan includes policies that improve sustainability, resilience and efficiency of infrastructure (Policy PFS-3.2 [Utility Sustainability]), improve water treatment capacity and infrastructure (Policy PFS-3.5 [Water Treatment Capacity and Infrastructure]), the CSS (Policy PFS-3.6 [Combined Sewer System Rehabilitation and Improvements]), and capital improvement programming (Policy PFS-3.8 [Capital Improvement Programming]) which would ensure that capacities and functionality of existing wastewater facilities can be accommodated by future growth. Therefore, considering existing planning efforts, regulatory requirements, existing capacities, 2040 General Plan policies, and that adequate capacity is available through build of the General Plan the impact is considered **less than significant**.

### ***Electricity and Natural Gas***

The Sacramento Municipal Utility District (SMUD) is responsible for the acquisition, generation, transmission and distribution of electrical service to customers within the Planning Area. Natural Gas is provided by Pacific Gas & Electric (PG&E). Future development in the Planning Area as well as areas in the region serviced by SMUD and PG&E would increase residential, commercial, and office needs for electricity and natural gas. Development in previously undeveloped areas would require the extension of existing lines and new transmission facilities and substations would be needed. The environmental impacts associated with the installation of new facilities would be analyzed by each development under separate environmental review as the utilities are extended.

SMUD has sufficient short-term capacity but has identified long term deficiencies that require planning efforts to provide additional capacity and improve system reliability. The City has adopted programs including the Sustainability Master Plan, Green City Initiative, a new building electrification ordinance (see discussion in Section 4.8 Greenhouse Gases), and zero emission vehicle initiatives, which are all aimed at increasing energy efficiency and reducing the carbon footprint and finding alternative sources of energy that emit less greenhouse gas emissions (GHG). In fact, SMUD has created the 2030 Zero Carbon Plan that provides a roadmap to eliminate carbon emissions from the power supply by 2030 without disruption to services. The City is also preparing a Climate Action & Adaptation Plan, as part of the Sacramento 2040 Project, designed to guide the reduction of greenhouse gas emissions within the city. General Plan Policies ERC-5.4 (Municipal Energy and Water Efficiency), ERC-5.6 (Renewable Energy), ERC-9.4 (Carbon-Neutral Buildings) and M-1.27 (Electric Vehicle [EV] Strategy) would promote continued implementation of these programs and continued efforts to increase energy conservation measures.

PG&E routinely reviews their system capacities and operations with a distribution network that already is widely covering the Planning Area. The utility has not identified any major service problems within the city and additional improvements are generally made as the need arises to meet customer demands. The need to expand the natural gas distribution network to accommodate new development is expected to be limited.

Thus, potential impacts related to the need to construct new facilities for electricity or gas services is considered **less than significant**.

### **Telecommunications**

Telecommunication service to the Planning Area is provided by a number of companies, as noted above in the Environmental Setting. Most of the existing underground and aerial telephone and cable transmission lines are co-located with other utilities on poles or underground trenches and are constructed to reduce potential public safety hazards.

Implementation of General Plan Policy PFS-6.3 (Adequate Facilities and Service) would ensure that utility companies retrofit areas that do not have facilities and provide strategies for long-range planning of telecommunication facilities for new development areas. Policy PFS-6.4 (Co-Location) encourages co-location of compatible telecommunications facility and site on City-owned property and in the public right-of-way. Policy PFS-3.14 (Underground Utilities) would encourage service providers to underground utility lines where feasible. Policy PFS-3.10 (Meet Projected Needs) would foster the expansion of infrastructure that is sized only to accommodate projected future expansion.

Development under the 2040 General Plan would result in a continued need for telecommunications services and could require improvements and/or modifications to the existing system. However, the construction of new utility infrastructure is subject to CEQA review and compliance and the physical effects of extending services and infrastructure would be analyzed on a project-by-project basis as new development proposals are received. Fee-based facilities such as cable and telephone providers may also make improvements based on income from service fees or connection fees and may adjust those fees to ensure the income is adequate to provide service for cumulative growth conditions. Compliance with the 2040 General Plan policies regulating development of telecommunications within the Planning Area would ensure this impact would be **less than significant**.

### **Mitigation Measures**

None required.

**Impact 4.13-5: Implementation of the 2040 General Plan could require the construction of new solid waste facilities or the expansion of existing facilities, the construction of which could cause significant environmental effects.**

Development associated with the 2040 General Plan would generate an increase in solid waste. Sacramento County Kiefer Landfill is the primary location for waste disposal generated by development in the Planning Area. Kiefer Landfill, as regulated by the Solid Waste Authority, accepts municipal waste and industrial waste and is permitted to accept up to 10,815 tons per day but is averaging 2,423 tons per day (CalRecycle 2021). This is further limited, however, by Section 17, Condition 26 and Table 2 of Kiefer’s Solid Waste Permit which by 2035 would have a maximum daily average tonnage maximum of 6,362 tons per day. Current peak and average daily disposal is substantially lower than the permitted amounts and as of May 1, 2018 (the most current information available), the landfill had a remaining capacity of approximately 78.5 million cubic yards, which should be sufficient to serve the Planning Area and future development proposed by the 2040 General plan, since the current projection for the remaining capacity of the landfill would extend its life to between 2052 and 2085 (CalRecycle 2021).

As growth continues in the region, population would increase and result in additional solid waste streams. However, in the city commercial solid waste disposal is required to adhere to City Code 13.24 which minimizes



excessive waste and encourages recycling. Continued compliance with City Code 13.24 along with existing recycling requirements would continue to significantly reduce potential impacts on landfill capacity.

The 2040 General Plan includes Policies PFS-5.1 through PFS-5.9 that provide long-term objectives for minimizing the city's contribution to solid waste by providing increasing recycling efforts, composting efforts, and supporting programs like the Neighborhood Clean-Up Program with the goal of minimizing solid waste volumes. Many of these programs are already in place, and continue to promote waste diversion, which would help reduce waste flow to the landfill.

Considering there is existing sufficient capacity at Kiefer landfill along with implementation of 2040 General Plan policies that would promote long-term reduction of solid-waste generation in the Planning Area, this impact is considered **less than significant**.

### Mitigation Measures

None required.

### Additional Cumulative Impacts

The geographic scope considered for the additional cumulative analysis is past, present and reasonably foreseeable development in Sacramento County where there are shared providers of public utilities. Potential future development within Sacramento County includes the Grandpark Specific Plan Area (approximately 5,000 acres) and the Upper Westside Specific Plan Area (approximately 2,000 acres). The City is also processing an application for the Airport South Industrial project that includes 475 acres in the County and includes a request for the site to be annexed into the city. These potential future development projects, as well as other past, present and reasonably foreseeable development within the County could contribute to an increase in demand for utilities.

**Impact 4.13-6: Implementation of the 2040 General Plan, combined with past, present and reasonably foreseeable future projects, could increase demand for potable water in excess of existing supplies which could also result in the determination that adequate capacity is not available to serve the project's demand in addition to existing commitments.**

Water supply throughout the County is provided by a combination of surface water and groundwater with numerous water purveyors that provide water supply. Water levels in the Sacramento and American rivers are largely dependent on precipitation and snowmelt which can vary from year to year. An extended drought period in recent years has adversely affected water levels although the recent winter of 2022/2023 which saw a very wet water year with water levels rebounding. The two groundwater subbasins considered in the cumulative analysis include the North and South American Subbasin (DWR Subbasin No. 5-021.64 and 5-021.65). Neither basin is identified by DWR as being in a state of critical overdraft, however both were identified as high priority basins because of the population density served (DWR 2020).

Probable future projects in the County, such as the Grandpark Specific Plan and the Upper Westside Specific Plan would require additional water supplies that could come from some combination of groundwater and surface water diversions that are supplied by the Sacramento County Water Agency and/or the City of Natomas Central Mutual Water Company (NCMWC). Implementation of the 2040 General Plan combined with current and future projects within Sacramento County would represent future increases in water demand. Considering

the availability of water supply is dependent on climatic conditions and extended drought periods are projected to become more common in the future, the cumulative impact related to water supplies of these projects is considered potentially significant. The Sacramento County Water Agency (SCWA) has prepared an UWMP for 2020 that evaluates the ability of the SCWA to meet future demands under normal, dry, and multiple (5-year) drought periods (SCWA 2021). According to the SCWA 2020 UWMP, the SCWA has a diverse water supply portfolio capable of meeting the water demands in all of its service areas in normal, single dry, and five consecutive dry years from 2020 through 2045. The SCWA 2020 UWMP, just as with the City's 2020 UWMP, considers the demand of both existing and projected new residential and non-residential growth. SCWA holds contracts with the City for wholesale water delivery.

As noted above under Impact 4.13-3, the City's 2020 UWMP projects that the Wholesale Water Use would increase substantially over the coming years with a projection of 97,060 AF by 2040 (West Yost 2021). However, based on projections and analysis of water supplies in the City's 2020 UWMP, the increase in demand associated with future development under the 2040 General Plan, along with existing commitments, would be met during normal, single dry, and multiple dry year scenarios (West Yost 2021).

The 2040 General Plan Policy PFS-4.5 would require the City to continue preparing and implementing UWMPs on a 5-year basis in compliance with the Urban Water Management Planning Act, which provides the long-term planning tools to ensure that projected growth associated with the 2040 General Plan would be met even during drought conditions. SCWA is similarly required to adhere to the Urban Water Management Planning Act that requires updating the UWMP on a five-year basis. In addition, as noted above in Impact 4.13-6, other regional planning efforts including Senate Bill 610, SBX7-7, and SGMA provide a regulatory framework of ensuring that water resources are managed such that future demand does not exceed existing capacity or threaten the ability to meet existing commitments.

Water supply delivery is subject to entitlements and other regulatory requirements such as Senate Bill 610 (Water Supply Assessments), Urban Water Management Planning Act, Senate Bill X7-7, and SGMA, which are all based on consideration of water resources within a watershed and groundwater basins. The WFA is regional multistakeholder process to identify and meet water needs into the future and help meet environmental flow requirements on the lower American River. The North American River Groundwater Subbasin is extensively managed through current management plans and regional planning efforts to increase conjunctive use. The basin is not adjudicated but rather is managed through regional cooperation. Multiple public agencies and governmental boundaries overlay the basin.

The Sacramento Groundwater Authority (SGA) manages the basin portion within County, known locally as the North Area Basin. Qualifying projects are required to conduct water supply assessments to demonstrate adequate water supplies during normal, single year dry, and multiple dry year scenarios. Individual projects would receive CEQA review that would consider the potential impacts on water supplies. Current water supplies and forecasting indicate adequate water is available to serve cumulative development resulting in a less than significant cumulative impact.

In addition, as discussed above in Impact 4.13-1, General Plan Policies PFS-4.1 through PFS-4.8, include measures to provide a reliable water supply of high-quality water, as well as ensuring adequate water supply capacity prior to approving new building permits (Policy PFS-4.8). The 2040 General Plan policies facilitate increased efficiency in water use (Policy ERC-5.1 (Active Water Conservation Program), Policy ERC-5.3 (Water Efficiency Training), and Policy ERC-5.4 (Municipal Energy and Water Efficiency), Policy ERC-5.7 (Onsite Water

Reuse) supports opportunities for on-site reuse of greywater and blackwater for certain end uses (e.g., irrigation and toilet flushing) that could reduce the demand of potable water.

Considering the regional based planning efforts that are occurring through existing regulatory requirements and implementation of 2040 General Plan policies, the increased demand associated with implementation of the 2040 General Plan would not be considered a considerable contribution to an existing cumulative impact. Therefore, the 2040 General Plan would result a **less-than-significant cumulative impact**.

**Mitigation Measures**

None required.

**Impact 4.13-7: Implementation of the 2040 General Plan, combined with past, present and reasonably foreseeable future projects, could require the construction of new utilities or the expansion of existing utilities which could cause significant environmental impacts.**

Implementation of the 2040 General Plan combined with current and future projects within Sacramento County would result in future increases in demand for connections to public utilities such as sewer connections, the electrical grid, natural gas, water, and telecommunications. These public utilities are managed under service area planning efforts that assume future growth as part of long-term forecasting. For example, Regional San has a program in place to continually evaluate demand/capacity needs, and their master planning effort provides the flexibility to respond to changes. PG&E has similar planning efforts. For telecommunication services which are provided primarily by private companies, there are also regional scale planning efforts.

In addition, cumulative projects like the Grandpark Specific Plan in the County may obtain water service from other providers like the Sacramento County Water Agency which could include purchases from the NCMWC as well as groundwater supply from within the Specific Plan area for initial phases. The Upper Westside Specific Plan project could also be served by NCMWC and has other alternative sources of water that involve NCMWC and the City using existing City infrastructure. Both of these projects are currently undergoing their own CEQA review.

Considering the regional based planning efforts that are occurring through existing regulatory requirements, existing infrastructure with alternative options, and implementation of the 2040 General Plan policies, the increase in demand for water, wastewater, electricity, natural gas, and telecommunications are already accounted for in these planning efforts and would not combine to become cumulatively considerable. As a result, the cumulative impact is less than significant and implementation of the 2040 General Plan would therefore not contribute to an existing cumulative impact resulting in a **no cumulative impact**.

**Mitigation Measures**

None required.

**Impact 4.13-8: Implementation of the 2040 General Plan, combined with past, present and reasonably foreseeable future projects, could require the construction of new solid waste facilities or the expansion of existing facilities which could cause significant environmental effects.**

Sacramento County Kiefer Landfill provides disposal of solid waste for the Planning Area as well as the County. The County is also served by L and D Landfill which primarily receives construction and demolition debris. As

noted above, the current projection for the remaining capacity of the Kiefer landfill would not be exhausted until sometime between 2052 and 2085. L and D Landfill has a permitted capacity of 20,500,000 tons and is projected to cease operations in 2030.

Implementation of the 2040 General Plan combined with current and future projects within Sacramento County would represent future increases in solid waste streams. As growth continues in the region, population would increase and result in additional solid waste streams. Both the City and the County are transitioning to dissolve from the regional Solid Waste Authority but are implementing their own individual regulatory programs for commercial solid waste to minimize excessive waste and encourage recycling. Implementation of these City and County-level programs along with existing recycling requirements, would continue to significantly reduce potential impacts on landfill capacity resulting in a less than significant cumulative impact. In addition, any future expansion or construction of new facilities would receive their own environmental review.

Considering the regional programs and existing available capacities, the cumulative impact is less than significant. implementation of the 2040 General Plan would therefore not contribute to an existing cumulative impact resulting in **no cumulative impact**.

### **Mitigation Measures**

None required.

### 4.13.5 References

CalRecycle (California Department of Resources Recycling and Recovery). 2021. Solid Waste Information System, L and D Landfill. Accessed October 25, 2021. <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2087?siteID=2524>.

Febbo, J. 2019. Personal communication between J. Febbo (City of Sacramento) and G. Soos (City of Sacramento). February 1, 2019. As provided to S. Iyer (Dudek) by G. Soos on February 12, 2019.

SASD (Sacramento Area Sewer District). 2020. Sewer System Capacity Plan, 2020. December 2020.

SCWA (Sacramento County Water Agency). 2021. 2020 Urban Water Management Plan. April 2021.

West Yost. 2021. Final 2020 Urban Water Management Plan, City of Sacramento. June 2021.

## 4.14 Transportation and Circulation

### 4.14.1 Introduction

This section describes potential impacts to the transportation system associated with the proposed update to the general plan (the “2040 General Plan”) and Climate Action & Adaptation Plan (together, the “Sacramento 2040 Project”). The impact analysis examines the following transportation system components: roadways, transit, bicycle, pedestrian, aviation, waterways, railways, and safety as it relates to transportation.

The City of Sacramento (City) recognizes the importance of developing a transportation network that can help achieve an equitable and sustainable multimodal system as highlighted in Mobility Goal M-1 below:

An equitable, sustainable multimodal system that provides a range of viable and healthy travel choices for users of all ages, backgrounds, and abilities.

This goal is supported by multiple guiding principles that emphasize making land use and transportation decisions that concentrate growth within a compact development pattern to increase accessibility across all modes and neighborhoods while minimizing the adverse effects of travel such as collisions, wasted energy, air pollution, and greenhouse gas (GHG) emissions. The 2040 General Plan Mobility Element reinforces the vision and guiding principles with specific goal and policy statements. Goals express City values related to what the transportation system is expected to do while the policy statements are action-oriented and direct City decisions or functions regarding the maintenance, operation, or modification of the transportation system.

Comments received in response to the Notice of Preparation (see Appendix A) raised issues and questions associated with transportation, including specific comments regarding how the project would affect vehicle use and vehicle miles of travel (VMT), including the influence on air pollutants, GHG emissions, and energy consumption; transit and transit-oriented development (TOD); people bicycling or walking; and state highway system traffic operations. These issues are addressed in this section except for state highway system traffic operations related to level of service (LOS) and delay, which are not a relevant environmental impact subject per California Public Resources Code section 21099(b)(2). Therefore, potential traffic operation impacts to the state highway system are not further evaluated in this section. A copy of the Notice of Preparation and comments received is included in Appendix A.

The Technical Background Report (TBR) (available online at [www.sac2040gpu.org](http://www.sac2040gpu.org)) provides information specific to existing roadway and transportation conditions within the Planning Area. Chapter 3, Mobility, of the TBR addresses all modes of transportation in the city and includes applicable federal, state and local regulations.

The 2040 General Plan includes goals and policies that address various modes of travel. The Mobility Element and the Land Use and Placemaking Element include goals and policies that encourage the use of transit, bicycling and walking and less dependence on driving automobiles to navigate the Planning Area.

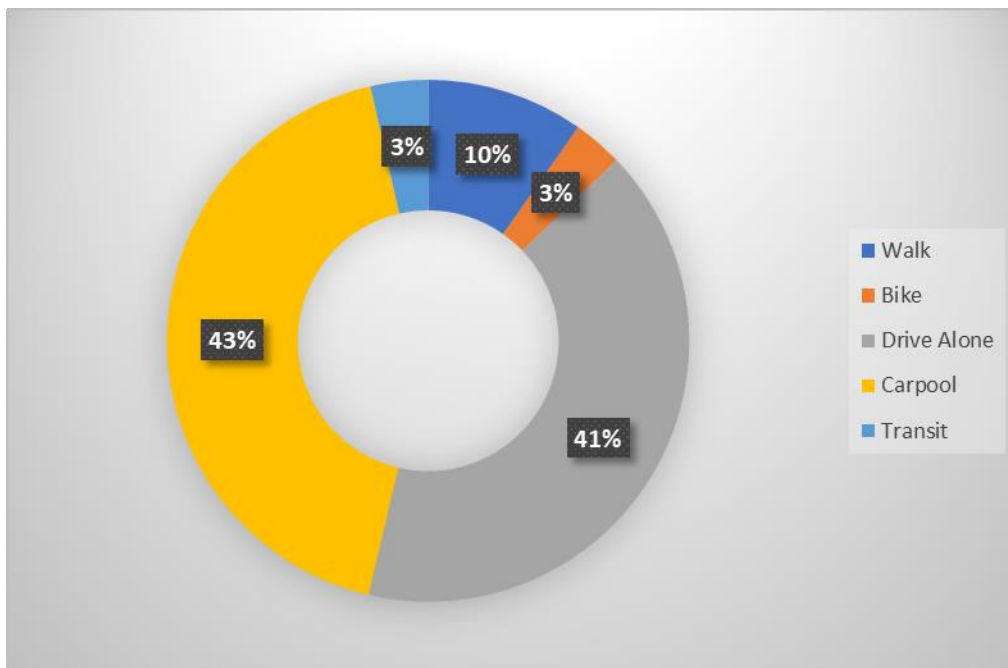
## 4.14.2 Environmental Setting

The detailed environmental setting is provided in Chapter 3, Mobility, of the TBR (available online at [www.sac2040gpu.org](http://www.sac2040gpu.org)). Key highlights of the TBR setting are summarized below and are accompanied by new information relevant to the VMT impact analysis, COVID-19 responses, and emerging technology.

### Roadway System

The city's roadway network consists of a combination of interstate freeways, state highways, and city streets (arterial, collector, and local streets). This roadway network is used extensively for personal vehicle travel while also accommodating bus, bicycle/scooter, and walking trips (see Figure 4.14-1).

**Figure 4.14-1.** Sacramento Mode Shares for all Person Trips Generated within the city



**Source:** Modified version of SACSIM19 travel demand model developed for the City of Sacramento 2040 General Plan.

### Vehicle Miles Traveled

Use of the roadway system is relevant for transportation impact analysis because the amount of vehicle miles travelled (VMT) determines how much fuel is consumed and how much air pollutant and GHG emissions are generated from vehicle use. VMT can also be used to assess safety because dense urban areas with low VMT have lower crash incidences and severity than low density auto-centric communities (Dumbaugh and Ewing 2009). This outcome is due to fewer miles being driven per person at much lower speeds in the dense urban areas. VMT generation rates for households and workers are presented in Table 4.14-1. This data compares Sacramento to the Sacramento Area Council of Governments or SACOG region performance.

**Table 4.14-1. VMT Performance (2016 Baseline Conditions)**

Analysis area	Household generated VMT per resident <sup>1</sup>	Work Tour VMT per employee <sup>1</sup>	Passenger vehicle VMT generated by Land Uses per capita <sup>1,2</sup>	Total VMT generated by Land Uses <sup>1,2</sup>
Sacramento	17.81	17.31	41.13	23,225,271
SACOG Region	21.59	19.55	30.14	83,049,326

**Source:** Modified Version of SACOG MTP/SCS SACSIM19 Model developed for the City of Sacramento General Plan.

**Notes:**

- <sup>1</sup> Includes trips originating or destined outside the SACOG region.  
<sup>2</sup> VMT generated from land uses within the analysis area.

The city has more concentrated development forms than the SACOG region, which generally results in lower VMT generation rates for residents and workers. However, the city is a regional center for shopping, entertaining, and government land uses that attract people from longer distances. This produces a higher total VMT per capita in personal vehicles for the city compared to the region.

### Transit System

A wide range of transit services are provided in the city. Transit services include public bus service, light rail transit, commercial bus service, and interregional and interstate passenger train service. Park-and-ride facilities are also provided throughout the city to facilitate ridesharing and automobile access to the regional transit system, and carpooling. According to the US Census Bureau’s 2015-2019 American Community Survey (ACS), 3.2% of commuters take transit to work in Sacramento, which is lower than the state average of 5.1%. The previous ACS transit commute estimate for Sacramento from 2007-2011 was 3.7%. In general, transit ridership has been declining nationally and in Sacramento since 2009 (SacRT 2018). Causes range from greater competition from ridesharing and micro-mobility (e.g., bike and scooter sharing), relatively low costs of purchasing and driving cars, and increasing distances between jobs and housing. COVID-19 responses have exacerbated ridership declines as public health risk is now a factor influencing the mode choices of travelers.

### Bicycle System

The City of Sacramento Bicycle Master Plan identifies existing and planned bicycle facilities within the city (City of Sacramento 2016). The primary purpose of the Bicycle Master Plan is to identify the recreational and commute needs of bicyclists and to promote bicycling as an active form of transportation to reduce VMT and greenhouse gases. The primary goal of the bikeway improvements proposed in the City’s Bicycle Master Plan is to increase bicycle ridership for work and non-work trips. According to the American Community Survey in 2019, about 2.0% of commuters bike to work, which is nearly twice as high as the state average of 1.0%. Bicycling trends in Sacramento show that total bicycle trips were declining through 2019 and then increasing through the COVID-19 period of limited driving activity.

### Pedestrian System

Pedestrian travel is of prime importance to the City. Pedestrian facilities, such as enhanced crosswalks, pedestrian count-down signals, new sidewalks, traffic calming measures, and streetscape enhancements are being installed. In California, 2.6% of commuters walk to work (U.S. Census Bureau 2021); Sacramento, the percentage of walkers is 2.8%. The City has implemented several programs and adopted policies to improve the pedestrian environment, including the following: Pedestrian Master Plan, Pedestrian Crossing Guidelines,

Pedestrian Crossing Guidelines Treatment Applications Guide, Traffic Calming Guidelines, Pedestrian Safety Guidelines, and Pedestrian Friendly Street Standards.

### **Aviation, Waterways, and Railways**

Aviation, waterborne transport, and railways also serve the city. Six airports that host both military and civilian operations are located in or close to the City of Sacramento. Executive Airport in south Sacramento is the only facility located within the city limits. Waterways within the city serve as recreational facilities and as a means to transport goods. The Sacramento River and American River are used by city residents and tourists for recreation and are vital parts of the community. The Port of Sacramento, located just west of the city limits, imports and exports goods into the city and region. The Union Pacific Railroad (UPRR) operates railroad lines through the city that extend to 23 states in the western portion of the U.S.

### **Emerging Transportation Technology and Travel Options**

Technology and sharing have contributed to new options for moving people and goods around the city. Examples are listed below.

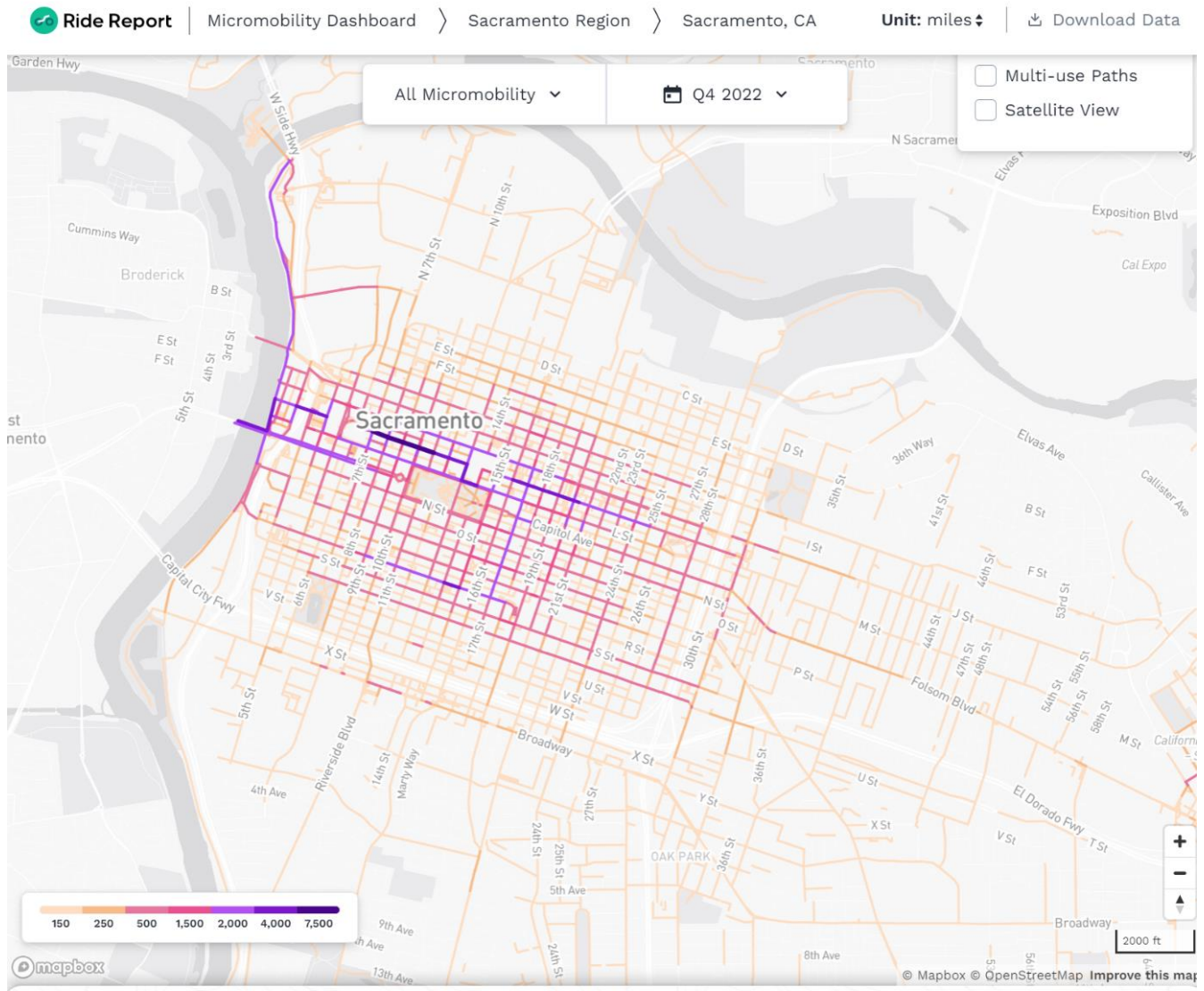
- Commercial Ride-sharing services (e.g., Uber, Lyft)
- Food delivery services provided by delivery services (e.g., Grubhub, Uber Eats, DoorDash,) as well as restaurants and grocery stores offering their own delivery services
- Car-sharing services (e.g., Zipcar, GIG)
- Micromobility (e.g., shared bikes and scooters offered by Bird, Lime)
- Parking-space finding and reservation applications (e.g., SacPark, ParkMobile, Parkwhiz)
- Microtransit (e.g., Sacramento Regional Transit SmarT Ride service, Waze Carpool)

Uber and Lyft are active in the region, and food delivery services have grown substantially due to COVID-19, expanding services to grocery stores, convenience stores, and alcohol delivery. Zipcar, for example, offers services focused on the California State University Sacramento campus, Downtown Sacramento, and University of California Davis, and provides services in parts of the Sacramento Central City and adjoining neighborhoods.

Micromobility services are concentrated in the Central City and adjacent neighborhoods as shown in Figure 4.14-2, which shows the concentration of trips from the fourth quarter of 2022. The color density indicates the average trip counts revealing that trips are concentrated in downtown and mid-town with its relatively dense residential development.



Figure 4.14-2. Micromobility Trip Patterns



Population	Average Vehicles	Total Trips	Total Distance	Average Trip Speed
<b>525,028</b>	<b>1,299</b> vehicles	<b>107,000</b> trips	<b>138,384</b> mi	<b>5.64</b> mi/hr

Source: City of Sacramento 2023.

Micromobility use has fluctuated with COVID-19 conditions and has yet to return to pre-pandemic levels, as shown in Figure 4.14-3.

Figure 4.14-3. Micromobility Metrics – City of Sacramento June 2019 to March 2021



Source: City of Sacramento 2021.

## Safety

The proposed 2040 General Plan includes policies that support a continued commitment to address transportation safety and provide accessible multimodal choices for all residents, helping meet its goals to reduce carbon emissions, and improve public health through increased physical activity. The City has approved the Vision Zero Action Plan (2018) that seeks to eliminate traffic fatalities and serious injuries by 2027. Key elements of the City’s approach are listed below.

- **Compliance with design standards** – all modifications of the City’s transportation network, whether by City or developer action, are required to comply with applicable design standards. Design standards provide common expectations to network users to minimize conflicts and the potential for collisions.
- **Traffic investigations** – the City conducts approximately 1,000 investigations per year to address traffic safety concerns raised in the community.
- **Traffic calming** – The City has a traffic calming program to reduce speeds and create conditions more conducive to walking and bicycling. The program includes speed hump/lump installation when traffic speeds warrant.
- **Collision history and risk analysis** – Through programs such as Vision Zero the City routinely evaluates collision history and assesses potential collision risks to reduce collisions and their potential to harm travelers.

### 4.14.3 Impacts and Mitigation Measures

This section describes the transportation analysis and identifies potential impacts and mitigation measures associated with adoption of the 2040 General Plan. Transportation modeling and quantitative impact analysis was conducted for 2040 conditions, which account for development under the 2040 General Plan, as well as changes to cumulative conditions.

#### Methods of Analysis

The transportation impact analysis is focused on how implementation of the 2040 General Plan could change baseline transportation conditions and whether those changes are aligned with environmental outcome expectations established by the City. The 2040 General Plan concentrates population and employment growth in areas where the City also plans to modify the transportation network to better accommodate trips by walking, bicycling, and transit. Modifications to the roadway network are more limited than in past plans with some roadways being subjected to lane reductions to provide more space for other modes or to address safety concerns. The proposed circulation diagram for the 2040 General Plan is shown in Figures 4.14-4a and 4.14-4b, 2040 General Plan Circulation Diagram (Functional Classification and Number of Lanes).

#### Analysis Scenarios

The transportation modeling and analysis was conducted for the following scenarios using a modified version of the SACSIM19 model developed for the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (2020 MTP/SCS) (SACOG 2019).

- **Baseline** conditions represents the existing setting based on transportation data collected primarily in April and May 2019, and travel demand forecasts generated from the 2016 base year SACSIM19 model. This scenario serves as the baseline or point of comparison for environmental impact significance determinations related to the 2040 General Plan.
- **2040 No Project** conditions reflect 2040 land use forecasts and transportation infrastructure inputs for Sacramento based on the 2035 General Plan as represented in the SACSIM19 model developed for the 2020 MTP/SCS. For areas outside the city, the 2020 MTP/SCS control totals for land use related growth for 2040 conditions were also used, but a reallocation of the growth was applied to recognize two new specific plans located in the Natomas Basin Study Area (NBSA) that were not accounted for in the 2020 MTP/SCS. The Upper Westside Master Plan and Grand Park Specific Plan projects are currently under review by Sacramento County. For these specific plans, full build out of their residential and employment growth was included in this analysis and was reallocated from other similar growth areas throughout the region. This approach maintains the region's growth expectations but allocates it to fully account for these two large specific plans on the edge of the city, within the unincorporated portion of Sacramento County. This is a conservative analysis that provides a realistic basis for evaluation.
- **2040 Plus Project** conditions reflect 2040 land use forecasts and transportation infrastructure inputs for Sacramento based on the 2040 General Plan. For areas outside the city, the 2040 No Project conditions were held constant.
- **Super Cumulative No Project** conditions reflect 2040 land use forecasts and transportation infrastructure inputs for the entire SACOG region consistent with the 2020 MTP/SCS except for the two specific plans noted above. For these specific plans, full build out of their residential and

employment growth was added to 2040 conditions, which means it was not reallocated from other areas and results in a higher total level of population and employment than 2040 conditions.

- **Super Cumulative Plus Project** conditions reflect 2040 land use forecasts and transportation infrastructure inputs for Sacramento based on the 2040 General Plan. For areas outside the city, the super cumulative no project conditions were held constant.

Table 4.14-2 below summarizes the scenarios.

**Table 4.14-2. Transportation Impact Analysis Scenarios for the 2040 General Plan**

Basis for Population and Employment Growth Forecasts				
Scenario	Sacramento	SACOG Region		
	Includes 2040 General Plan	Consistent With 2020 MTP/SCS	Maintain 2020 MTP/SCS Control Totals	Includes NBSA
Baseline Year (2016)	—	Yes	-	-
2040 No Project	No	No	Yes	Yes
2040 Plus Project	Yes	No	Yes	Yes
Super Cumulative No Project	No	Yes	No	Yes
Super Cumulative Plus Project	Yes	Yes	No	Yes

Source: Fehr & Peers 2021.

The SACSIM19 model is an activity-based model (ABM) that predicts the travel demand and travel patterns for residents, workers, students, visitors, and commercial vehicles throughout the SACOG region (SACOG 2020). The model requires inputs such as population and employment to represent the general plan land use element as well as a detailed transportation network to represent the circulation element and circulation diagram associated with each scenario. The land use element identifies where new population and employment growth may occur in the city based on the land use designations associated with each development parcel. The circulation diagram identifies the functional classification (type of roadway and level of access control) and number of lanes for each roadway and is complemented by the City’s bikeway and pedestrian plans and the Sacramento Regional Transit system plans as reflected in the 2020 MTP/SCS. The resulting population and employment estimates and forecasts for each analysis scenario are summarized in Table 4.14-3.<sup>1</sup>

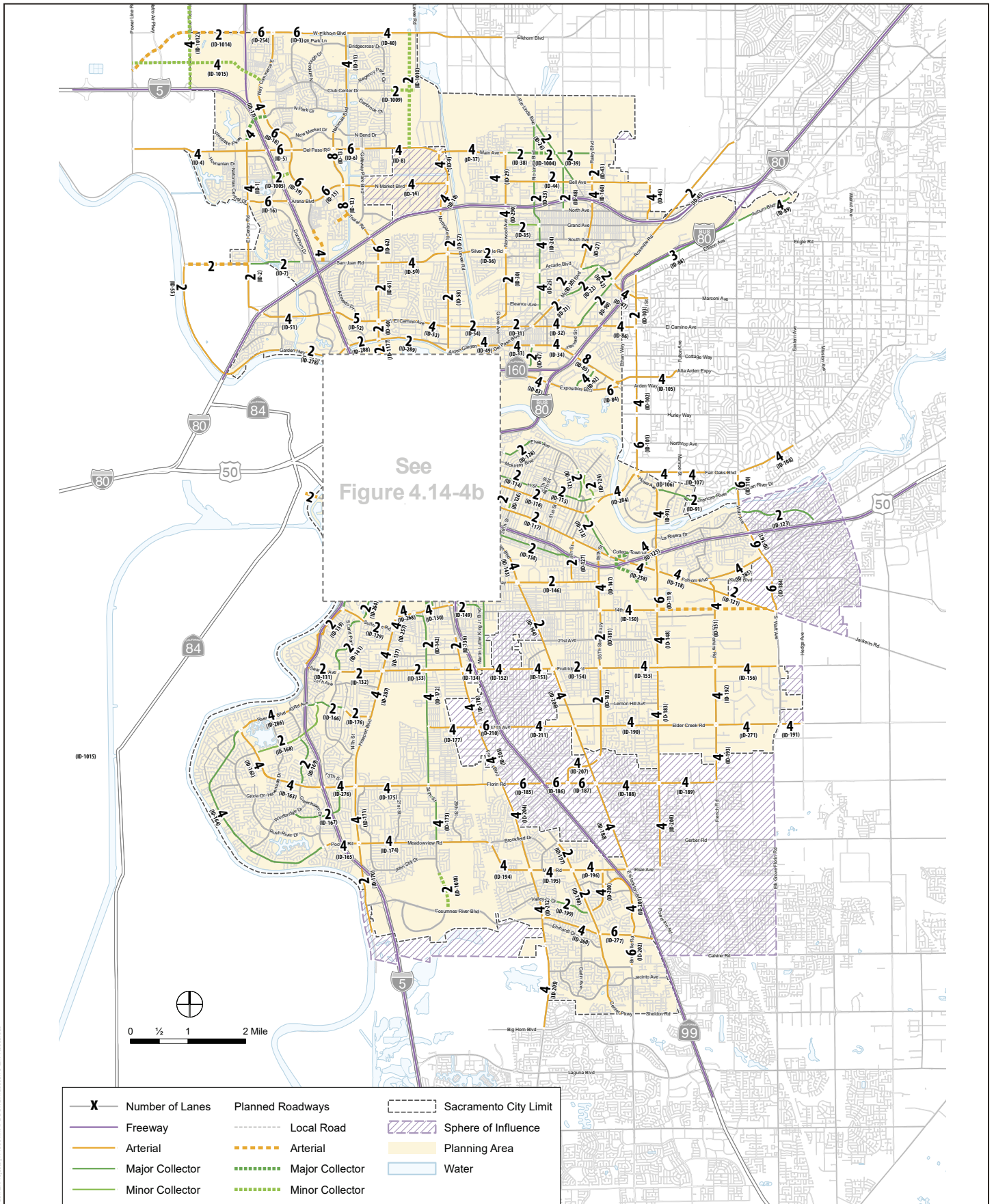
**Table 4.14-3. City of Sacramento Land Use Related Inputs for Transportation Impact Analysis Scenarios**

Land Use Inputs	Baseline Year (2016)	2040 No Project	2040 Plus Project	Super Cumulative No Project	Super Cumulative Plus Project
Households	185,519	253,419	253,648	254,508	253,787
Employment	288,602	341,882	365,484	344,767	365,133
Population	472,692	617,745	638,442	621,682	635,915

Source: Fehr & Peers 2021.

<sup>1</sup> Note: The model inputs are based on household and employment numbers from SACOG and have a different base year (2016 vs 2018) than the base year included in Chapter 2, Project Description. For example, the SACSIM model uses households, which are occupied housing units and the model does not include home workers. As such, there is a slight difference between the household and employment numbers included in Chapter 2 and the model inputs.



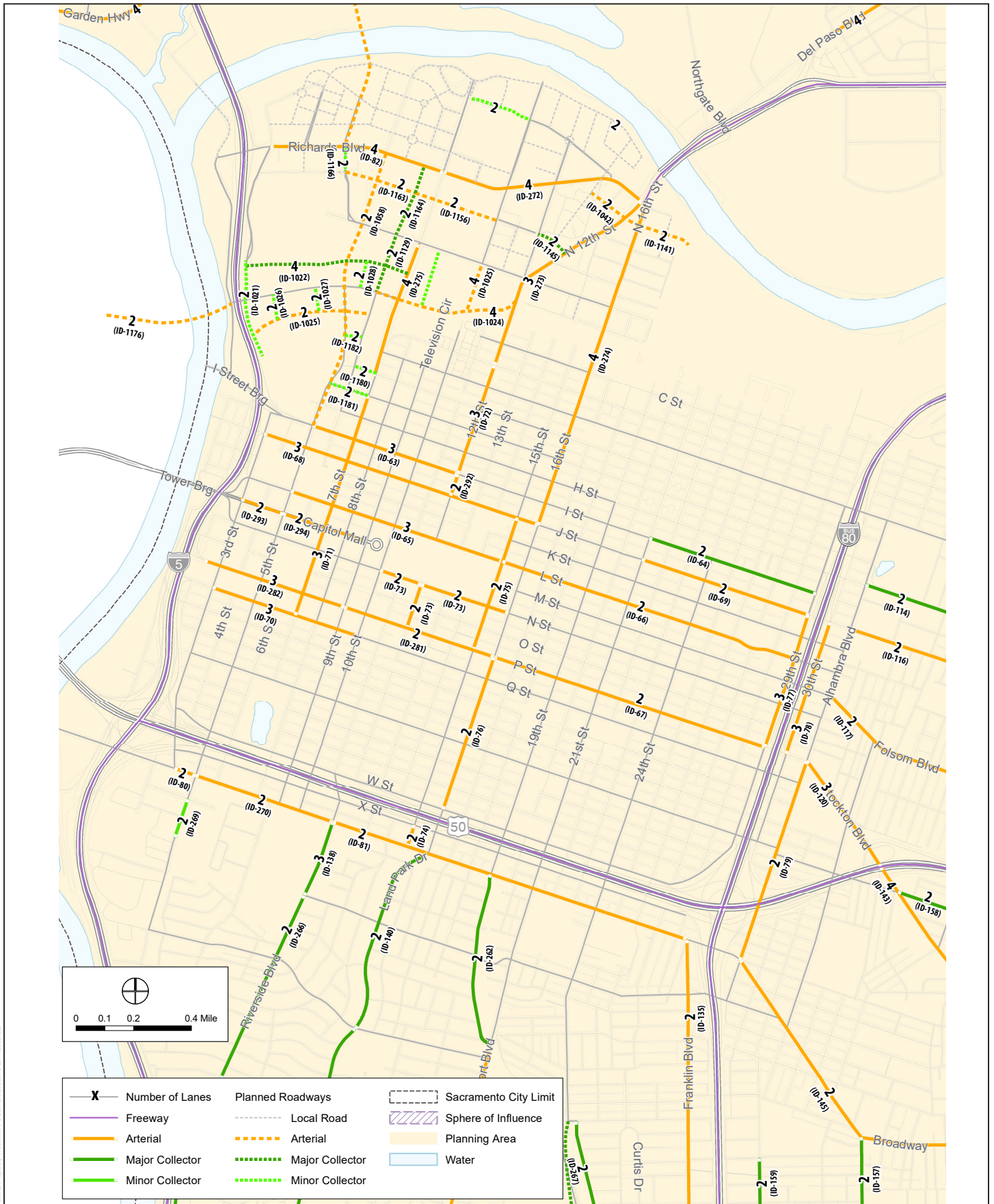


SOURCE: City of Sacramento 2021, Fehr and Peers 2021

FIGURE 4.14-4a

2040 General Plan Circulation Diagram (Functional Classification and Number of Lanes)

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SOURCE: City of Sacramento 2021, Fehr and Peers 2021

FIGURE 4.14-4b

2040 General Plan Circulation Diagram (Functional Classification and Number of Lanes)

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Changes to the transportation network are shown in Table 4.14-4, which identifies the specific roadway functional class and travel lane changes for each analysis scenario. As shown in the table, the 2040 General Plan (2040 Plus Project) would include both lane reductions and additions to baseline conditions. The transit, bicycle, and pedestrian networks contained in the 2020 MTP/SCS were not modified meaning that the same future networks would be developed under 2040 No Project or 2040 Plus Project conditions.

**Table 4.14-4. Roadway Network Inputs for Transportation Impact Analysis Scenarios**

Roadway Name	Segment (From/To)	Baseline Year (2016)		2040 No Project		2040 Plus Project		Super Cumulative No Project		Super Cumulative Plus Project	
		Lanes	FC	Lanes	FC	Lanes	FC	Lanes	FC	Lanes	FC
12th St	J St to I St	3	A	3	A	2	A	3	A	2	A
12th St	Richards Blvd to D St	4	A	3	A	3	A	3	A	3	A
14th Ave	65th St to Power Inn Rd	2	A	4	A	4	A	4	A	4	A
15th St	J St to P St	3	A	2	A	2	A	2	A	2	A
15th St	X St to Broadway	3	A	2	A	2	A	2	A	2	A
16th St	P St to W St	3	A	2	A	2	A	2	A	2	A
24th St	Sutterville Rd to Fruitridge Rd	4	C (Major)	4	C (Major)	2	C (Major)	4	C (Major)	2	C (Major)
33rd St	4th Ave to 12th Ave	2	C (Minor)	4	C (Major)	2	C (Major)	4	C (Major)	2	C (Major)
59th St	Folsom Blvd to Broadway	2	A	2	A	2	C (Minor)	2	A	2	C (Minor)
65th Ex	Elder Creek Rd to Stockton Blvd	4	A	4	A	2	A	4	A	2	A
65th St	14th Ave to Fruitridge Rd	4	A	4	A	2	A	4	A	2	A
Alhambra Blvd	Stockton Blvd to Broadway	2	A	2	A	2	C (Major)	2	A	2	C (Major)
Arden Way	I-80 Business to Exposition Blvd	8	A	4	A	8	A	4	A	8	A
Broadway	Alhambra Blvd to Stockton Blvd	4	A	4	A	2	A	4	A	2	A
Broadway	Riverside Blvd to Franklin Blvd	4	A	4	A	2	A	4	A	2	A

**Table 4.14-4. Roadway Network Inputs for Transportation Impact Analysis Scenarios**

Roadway Name	Segment (From/To)	Baseline Year (2016)		2040 No Project		2040 Plus Project		Super Cumulative No Project		Super Cumulative Plus Project	
		Lanes	FC	Lanes	FC	Lanes	FC	Lanes	FC	Lanes	FC
Broadway	Stockton Blvd to 65th St	2	A	2	A	2	C (Major)	2	A	2	C (Major)
Bruceville Rd	Valley Hi Dr to Consumnes River Blvd	4	A	3	A	4	A	3	A	4	A
Capitol Mall	3rd St to 5th St	4	A	2	A	2	A	2	A	2	A
Capitol Mall	5th St to 9th St	4	A	4	A	2	A	4	A	2	A
Center Pkwy	Mack Rd to Bruceville Rd	4	A	4	A	2	A	4	A	2	A
Cosumnes River Blvd	Franklin Blvd to Center Pkwy	2	A	2	A	4	A	2	A	4	A
Del Paso Blvd	El Camino Ave to Marysville Blvd	4	A	4	A	2	A	4	A	2	A
Del Paso Blvd	Marysville Blvd to Arcade Blvd	4	C	4	C (Major)	2	C (Major)	4	C (Major)	2	C (Major)
E Commerce Way	N Park Dr to Del Paso Rd	4	A	6	A	6	A	6	A	6	A
E Commerce Way	W Elkhorn Blvd to N Park Dr	2	A	4	A	4	A	4	A	4	A
Elder Creek Rd	Florin Perkins Rd to S Watt Ave	2	A	4	A	4	A	4	A	4	A
Elder Creek Rd	South Watt Ave to Hedge Ave	2	A	4	A	4	A	4	A	4	A
Elkhorn Blvd	SR-99 to E Commerce Way	2	A	6	A	6	A	6	A	6	A
Elvas Ave	J ST to Folsom Blvd	3	C (Major)	2	C (Major)	2	C (Major)	2	C (Major)	2	C (Major)
Fair Oaks Blvd	Howe Ave to Munroe St	6	A	6	A	4	A	6	A	4	A
Florin Rd	Riverside Blvd to Havenside Dr	4	A	4	A	4	C (Major)	4	A	4	C (Major)

**Table 4.14-4. Roadway Network Inputs for Transportation Impact Analysis Scenarios**

Roadway Name	Segment (From/To)	Baseline Year (2016)		2040 No Project		2040 Plus Project		Super Cumulative No Project		Super Cumulative Plus Project	
		Lanes	FC	Lanes	FC	Lanes	FC	Lanes	FC	Lanes	FC
Folsom Blvd	47th St to 65th St	4	A	2	A	2	A	2	A	2	A
Franklin Blvd	Sutterville Rd to Fruitridge Rd	4	A	2	A	2	A	2	A	2	A
Fruitridge Rd	Florin Perkins Rd to S Watt Ave	2	A	4	A	4	A	4	A	4	A
Fruitridge Rd	Freeport Blvd to Franklin Blvd	4	A	4	A	2	A	4	A	2	A
Fruitridge Rd	S Land Park Dr to Freeport Blvd	4	A	4	A	2	A	4	A	2	A
Fruitridge Rd	Stockton Blvd to 65th St	4	A	2	A	2	A	2	A	2	A
Howe Ave	Hurley Way to El Camino Ave	6	A	4	A	4	A	4	A	4	A
J St	7th St to 10th St	3	A	3	A	2	A	3	A	2	A
J St	Alhambra Blvd to 56th St	2	A	2	A	2	C (Major)	2	A	2	C (major)
Land Park Dr	13th Ave (S) to Sutterville Rd	4	C (Major)	4	C (Major)	2	C (Major)	4	C (Major)	2	C (Major)
Marysville Blvd	Arcade Blvd to Del Paso Blvd	4	A	4	A	2	A	4	A	2	A
Marysville Blvd	I-80 to Arcade Blvd	4	A	4	A	2	A	4	A	2	A
N 7th St	B St to F St	2	A	4	A	4	A	4	A	4	A
N St	10th St to 16th St	3	A	2	A	2	A	2	A	2	A
Northgate Blvd	I-80 to Turnstone Dr	4	A	4	A	2	A	4	A	2	A
Northgate Blvd	North Market Blvd to I-80	6	A	4	A	4	A	4	A	4	A
Northgate Blvd	San Juan Rd to Arden Garden Connector	4	A	4	A	2	A	4	A	2	A

**Table 4.14-4. Roadway Network Inputs for Transportation Impact Analysis Scenarios**

Roadway Name	Segment (From/To)	Baseline Year (2016)		2040 No Project		2040 Plus Project		Super Cumulative No Project		Super Cumulative Plus Project	
		Lanes	FC	Lanes	FC	Lanes	FC	Lanes	FC	Lanes	FC
P St	16th St to 29th St	2	A	2	A	2	C (Major)	2	A	2	C (Major)
P St	16th St to 9th St	2	A	2	A	2	C (Major)	2	A	2	C (Major)
P St	9th St to 2nd St	3	A	3	A	3	C (Major)	3	A	3	C (Major)
O St	3rd St to 10th St	3	A	3	A	3	C (Major)	3	A	3	C (Major)
S Watt Ave	Kiefer Blvd to Jackson Hwy	5	A	6	A	6	A	6	A	6	A
Seamas Ave	I-5 to S Land Park Dr	4	A	4	A	2	A	4	A	2	A
Stockton Blvd	Alhambra Blvd to US-50	3	A	2	A	3	A	2	A	3	A
Stockton Blvd	Broadway to Fruitridge Rd	4	A	4	A	2	A	4	A	2	A
Stockton Blvd	US-50 to Broadway	4	A	2	A	4	A	2	A	4	A
Truxel Rd	San Juan Rd to W El Camino Ave	4	A	4	A	2	A	4	A	2	A
Truxel Rd	W El Camino Ave to Garden Hwy	4	A	4	A	2	A	4	A	2	A
W El Camino Ave	I-5 to Truxel Rd	4	A	5	A	5	A	5	A	5	A
W Elkhorn Blvd	E Commerce Wy to Natomas Blvd	2	A	6	A	6	A	6	A	6	A
W Elkhorn Blvd	Natomas Blvd to Rio Linda Blvd	2	A	4	A	4	A	4	A	4	A
12th St	J St to I St	3	A	3	A	2	A	3	A	2	A
Capitol Mall	3rd St to 5th St	4	A	2	A	2	A	2	A	2	A
Capitol Mall	5th St to 9th St	4	A	4	A	2	A	4	A	2	A

Source: Fehr & Peers 2021.

Notes: FC = Functional classification; A = Arterial; C(major) = Major Collector; C(minor) = Minor Collector.

Green highlights indicate lane reductions from baseline and purple highlights indicate lane additions.

The net effect of the roadway network changes is that while lane miles for the 2040 No Project scenario increase over base year conditions, total lane miles decrease in the Planning Area under 2040 Plus Project

conditions, as shown in Table 4.14-5. As a result, the changes in travel demand from the model reflect the combination of population and employment growth as well as network changes.

**Table 4.14-5. Sacramento Lane-Mile Changes for Transportation Impact Analysis Scenarios**

Lane-Mile Type	Baseline Year (2016)	2040 No Project	2040 Plus Project	Super Cumulative No Project	Super Cumulative Plus Project
Total Lane-Miles	1,415.88	1,499.91	1,462.24	1,499.91	1,462.24
Change compared to Baseline	—	84.03	46.36	84.03	46.36
Total Lane-Miles without Freeways	1,197.31	1,262.81	1,225.15	1,262.81	1,225.15
Change compared to Baseline	—	65.50	27.84	65.50	27.84

Source: Fehr & Peers 2021.

The model produces a variety of transportation analysis-related outputs for the 2040 General Plan and the related transportation impacts identified in this chapter. Outputs such as vehicle trips are used to calculate performance metrics such as level of service (LOS) and VMT. LOS results are used to determine the future functional classification and number of lanes desired for city collectors and arterial streets that are included in the circulation diagram while VMT is used to evaluate potential environmental impacts associated with use of public roadways. VMT and other model outputs are presented in the impact analysis sections below to help inform the impact findings.

A unique component of the model is that the daily activity generator includes a random feature, which accounts for some of the daily variation that occurs in activities and how they influence travel behavior and demand. This feature can require multiple runs of the model using different random number seeds to isolate the effects of specific land use or network changes especially when analyzing local changes. For citywide or regional changes, the multiple runs are expected to have less effect. The VMT results presented in this document may vary by +/- 0.01 percent based on limited testing from other model applications in the region. This level of variation is would not change the impact analysis outcomes.

## VMT

The VMT forecasts generated from the modified SACSIM19 model are summarized in Table 4.14-6 for each transportation impact analysis scenario. For purposes of transportation impacts, passenger vehicle VMT generated by land uses in the city per capita is used.

**Table 4.14-6. Sacramento VMT Forecast Summary - Weekday Conditions**

Type of VMT <sup>1</sup>	Baseline Year (2016)	2040 No Project	2040 Plus Project	Super Cumulative No Project	Super Cumulative Plus Project
Passenger Vehicle VMT	19,442,920	21,227,636	21,749,664	21,375,235	21,765,104
Passenger Vehicle VMT per capita	41.13	34.36	34.07	34.38	34.23

**Table 4.14-6. Sacramento VMT Forecast Summary - Weekday Conditions**

Type of VMT <sup>1</sup>	Baseline Year (2016)	2040 No Project	2040 Plus Project	Super Cumulative No Project	Super Cumulative Plus Project
Passenger Vehicle VMT per capita reduction compared to baseline	—	-16.5%	-17.2%	-16.4%	-16.8%

**Source:** Modified SACSIM19 and Fehr & Peers 2021.

**Note:**

<sup>1</sup> Represents VMT generated by land uses in the city.

The passenger vehicle VMT metric used in Table 4.14-6 represents total VMT generated by trips in personal automobiles and light-duty trucks with at least one trip end (i.e., location of departure or arrival) in the city. All automobile (i.e., passenger cars and light-duty trucks) vehicle-trips that have at least one trip end in the city are traced from their origin to their destination. The cumulative total of VMT from these trips is divided by the resident population of the city to create the per capita metric. This metric is directly related to how the 2040 General Plan would influence future personal vehicle travel especially through the land use element. This metric does not include commercial vehicle (e.g., truck) trips that may be generated by the city’s residential or commercial land uses (i.e., internet shopping deliveries).

As shown, the 2040 Plus Project scenario achieves a 17.2% reduction in passenger vehicle VMT per capita compared to baseline. The project list for this scenario was compiled shortly after the release of Notice of Preparation (NOP) for the Sacramento 2040 Project on October 3, 2019. During the preparation of this Master EIR, the City and the Sacramento Local Agency Formation Commission (LAFCo) began preparing an EIR for the Airport South Industrial (ASI) Annexation project (NOP released March 4, 2022). The ASI Annexation would annex approximately 475 acres of vacant land into the city and include master-level entitlements for the future development of light industrial and highway commercial uses. Compared to the 2040 Plus Project scenario, the ASI Annexation project analysis did not identify an increase in city-generated VMT, and therefore, no change was made to the 2040 General Plan VMT analyses presented in this document.

Induced vehicle travel refers to additional traffic generated as a result of road capacity expansion. As described in the economic concept “law of the demand”, a good’s consumption increases as its price declines. When a roadway expansion project improves vehicle travel speeds or convenience (i.e., makes driving quicker and less costly), people may respond by choosing to drive, and existing drivers may change their route or time of travel. Over time, drivers may also change their trip lengths or generate new vehicle trips.

While the modified SACSIM19 model is sensitive to the influence of transportation network changes on VMT, it may not fully capture the long-term VMT effects attributable to roadway capacity expansion. To compensate for this potential limitation, an independent forecast of long-term induced VMT was generated using the National Center for Sustainable Transportation (NCST) induced travel calculator (NCST 2021). The calculator relies on academic research that has developed long-term induced vehicle travel elasticities for the relationship between lane-miles and VMT. The elasticity method predicts the VMT attributable from expanding major roadway lane-miles in the city based on the baseline VMT for a specific geographic area (e.g., Sacramento County) and the percent change in lane-miles within that area caused by the project. The resulting long-term induced VMT forecast for the 2040 General Plan is shown in Table 4.14-7.

**Table 4.14-7. Long-Term Induced VMT Forecast - Weekday Conditions<sup>1</sup>**

Type of VMT	Baseline Year (2016)	2040 No Project	2040 Plus Project	Super Cumulative No Project	Super Cumulative Plus Project
Long-term Total Induced VMT	—	270,370	5,560	270,370	5,560
Long-term Induced Passenger Vehicle VMT <sup>2</sup>	—	105,440	2,170	105,440	2,170

Sources: NCST 2021; Fehr & Peers 2021.

**Notes:**

- <sup>1</sup> Weekday estimate is based on an annualization factor derived from Caltrans PeMS data. Forecasts include all lane mile increases regardless of functional classification.
- <sup>2</sup> Increase in individual or household driving of passenger vehicles accounts for up to 39% of the full effect according to Gilles and Turner 2011 and Cervero 2003.

The table includes two separate induced travel forecasts of VMT attributable to roadway capacity expansion in the city. The first row is the total VMT while the second row is the potential passenger vehicle VMT increase. For transportation impact analysis purposes, the focus is on the change in passenger vehicle VMT.

#### Transit, Pedestrian, Bicycle, and Aviation Facilities

For the transit, pedestrian, bicycle, and aviation systems, the impact analysis focuses on whether implementation of the 2040 General Plan would disrupt existing facilities/services or interfere with the implementation of planned facilities/services.

The 2040 General Plan would generate new demand for transit, pedestrian, and bicycle use, which is captured in the SACSIM19 modeling as summarized in Table 4.13-8. Aviation demand would also grow in response to population and employment growth but is not dependent on land use form or changes to the transportation network.

Any modifications to these transportation system components will conform to applicable design standards and City expectations for modifications to contribute towards Vision Zero goals.

The 2040 General Plan does not include any changes to land use form or the transportation network that would interfere with aviation facilities or services and includes Policies M-5.10 through M-5.15 (provided below) that address aviation needs and sets forth how these future needs will be accommodated over time.

**Table 4.14-8. Person Trip Summary by Mode - Sacramento**

Mode	Baseline Year (2016)	2040 No Project	2040 Plus Project	Super Cumulative No Project	Super Cumulative Plus Project
Walk	382,447	630,939	704,577	637,340	704,187
Bike	121,277	185,425	222,131	187,416	230,538
SOV	1,602,125	2,016,086	2,123,428	2,032,739	2,097,202
HOV2	829,156	1,021,272	1,076,319	1,037,956	1,075,805
HOV3+	848,579	990,015	1,045,592	1,008,773	1,048,157
Transit	98,017	206,263	198,991	206,614	208,617

**Table 4.14-8. Person Trip Summary by Mode - Sacramento**

Mode	Baseline Year (2016)	2040 No Project	2040 Plus Project	Super Cumulative No Project	Super Cumulative Plus Project
School Bus	41,407	42,066	42,084	42,784	41,676
<b>Total</b>	<b>3,923,008</b>	<b>5,092,066</b>	<b>5,413,122</b>	<b>5,153,622</b>	<b>5,406,182</b>

Source: Fehr & Peers 2021.

**Notes:**

SOV = single occupant vehicle

HOV2 = high occupancy vehicle with 2 persons

HOV3+ = high occupancy vehicle with 3+ persons

Table 4.14-8 reveals that the 2040 General Plan shifts person trips from driving and transit to walking, bicycling, and more ride sharing generally consistent with Goal M-2, Reduced Reliance on Single-Occupant Vehicles, Policy M-1.3 (Healthy Transportation System Options) that prioritizes walking and bicycling, and Policy M-1.11 (Increase Bicycling and Walking) intended to increase active mode travel, as provided below.

The 2040 General Plan includes policies designed to reduce driving, which consists of SOV, HOV2, and HOV3+ modes, from 83.6% of baseline person trips to 78.4% of 2040 Plus Project trips. Likewise, active modes and transit increase their share of person trips from 16.4% under baseline conditions to 21.6% under 2040 Plus Project conditions which is on track to meet the 23% reduction target by 2045 identified in Policy M-2.1 (Transportation Demand Management). The 2040 General Plan contains policy support for additional actions such as parking management that could support higher levels of walking, bicycling, and transit (see Policies M-2.14 and M-2.17).

The 2040 General Plan influences the person trips per capita by mode, as shown in Table 4.14-9. As shown in Table 4.14-9, both single-occupancy vehicle and carpool use on a per capita basis are projected to decline from baseline conditions with the 2040 General Plan. This indicates that person trips are being shifted from all driving modes to walking, bicycling, and transit, which aligns with many of the City's goals and policies that emphasize and prioritize these modes.

**Table 4.14-9. Person Trips per Capita by Mode - Sacramento**

Mode	Baseline Year (2016)	2040 No Project	2040 Plus Project	Super Cumulative No Project	Super Cumulative Plus Project
Walk	0.81	1.02	1.10	1.03	1.11
Bike	0.26	0.30	0.35	0.30	0.36
SOV	3.39	3.26	3.33	3.27	3.30
HOV2	1.75	1.65	1.69	1.67	1.69
HOV3+	1.80	1.60	1.64	1.62	1.65
Transit	0.21	0.33	0.31	0.33	0.33
School Bus	0.09	0.07	0.07	0.07	0.07

Source: Fehr & Peers 2021.

Notes: SOV = single occupant vehicle; HOV2 = high occupancy vehicle with 2 persons; HOV3+ = high occupancy vehicle with 3+ persons.

Green highlights indicate an increase from baseline and purple highlights indicate decreases.



There are no transportation policies associated with any of the Community Plans; therefore, potential impacts specific to the Community Plans are not further addressed.

### 2040 General Plan Goals and Policies

The following section highlights the 2040 General Plan goals and policies that are most relevant to the impact analysis.

#### 3 *Land Use and Placemaking Element*

**Goal LUP 1: A compact urban footprint and sustainable development pattern with infrastructure that supports efficient delivery of public services while protecting surrounding open space lands.**

- ❖ **Policy LUP 1.1: Compact Urban Footprint.** The City shall promote a land- and resource-efficient development pattern and the placement of infrastructure to support efficient delivery of public services and infrastructure and conserve open space, reduce vehicle miles traveled, and improve air quality.

#### 8 *Mobility Element*

**Goal M-1: An equitable, sustainable multimodal system that provides a range of viable and healthy travel choices for users of all ages, backgrounds, and abilities.**

- ❖ **Policy M 1.2: User Prioritization.** The City shall prioritize mobility, comfort, health, safety, and convenience for those walking, followed by those bicycling and riding transit ahead of design and operations for those driving.
- ❖ **Policy M 1.11: Increase Bicycling and Walking.** The City shall strive to increase bicycling and walking citywide so that it can meet its equity, reduced vehicle miles traveled, and sustainability goals.
- ❖ **Policy M 1.20: High-Frequency Transit Service.** The City shall collaborate with the Sacramento Regional Transit District (SacRT) to facilitate implementation of high-frequency transit service on a network of interconnected corridors with characteristics that best support high-frequency transit service and those characteristics that meet City goals, managing corridor operations to provide for adequate transit vehicle speed and reliability.
- ❖ **Policy M 1.22: Increase Transit Ridership.** The City shall support work to increase transit ridership citywide.

**Goal M-2: Reduced Reliance on Single-Occupant Vehicles.**

- ❖ **Policy M 2.1: Transportation Demand Management.** The City should promote the greater use of Transportation Demand Management strategies by employers and residents to reduce dependence on single-occupancy vehicles with the target that 17 percent of all trips are made by

transit, ~~and~~ active transportation, ~~and~~ pooled-shared modes by 2030 and 23 percent of all trips are made by transit, ~~and~~ active transportation, ~~and~~ pooled-shared modes by 2045.<sup>2</sup>

- ❖ **Policy M 2.2: Wider Participation.** The City should encourage Transportation Management Associations (TMAs), public agencies, major employers, and school districts to expand and increase participation in programs that reduce vehicle miles traveled (VMT) and increase regional average vehicle occupancy. When designing rewards and incentives, prioritize opportunities to support local businesses.
- ❖ **Policy M 2.7: Free or Discounted Transit Passes.** The City shall partner with transit agencies to provide free or more affordable transit passes for low-income residents, youth, and/or senior citizens.
- ❖ **Policy M 2.8: Micro-Transit Service.** The City shall encourage the Sacramento Regional Transit District (SacRT) in efforts to expand and enhance on-demand micro-transit service for areas with limited fixed-route transit service in Sacramento, focusing on disadvantaged communities as a priority and to connect to major transit stations.
- ❖ **Policy M 2.14: Parking Supply.** The City shall balance on-street and off-street parking supply with objectives for reducing vehicle miles traveled (VMT), improving air quality, supporting economic vitality, and fostering a high quality of life throughout the city.
- ❖ **Policy M 2.17: Parking Management Strategy.** The City shall continue to deploy a parking management strategy that optimizes the use of existing supply, minimizes the need for the construction of new parking facilities, and promotes the use of active modes of transportation, public transit, and high-occupancy vehicles. Program components could include the following:
  - Adjusting parking management strategies based on goals and needs;
  - Adjusting parking meter hours and pricing for effective management;
  - Eliminating City-mandated parking minimums;
  - Implementing parking maximums along established transit corridors;
  - Allowing unbundled parking in conjunction with strategies to reduce the need for private automobiles;
  - Incorporating or facilitating technology such as smart-phone apps and wayfinding signage that direct drivers to open parking spaces in real-time, automated and/or stacked parking systems, or parking technologies that improve parking efficiency in mixed-use centers and corridors;
  - Supporting the use of alternative modes by providing alternative programs in lieu of monthly parking passes and discounts; and
  - Improving branding, communications, and wayfinding signage.

#### Goal M-4: A safer transportation system.

- ❖ **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.

<sup>2</sup> The language of Policy M 2.1 has been clarified to remove reference to pooled modes of transportation because the policy is only addressing transit and active modes (e.g., walking and bicycling).

- ❖ **Policy M 4.3: Vision Zero.** The City shall utilize a data-driven, “vision zero” approach to eliminate all traffic fatalities and severe injuries by 2027, while increasing safety, health, and equitable mobility for all.

**Goal M-6: Mobility planning and choices informed by data, technology, and innovation.**

- ❖ **Policy M 6.4: System Management.** The City shall expand the use of data and analytics to monitor metrics such as speed, travel times, counts, and related key metrics to improve the mobility experience, enhance street safety, better manage the transportation system, and understand existing travel patterns.

**Implementing Actions**

- M-A.3: High Injury Network.** The City shall continue to annually assess progress toward the adopted actions of the Vision Zero Action Plan and as warranted, update the High Injury Network and associated intervention policies.
- M-A.5: Regional Vehicle Miles Traveled (VMT) Mitigation.** The City shall complete a study to assess the feasibility of regional VMT mitigation measures, including banks, exchanges, and impact fees.
- M-A.9: Transportation Demand Management (TDM) Ordinance.** The City shall update the existing Transportation Systems Management Program requirements in the City Code to promote wider adoption of transportation demand management strategies. The update should include a fee structure to support staffing for regular monitoring/reporting and provide for enforcement with meaningful penalties for non-compliance.
- M-A.10: Street Design Standards Update.** The City shall review and update City Street Design Standards as needed to ensure they adequately support objectives for prioritizing people throughput, safety, and efficient transportation management.

**Climate Action & Adaptation Plan (CAAP) - Transportation Measures**

The following section highlights the CAAP transportation measures that are most relevant to the impact analysis.

- ❖ **Measure TR-1:** Improve Active Transportation Infrastructure to Achieve 6% Active Transportation Mode Share by 2030 and 12% by 2045

This measure would be achieved by expansion of the active mode transportation network.

- ❖ **Measure TR-2:** Support Public Transit Improvements to Achieve 11% Public Transit Mode Share by 2030 and Maintain Through 2045.

### Thresholds of Significance

A significant impact would occur if implementation of the 2040 General Plan would result in any of the following outcomes.

- Result in less than a 16.8% reduction of passenger vehicle VMT per capita compared to the Citywide baseline.<sup>3</sup>
- Adversely affect existing and planned public transit facilities or services, or fail to adequately provide access to transit.
- Adversely affect existing and planned bicycle facilities or fail to adequately provide access by bicycle.
- Adversely affect existing pedestrian facilities or fail to adequately provide access by pedestrians.

### Project Impacts

**Impact 4.14-1: Implementation of the 2040 General Plan could result in less than a 16.8% reduction of passenger vehicle VMT per capita compared to the Citywide baseline.**

The impact assessment for VMT considers whether the 2040 General Plan and CAAP’s VMT generation would fail to meet the City’s threshold of 16.8% reduction as compared to the Citywide baseline. The 2040 General Plan’s effect on VMT was analyzed in a comprehensive manner using the SACSIM19 model, which uses the 2040 General Plan land use and mobility elements as inputs to predict travel demand and patterns. The specific VMT metric used to evaluate VMT impact is passenger vehicle VMT per capita, as defined in Section 4.14.2, Environmental Setting.

Population and employment growth would continue to occur in Sacramento and the SACOG region independent of local plans and policies. However, local plans, especially general plans, influence the location, density, and intensity of the growth as well as provide infrastructure expansion commitments to support this growth. The policy framework of the 2040 General Plan focuses on accommodating growth in a way that promotes, improves, and facilitates more active transit, and pooled modes of transportation (e.g., promote compact urban footprint; create interconnected roadway network; invest in walking, bicycling, and transit supportive infrastructure).

As shown in in Table 4.14-6, implementation of the 2040 General Plan would result in a 17.2% reduction in passenger vehicle VMT per capita compared to the Citywide baseline. This exceeds the 16.8% reduction established as the City’s VMT impact threshold. The VMT performance shown in Table 4.14-6 is consistent with 2040 General Plan Goals M-1 and M-2 plus the supporting policies, M 1.11 (Increase Bicycling and Walking), M 1.20 (High-Frequency Transit Service), M 1.22 (Increase Transit Ridership), M 2.1 (Transportation Demand Management), M 2.2 (Wider Participation), M 2.14 (Parking Supply), M 2.17 (Parking Management Strategy), and land use Policy LUP 1.1 (Compact Urban Footprint).

<sup>3</sup> This threshold is recommended in the *California Air Resources Board 2017 Scoping Plan-Identified VMT Reductions and Relationship to State Climate Goals*, California Air Resources Board, January 2019 [https://ww2.arb.ca.gov/sites/default/files/2019-01/2017\\_sp\\_vmt\\_reductions\\_jan19.pdf](https://ww2.arb.ca.gov/sites/default/files/2019-01/2017_sp_vmt_reductions_jan19.pdf)

Relying solely on the SACSIM19 forecasts of VMT, this impact would be less than significant. However, making a final VMT impact determination requires a review of other available evidence related to VMT effects and emerging trends to be considered.

Evidence relevant to the VMT impact determination includes potential limitations of the SACSIM19 model with respect to induced vehicle travel effects and recent VMT trends. As described in the Methods of Analysis, above, roadway expansion projects that improve vehicle travel speed or convenience may lead to more driving over time. The SACSIM19 forecasts of VMT may not fully account for long-term induced vehicle travel effects that could increase the forecasted passenger vehicle VMT. Additionally, rising VMT per capita trends (prior to COVID-19) in California have not generally been well reflected in regional travel demand models. Both of these potential limitations are discussed in more detail below.

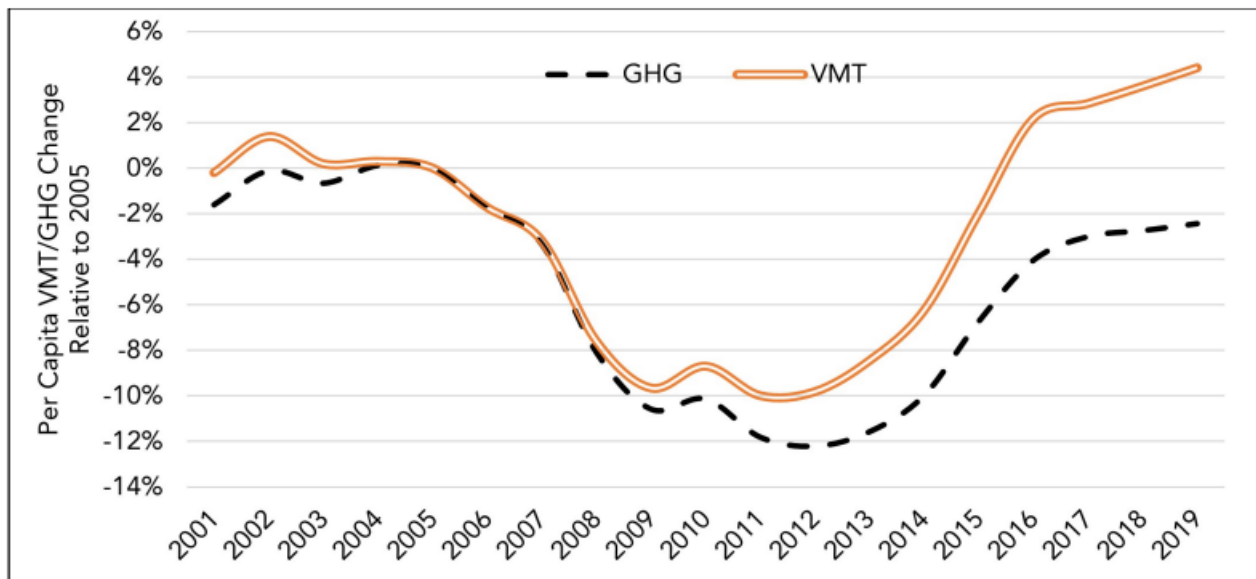
As shown in Table 4.14-7, roadway capacity expansion proposed in the 2040 General Plan could result in an additional 2,170 passenger vehicle VMT on an average weekday due to long-term induced VMT effects. Some of this VMT change is accounted for in the SACSIM19 model but exactly how much is unknown. Therefore, the VMT impact finding was assessed with the addition of the induced passenger vehicle VMT. With this addition, the 2040 General Plan passenger vehicle VMT per capita would still exceed a 16.8% reduction compared to the Citywide baseline and would not result in a different impact finding than noted above.

The second piece of evidence consists of recent studies that included an evaluation of VMT per capita trends in California.

- 2018 Progress Report, California’s Sustainable Communities and Climate Protection Act (2018 Progress Report) (California Air Resources Board 2018).
- Draft 2022 Progress Report, California’s Sustainable Communities and Climate Protection Act (2022 Progress Report) (California Air Resources Board 2022).
- California Air Resources Board Improved Program Measurement Would Help California Work More Strategically to Meet Its Climate Change Goals (Audit Report) (Auditor of the State of California 2021).
- Final 2022 Scoping Plan Update (Scoping Plan) (California Air Resources Board, 2022).

The 2018 and Draft 2022 Progress Reports measure the effect of SB 375, revealing that VMT and GHG per capita increased in California between 2010 and 2019 and are trending upward (Figure 4.14-5).

**Figure 4.14-5.** Draft 2022 Progress Report, Light-Duty VMT and GHG Per Capita Relative to 2005 (California’s 18 MPO Regions Aggregated)



**2019 data indicate that nearly all regions were far from achieving 2020 targets set by CARB.**

Source: California Air Resources Board 2022.

The Audit Report is a recent assessment of CARB’s GHG reduction programs, which also found that VMT and associated GHG emissions were trending upward through 2018. Per the audit, the state is not on track to achieve 2030 GHG reduction goals, and emissions from transportation have not been declining. The 2020 Mobile Source Strategy (California Air Resources Board 2021) also acknowledges the challenge of VMT reduction and states, “[w]ithout additional policy intervention, VMT may continue to rise.”

The Scoping Plan reviews California’s progress for meeting GHG reduction goals and sets forth strategies to achieve those goals based on past performance. The plan acknowledges that the state is not meeting its VMT reduction objectives and that VMT growth is returning after COVID-19 pandemic effects diminish.

After a significant pandemic-induced reduction in VMT during 2020, passenger VMT has steadily climbed back up and is now closing in on pre-pandemic levels. Driving alone with no passengers remains the primary mode of travel in California, amounting to 75 percent of the mode share for daily commute trips. Conversely, transit ridership, which was also heavily affected during the lockdown months, has not recovered at the same pace as VMT, and roughly averages two-thirds of pre-pandemic levels of ridership.<sup>1</sup>

This evidence demonstrates the challenge of reducing VMT when background macro-level conditions are contributing to higher VMT generation rates.

The evidence from these reports suggests that meeting the state’s VMT and GHG reduction goals may require additional action beyond what is included in the 2040 General Plan and/or earlier implementation of policies and actions. The City has anticipated this need and included goals and policies that focus on transportation

demand management (TDM) actions. Most notably, Policies M-2.1 (Transportation Demand Management) and M-2.2 (Wider Participation) promote and encourage participation in carpool programs while Policies M 2.14 (Parking Supply) and M 2.17 (Parking Management Strategy) aim to regulate parking supply and pricing to disincentivize driving.

The City can further reduce future VMT generation through the TDM actions listed above, especially those identified in Policy M 2.14 and Policy M 2.17 that influence the cost and convenience of using vehicles. These potential reductions have not been accounted for in the VMT forecasts presented above so the City has additional opportunities to achieve greater reductions. The state may also take further actions to meet its own VMT and GHG reduction goals. Doing so would alleviate the need for further actions by local agencies. To date, the state has not increased the cost of driving, made driving less convenient, or reduced the barriers or constraints that prevent more efficient use of vehicles and greater use of transit, walking, and bicycling. Since the 2040 General Plan VMT performance is not contingent on state actions and the project contributes to meeting the basic objectives of SB 743 such as adding development in land use efficient areas and facilitating active transportation to achieve lower VMT/GHG generation, implementation of the 2040 General Plan would result in a **less-than-significant** VMT impact.

### Mitigation Measures

None required.

**Impact 4.14-2: Implementation of the 2040 General Plan could adversely affect existing and planned public transit facilities or services or fail to adequately provide access to transit.**

The impact assessment for transit considers existing and planned transit facilities and reviews the 2040 General Plan to determine whether it would physically disrupt an existing facility or prevent the implementation of a planned facility or service. This assessment also considers whether the 2040 General Plan would fail to adequately provide access to transit.

The proposed mobility element contains policies supporting the expansion of transit facilities, services, and transit supportive infrastructure. In addition, the land use and mobility elements of the general plan have been designed to complement one another to create interconnected, accessible neighborhoods that support and facilitate travel by transit. As shown in Table 4.14-8, the 2040 General Plan proposed land use and circulation diagram would shift person trips from driving to transit trips.

The 2040 General Plan Mobility Element does not include goals, policies, and implementing actions that could adversely affect existing and planned public transit facilities or services, nor would it fail to adequately provide access to transit. Implementation of the 2040 General Plan would result in about 21.6% of person trips made by active and transit modes by 2040, which is on track to achieve the 23% target by 2045 identified in Policy M-2.1 (Transportation Demand Management).

The 2040 General Plan and associated CAAP contain policy support for additional actions such as parking management, active mode network expansion, and transit service improvements (beyond what was modeled in this analysis) that could support higher levels of walking, bicycling, and transit if needed to achieve the 2045 target (see 2040 General Plan Policies M 2.14 and M 2.17 plus CAAP measures TR-1 and TR-2). The general plan will also go through multiple updates prior to 2045 if further changes are needed to meet the City's target. Therefore, this impact would be **less than significant**.

### Mitigation Measures

None required.

**Impact 4.14-3: Implementation of the 2040 General Plan could adversely affect existing and planned bicycle and pedestrian facilities or fail to adequately provide access for bicycle and pedestrians.**

The impact assessment for bicycle and pedestrian travel considers existing and planned bicycle and pedestrian facilities and reviews the 2040 General Plan to determine whether it would physically disrupt an existing facility or prevent the implementation of a planned facility. This assessment also considers whether the 2040 General Plan would fail to adequately provide access by active travel modes.

Implementation of the 2040 General Plan mobility element and circulation diagram network changes would not physically disrupt an existing bicycle facility or interfere with implementation of a planned bicycle facility identified in the *City of Sacramento Bicycle Master Plan* (City of Sacramento 2016). The proposed Mobility Element contains policies supporting the expansion of active-transportation facilities and improving safety for all roadway users, including those who travel by active modes and are most vulnerable to collisions. In addition, the land use and mobility elements of the general plan have been designed to complement one another to create interconnected, accessible neighborhoods that support traveling by active modes. The 2040 General Plan is also complemented by CAAP measures TR-1 and TR-2 designed to increase active and transit mode use. As shown in Table 4.14-8, the 2040 General Plan proposed land use and circulation diagram would shift person trips from driving and transit to walking and bicycling trips. The shift in person trips would result in the active transportation mode split increasing from 12.8% under baseline conditions to 17.1% by 2040. Higher levels of mode split may be achieved through additional actions associated with CAAP measures TR-1 and TR-2.

Based on this information, the project’s bicycle and pedestrian impact would be considered **less than significant**.

### Mitigation Measures

None required.

### Cumulative Impacts

The 2040 Plus Project conditions reflect both project and cumulative effects of the 2040 General Plan because the impact analysis represents the anticipated and probable development of the Planning Area through 2040. The impact discussion above related to VMT, transit, bicycle, and pedestrian facilities would remain the same under cumulative conditions.

Given some uncertainty about the development potential of the Natomas Basin Study Area (NBSA), two super cumulative scenarios were also included in this study. These scenarios contain full build out levels of growth for the NBSA area, which would exceed the 2040 regional population and employment growth levels anticipated by SACOG in the 2020 RTP/SCS. Even with the additional growth, the Super Cumulative Plus Project scenario did not change the impact conclusions above.



A similar outcome occurs when considering the potential 2040 VMT effects of the ASI annexation project. A review of the modeling analysis for that project did not identify an increase in city-generated passenger vehicle VMT compared to the 2040 Plus Project scenario. Therefore, this cumulative project also did not change the VMT impact findings above.

### 4.14.4 References

- Auditor of the State of California. 2021. California Air Resources Board: Improved Program Measurement Would Help California Work More Strategically to Meet Its Climate Change Goals. Report 2020-114 Legislative Hearing Document.
- CARB (California Air Resources Board). 2019. 2018 Progress Report: California’s Sustainable Communities and Climate Protection Act. November.
- Cervero, R. 2003. Road Expansion, Urban Growth, and Induced Travel – A Path Analysis, *APA Journal*, Vol. 69, No. 2.
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- City of Sacramento. 2018. Vision Zero Action Plan.
- City of Sacramento. 2021. Shared-Rideables in Sacramento - Maps and Data for Shared Bikes and Scooters in Sacramento. <https://storymaps.arcgis.com/stories/bc51f7b0500f4dd195d1eb0594ace24a>.
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- Fehr & Peers. 2021. “Roadway Network Inputs for Transportation Impact Analysis Scenarios”. Transportation data worksheet prepared by Fehr & Peers and shared with Dudek for use in the Master EIR.
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- NCST (National Center for Sustainable Transportation). 2021. Induced Travel Calculator. Available at <https://ncst.ucdavis.edu/research-product/induced-travel-calculator>.
- SACOG (Sacramento Area Council of Governments). 2019. 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy. November 18, 2019.
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## 4.15 Tribal Cultural Resources

### 4.15.1 Introduction

This section evaluates the effects of implementation of the proposed Sacramento 2040 General Plan (2040 General Plan) and Climate Action & Adaptation Plan (together, the “Sacramento 2040 Project”) on tribal cultural resources (TCRs) and outlines applicable plans and policies related to the preservation of TCRs.

In response to the Notice of Preparation (NOP), the Native American Heritage Commission (NAHC) informed the City of Sacramento (City) of the importance of Assembly Bill (AB) 52 and Senate Bill 18 as they relate to tribal consultation requirements. The NAHC comment letter included a detailed list of the requirements of AB 52 and Senate Bill 18 and specific consultation and documentation requirements. A copy of the NOP along with comments received is included in Appendix A. The City has been implementing the provisions of AB 52, including tribal consultation and invitations, and including regular communication with the NAHC on relevant issues.

The Technical Background Report ([TBR] available online at: [www.sac2040gpu.org](http://www.sac2040gpu.org)) provides information specific to cultural resources, including TCRs, that may be present within the Planning Area. Chapter 6, Environmental Resources, of the TBR addresses Cultural Resources (see Section 6.4) and also includes TCRs and the regulatory requirements that govern cultural resources, including TCRs. TCRs are a distinct resource type under CEQA and should also be considered independently. Information and interpretations of significance associated with TCRs are held by contemporary indigenous communities. While some management strategies may address both TCRs and archaeological resources, management approaches to TCRs must be developed through the processes outlined in AB 52, which provides for the direct input by traditionally culturally affiliated tribes.

In the 2040 General Plan, issues associated with TCRs are addressed primarily in the Historic and Cultural Resources Element. The policies support the identification, protection, and maintenance of TCRs, including consultation with appropriate tribes and individuals early in the planning and development process to minimize potential impacts.

### 4.15.2 Environmental Setting

A brief summary of the status of the AB 52 consultation process is provided below. Please refer to Chapter 6 of the TBR (available online at: [www.sac2040gpu.org](http://www.sac2040gpu.org)) for a detailed overview of the existing setting, including the regulatory setting as it relates to TCRs.

The detailed environmental setting is provided in the TBR (available online at: [www.sac2040gpu.org](http://www.sac2040gpu.org); see Section 6.4, Cultural Resources, in Chapter 6, Environmental Resources). The City has been meeting with the local Tribes since completion of the TBR in 2020. These meetings are ongoing. It is anticipated that this section will be updated to reflect input from the Tribes. Notably, refinement to the cultural context discussed within the Existing Conditions is anticipated. Please see Section 6.4, Cultural Resources, in TBR Chapter 6, Environmental Resources for the updated information.

As indicated in the TBR, the Planning Area is located on the western edge of the Sacramento Valley which comprises roughly the northern third of an area that is called either Valle Grande, Great Valley, Central Valley, Great Central Valley, or California Trough. The major portion of the Planning Area lies in the territory attributed

to the Nisenan tribe, a branch of the Maidu group of the Penutian language family. The southern portion of the Planning Area was occupied at the time of contact by the Plains Miwok. Surrounding indigenous communities, including the Patwin, Wintun, Yokut, and others, also have traditional cultural associations with the broader Sacramento Valley through trade and other precontract tribal relationships. Local tribes are living communities that remain deeply tied to their culture and their ancestral cultural sites and landscapes. While resource surveys since 1930 have recorded approximately 80 archaeological sites within the Planning Area including village sites, smaller occupation or special use sites, and lithic scatters, a large portion of the Planning Area has not been surveyed for archaeological resources. Additionally, archaeological sites do not necessarily represent TCRs, nor are all TCRs archaeological resources. As such, consultation with contemporary traditionally culturally affiliated tribes is necessary for the identification and management of possible TCRs within the Planning Area.

### **Status of AB 52 Consultation**

In accordance with AB 52, on November 11, 2018, the City of Sacramento (City) sent notification letters, regarding the 2040 General Plan process to Native American tribes and individuals that had previously requested to receive such notices. In December 2018, the City received requests for consultation from the United Auburn Indian Community (UAIC) and Wilton Rancheria. AB 52 includes provisions protecting the confidentiality of the consultation process, which is conducted on a government-to-government basis.

In January 2020, the City provided the tribes with copies of the archaeological sensitivity maps from the 2035 General Plan to solicit feedback on possible updates to the maps. Individual consultation meetings occurred in May between the City and Wilton Rancheria (May 17) and the City and UAIC (May 25). On August 16, 2021, the City provided draft policy proposals for archaeological resources and TCRs to both the UAIC and Wilton Rancheria and on September 7, 2021, UAIC submitted several suggestions to the policies.

A meeting between City staff and UAIC, representatives from the Wilton Rancheria, Shingle Springs, and Lone Native American tribes was held February 9, 2021. Though not part of the formal AB 52 consultation process, the meeting was held as part of the City's continuing effort to maintain positive relations with tribes and to identify and promote identification of tribal interests. A follow up meeting was held on March 3, 2021. One substantive result of these meetings was revision to relevant portions of the TBR relating to the area's pre-historic and tribal histories, including revision to legacy references that were offensive to tribes.

Since 2021, the City has communicated and held additional meetings with the tribes. In May and June of 2023 information on the draft 2040 General Plan along with some proposed revisions to the TBR language was provided to the tribes seeking input. Communication with tribes continued in June and July 2023. Consultation is on-going to coordinate with the tribes to address potential effects on tribal cultural resources.

At this time, consultation with the UAIC and Wilton Rancheria is considered ongoing.

### 4.15.3 Impacts and Mitigation Measures

#### **Methods of Analysis**

The general methodology for the analysis of potential impacts to cultural resources, which also includes TCRs is described in Section 4.5, Cultural Resources, of this Master Environmental Impact Report. In addition, as described in Section 4.15.2, the City continues to engage with tribes to better understand potential concerns

and resources that may be present in the Planning Area and to receive feedback on 2040 General Plan policies. The consultation process and more specifically, input from consulting tribes, informs the potential for future development that would occur under the 2040 General Plan to impact TCRs.

As detailed in the TBR, archaeological research was originally conducted at the North Central Information Center (NCIC) of the California Historical Resources Information System to collect information on locations of recorded pre-contact indigenous sites in the Planning Area as part of the 2030 General Plan and was determined to not require updating as part of the 2035 General Plan. The TBR has since been updated to incorporate the results from a cultural resources survey and inventory report prepared for the Central City Specific Plan (City of Sacramento 2017). Staff also consulted a set of base maps copied in the mid-1970s from original maps held by the early archeologists from UC Berkeley who worked to locate sites in the Sacramento area in the 1930s. The pre-contact background information is still relevant to the 2040 General Plan.

Sites recorded in the region include village sites, smaller occupation or special use sites, and lithic scatters. Native American use of the project area focused higher spots along the rivers, creeks and sloughs that provided water and sources of food. Recent findings in the city, such as at the City Hall site and elsewhere, have helped further the understanding of the settlement pattern for the earliest inhabitants of the area, as well as providing detail regarding the dates of occupancy and use and additional understanding of the pre-contact period lifeways.

### 2040 General Plan Goals and Policies

The following draft goals, policies and implementing actions from the 2040 General Plan are relevant to TCRs.

#### 4 *Historic and Cultural Resources Element*

**Goal HCR-1: Historic and cultural resources that enrich our sense of place and our understanding of the city's prehistory and history.**

- ❖ **Policy HCR 1.1: Preservation of Historic and Cultural Resources Site Features and Landscaping.** The City will continue to promote the preservation, restoration, enhancement, and recognition of historic and cultural resources throughout the city.
- ❖ **Policy HCR 1.6: Early Project Consultation.** The City will continue to strive to minimize impacts to historic and cultural resources by consulting with property owners, land developers, tribal representatives, and the building industry early in the development review process, as needed.
- ❖ **Policy HCR 1.13: Indigenous Cultures.** The City shall seek ways to recognize the peoples who first lived in, traveled, and traded in what is now the Sacramento area, by working with tribal representatives to preserve their identity, culture, and artifacts. Methods for recognizing tribal history and imagery may include, but are not limited to, the following:
  - Public art that provides a Native American perspective including works by Native artists;
  - Naming of parks, and places that reflects local Native American heritage and/or restores tribal names;
  - Parks and recreation programming that increases awareness of tribal heritage and culture (including through interpretive displays) and allows opportunities for craft sharing;
  - Incorporation of traditional Native American plants into landscape design palettes.

- ❖ **Policy HCR 1.14: Archaeological, Tribal, and Cultural Resources.** The City shall continue to comply with federal and State regulations and best practices aimed at protecting and mitigating impacts to archaeological resources and the broader range of cultural resources, as well as tribal cultural resources.
- ❖ **Policy HCR 1.15: Treatment of Native American Human Remains.** The City shall treat Native American human remains with sensitivity and dignity and ensure compliance with the associated provisions of California Health and Safety Code and the California Public Resources Code. The City shall collaborate with the most likely descendants identified by the Native American Heritage Commission.
- ❖ **Policy HCR 1.16: Endemic Traditions.** The City shall seek ways to recognize the endemic traditions of various communities in Sacramento, including African American, Hispanic, Native, and Asian American communities, to promote the retention of Sacramento’s intangible cultural heritage, which may include oral traditions, performing arts, social practices and festive events, legacy businesses, knowledge and practices concerning nature and the universe, and traditional craftsmanship.
- ❖ **Policy HCR 1.17: Evaluation of Archeological Resources.** The City shall work in good faith with interested communities to evaluate proposed development sites for the presence of sub-surface historic, archaeological, and tribal cultural resources that may be present at the site. These efforts may include the following:
  - Consideration of existing reports and studies,
  - Consultation with Native American tribes as required by State law,
  - Appropriate site-specific investigative actions, and
  - Onsite monitoring during excavation if appropriate.

**Goal HCR-2: A comprehensive, citywide preservation program that identifies, protects, and assists in the preservation of Sacramento’s historic and cultural resources.**

- ❖ **Policy HCR 2.6: Coordination with Other Entities.** The City should coordinate, network with, and support public, quasi-public, and private entities (e.g., Sacramento Housing and Redevelopment Agency, Capitol Area Development Authority, Native American Tribes) in their preservation efforts.

### Implementing Actions

#### *Plans and Programs*

- HCR-A.3: Education and Awareness.** The City shall take actions to foster an awareness of the importance of preserving the city’s heritage and cultural and historic resources. Such actions may include the following:
- Identification and recognition of historic resources through its plaques and markers, murals, and other placemaking programs;
  - Networking with other agencies, regional universities and colleges, Preservation Sacramento, Sacramento Modern, Native American tribes, and other organizations to promote historic preservation;
  - Exploring opportunities to partner with local historic, cultural, community, and business organizations to establish and operate interpretive programs, such as walking/audio tours or “story poles;” home tours; permanent displays and signage; informational pamphlets; banners; and special events celebrating local history and culture; and

- Maintaining an accurate and up-to-date preservation website and pamphlets to promote the appreciation, maintenance, rehabilitation, and preservation of Sacramento’s historic and cultural resources.

### *Regulations, Standards and Development Review*

**HCR-A.8: Conditions for Resource Discovery:** The City shall establish and implement procedures for the protection of historic, archeological and tribal cultural resources, consistent with the following:

- In the event any materials, items, or artifacts are discovered during excavation at a project site that may have historic, archeological or tribal cultural resources, the project proponent and/or contractors should cease all work in the vicinity of the discovery, notify the City’s Preservation Director or Manager of Environmental Planning Services, and coordinate with the City to determine the appropriate response, including further efforts for discovery and treatment of potential resources.
- In the event any human remains are discovered during excavation, the project proponent and/or contractors shall comply with State law, including notifying the Sacramento County Coroner and following all procedures required by state law, including notifying the Native American Heritage Commission in the event the remains are determined to be Native American in origin.

**HCR-A.9: Native American Cultural Resources.** The City will explore creating a program for granting access to or transferring excess municipal land holdings to Native American tribes for ceremonial purposes, or if Native American cultural resources are located or planned to be located on the parcel. The City will conduct outreach with Native American tribes throughout the program development process.

### **Thresholds of Significance**

A significant impact would occur if implementation of the 2040 General Plan would do any of the following:

- Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code section 21074 and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources.
- Cause a substantial adverse change in the significance of a tribal cultural resource, as defined in Public Resources Code section 21074 that is a resource determined by the lead agency to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, including consideration of the significance of the resource to a California Native American tribe.

### **Project Impacts**

**Impact 4.15-1: Implementation of the 2040 General Plan could cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources.**

Future development that would occur under the 2040 General Plan could result in substantial adverse changes in the significance of a TCR (site, feature, place, cultural landscape, sacred place, or object) with cultural value to a California Native American tribe. The Planning Area has been occupied both historically and

during prehistoric times by Native American inhabitants and due to this prior habitation, it is probable that TCRs could be present and may be disturbed or inadvertently destroyed during construction associated with future development.

Consistent with AB 52 and Senate Bill 18 requirements, the City has engaged in consultation with two Native American tribes (UAIC and Wilton Rancheria) and consultation is continuing. AB 52 provides that the Master EIR may not be certified until consultation with those tribes that requested consultation has closed. Future development projects for which the City prepares a mitigated negative declaration or environmental impact report would be subject to AB 52 consultation requirements that could lessen the potential for impacts through the identification of TCRs and potential solutions to avoid or otherwise leave such resources unmodified/unaltered.

Proposed goals, policies, and implementation actions of the 2040 General Plan support the preservation of cultural resources and early project consultation and require compliance with federal and state regulations, to protect resources and mitigate impacts to resources include TCRs. Specifically, Policy HCR 1.6 (Early Project Consultation) requires consultation with the tribes early in the development review process and Policy HCR 1.14 (Archaeological, Tribal, and Cultural Resources) requires compliance with federal and state regulations including those that would protect and potentially mitigate impacts to TCRs. Policy HCR 1.17 (Evaluation of Archeological Resources) requires the City to work with the Native American tribes during the AB 52 process and in the event TCRs are discovered during development which could include on-site monitoring or site-specific investigations. Implementing Action HCR-A.8 (Conditions for Resource Discovery) entails standard measures for the protection of TCRs that may be encountered during construction, including cessation of work in the vicinity of a discovery, notification of the City's Preservation Director (or designee), and coordination to determine the appropriate response.

Through adherence with required tribal notification and consultation requirements, identification of mitigation measures on a project-specific basis, and 2040 General Plan policies, and implementing actions aimed at protecting TCRs, potential impacts associated with future development under the 2040 General Plan would be reduced. However, existing regulations and implementation of the 2040 General Plan would not ensure the protection of all TCRs including unanticipated TCRs that have yet to be identified, would not be known in advance, and could be discovered and/or destroyed during construction. Therefore, because the 2040 General Plan policies would not prevent the loss of every known or unanticipated TCR in the Planning Area, this impact is considered **significant**.

### **Mitigation Measures**

Compliance with the required tribal notification and consultation requirements and 2040 General Plan policies along with the implementing action aimed at protecting TCRs would help reduce the significance of the impact. However, because there is no feasible mitigation available to ensure damage or destruction of a TCR would not occur, the impact remains **significant and unavoidable**.

**Impact 4.15-2: Implementation of the 2040 General Plan could cause a substantial adverse change in the significance of a tribal cultural resource, that is determined to be significant per Public Resources Code Section 5024.1(c).**

The potential for future development under the 2040 to cause a substantial adverse change in the significance of a TCR determined to be significant per Public Resources Code Section 5024.1(c) would be similar as



described under Impact 4.15-1. As such, even with compliance with existing regulations including AB 52 concerning Native American tribal consultation and adherence to proposed policies and implementing actions of the 2040 General Plan, future development within the Planning Area could damage or otherwise impact a tribal cultural resource. Therefore, the impact would be **significant**.

### Mitigation Measures

Compliance with the required tribal notification and consultation requirements and 2040 General Plan policies along with the implementing action aimed at protecting TCRs would help reduce the significance of the impact. However, because there is no feasible mitigation available to ensure damage or destruction of a TCR would not occur, the impact remains **significant and unavoidable**.

### Additional Cumulative Impacts

The geographic scope for the additional cumulative TCR analysis includes the Planning Area and the broader northern Sacramento Valley region. Cumulative impacts on TCRs consider whether impacts of future development under the 2040 General Plan together with other projects in the larger region, when taken as a whole, substantially diminish the number of such resources. Future probable projects within Sacramento County include the 2,066-acre Upper Westside Specific Plan and the 5,676-acre Grand Park Specific Plan. Future probable projects requesting to be annexed to the City include the 475-acre Airport South Industrial project.

**Impact 4.15-3: The 2040 General Plan, combined with past, present, and reasonably foreseeable future projects, could contribute to a substantial adverse change in the significance of a tribal cultural resource within the northern Sacramento Valley region.**

Future development in the broader northern Sacramento Valley region, along with past and present development including that which would occur under the 2040 General Plan has the potential impact TCRs. The cumulative effect this future development is the continued loss of TCRs including artifacts and landscapes with significant cultural meaning to Native American tribes. As outlined in the TBR because all significant cultural resources including TCRs are unique and non-renewable, all adverse effects or negative impacts contribute to a dwindling resource base resulting in a significant cumulative impact. Should unanticipated TCRs be encountered, direct impacts would be required to be addressed, to the extent feasible, by mitigation consistent with the legal requirements of CEQA.

Future projects occurring in the Planning Area would be subject to state requirements (Section 7050.5 of the California Health and Safety Code) in the event Native American remains are unearthed and local requirements and regulations, including stopping work, contacting appropriate agencies, and coordinating with the County Coroner in the event a TCR or Native American remains are unearthed. Future development in the Planning Area would also be required to comply with applicable general plan goals, policies, and implementation actions concerning the protection and preservation of TCRs. Please refer to Impact 4.15-1 for a description of applicable policies intended to protect and preserve TCRs and ensure that Native American perspectives are known and considered during the development review process.

Future development within the northern Sacramento Valley region (including within the Planning Area) could potentially impact TCRs through direct modification of sites and structures, landscaping and trees, and open space areas that are significant to Native American tribes. The cumulative effect of this future development is the potential continued loss of TCRs. While the potential to impact TCRs within the Planning Area is reduced

through adherence with existing laws, regulations, and proposed general plan goals, policies, and implementing actions of the 2040 General Plan, the potential for significant impacts remains. In addition, due to the broad geographic scope of the cumulative analysis, it is reasonable to assume that the incremental contribution from future development under the 2040 General Plan to the cumulative loss of TCRs is considerable resulting in a **significant cumulative impact**.

### Mitigation Measures

Compliance with the required tribal notification and consultation requirements and 2040 General Plan policies along with the implementing action aimed at protecting TCRs would help reduce the significance of the impact. However, because there is no feasible mitigation available to ensure damage or destruction of a TCR would not occur, the impact remains **significant and unavoidable**.

### 4.15.4 References

City of Sacramento. 2017. City of Sacramento Downtown Specific Plan Cultural Resources Survey and Inventory Report. [http://www.cityofsacramento.org/-/media/Corporate/Files/CDD/Planning/Major-Projects/Central-City-Specific-Plan/Final-docs/Appendix\\_E\\_Non-Confidential\\_Cultural\\_Tech\\_Report\\_WEB.pdf?la=en](http://www.cityofsacramento.org/-/media/Corporate/Files/CDD/Planning/Major-Projects/Central-City-Specific-Plan/Final-docs/Appendix_E_Non-Confidential_Cultural_Tech_Report_WEB.pdf?la=en)

# 5 Other CEQA Considerations

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## 5.0 Introduction

Section 15126 of the California Environmental Quality Act (CEQA) Guidelines requires that all aspects of a project must be considered when evaluating its impact on the environment, including planning, acquisition, development, and operation. As part of this analysis, the Master Environmental Impact Report (Master EIR) must also identify the following as it pertains to the proposed Sacramento 2040 General Plan and Climate Action & Adaptation Plan (Sacramento 2040 Project): (1) significant environmental effects, (2) significant environmental effects that cannot be avoided if the 2040 General Plan is implemented, (3) significant irreversible environmental changes that would result from implementation of the 2040 General Plan, (4) growth-inducing impacts, (5) energy consumption and conservation (evaluated in Section 4.6, Energy), and (6) alternatives to the 2040 General Plan (evaluated in Chapter 6, Project Alternatives).

It should be noted that although growth inducement itself is not considered an environmental effect, it could potentially lead to foreseeable physical environmental effects, which are discussed under Growth Inducing Impacts below.

Public Resources Code Section 21100(b)(3), CEQA Guidelines Section 15126.4 and Appendix F require EIRs to describe, where relevant, the wasteful, inefficient, and unnecessary consumption of energy caused by a project. An analysis of impacts associated with an increased demand for energy is addressed in Section 4.6, Energy.

## 5.1 Significant Environmental Effects

The Executive Summary and Sections 4.1 through 4.15 of this Master EIR provide a comprehensive identification of the 2040 General Plan's environmental effects, including the level of significance both before and after mitigation.

### 5.1.1 Significant and Unavoidable Impacts

Sections 15126(b) and 15126.2(b) of the CEQA Guidelines require that an EIR describe any significant impacts that cannot be avoided, even with the implementation of feasible mitigation measures. The environmental effects of the 2040 General Plan on various aspects of the environment are discussed in detail in the technical sections contained in Chapter 4, Environmental Analysis, of this Draft Master EIR.

This Master EIR has identified the following significant and unavoidable impacts.

#### **Biological Resources**

**Impact 4.4-10: The 2040 General Plan, combined with past, present and reasonably foreseeable future projects, could contribute to a regional loss of special-status plant or wildlife species or their habitat.**

**Impact 4.4-11:** The 2040 General Plan, combined with past, present and reasonably foreseeable future projects, could contribute to a regional loss of sensitive natural communities including wetlands and riparian habitat.

#### Cultural and Historic Resources

**Impact 4.5-1:** The 2040 General Plan could result in a substantial change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5.

**Impact 4.5-2:** The 2040 General Plan could result in a substantial change in the significance of an archaeological resource as defined in CEQA Guidelines Section 15064.5.

**Impact 4.5-3:** The 2040 General Plan, combined with past, present and reasonably foreseeable future projects, could directly or indirectly destroy or remove an archeological resource.

#### Noise and Vibration

**Impact 4.11-1:** Implementation of the 2040 General Plan would have the potential to result in a substantial permanent increase in ambient noise levels in excess of established City standards.

**Impact 4.11-5:** The 2040 General Plan, in combination with past, present and reasonably foreseeable future projects, could result in a cumulatively considerable impact to the ambient noise and vibration environment.

#### Tribal Cultural Resources

**Impact 4.15-1:** Implementation of the 2040 General Plan could cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources.

**Impact 4.15-2:** Implementation of the 2040 General Plan could cause a substantial adverse change in the significance of a tribal cultural resource, that is determined to be significant per Public Resources Code Section 5024.1(c).

**Impact 4.15-3:** The 2040 General Plan, combined with past, present, and reasonably foreseeable future projects, could contribute to a substantial adverse change in the significance of a tribal cultural resource within the northern Sacramento Valley region.

## 5.2 Significant Irreversible Environmental Effects

California Public Resources Code, Section 21100(b)(2), requires that EIRs must include a discussion of significant irreversible environmental changes of project implementation. In addition, CEQA Guidelines Section 15126.2(c) describes irreversible environmental changes as:

Uses of nonrenewable resources during the initial and continued phases of development may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts, such as highway

improvement that provides access to a previously inaccessible area, generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

Pursuant to CEQA Guidelines, an EIR must also include a discussion of potential irreversible environmental effects caused by an accident associated with the project. While implementation of the 2040 General Plan would result in the use, transport, storage, and disposal of hazardous wastes, as described in Section 4.9, Hazards and Public Safety, all activities would be required to comply with applicable state and federal hazardous materials transport, use and storage laws and regulations which would significantly reduce the likelihood and severity of potential accidents that could create irreversible environmental damage.

Implementation of the 2040 General Plan would result in the long-term commitment of resources to a more concentrated urban development. Notable significant irreversible impacts include changes to the visual character of the city through development of vacant or underutilized areas, increased generation of pollutants, including greenhouse gas (GHG) emissions, and the short-term commitment of non-renewable and/or slowly renewable natural and energy resources, such as water resources during construction activities. The operation of future uses would also consume fossil fuels, water, and natural gas and electrical energy and contribute to climate change. These unavoidable consequences of urban growth are described in the appropriate sections in Chapter 4 of this Master EIR (see Sections 4.1, Aesthetics; Section 4.6, Energy; and Section 4.8, Greenhouse Gases).

Long-term, resources that would be permanently consumed by implementation of the 2040 General Plan include water, electricity, natural gas, and fossil fuels; however, the amount and rate of consumption of these resources would not result the inefficient or wasteful use of resources. See Section 4.6, Energy, for a more detailed discussion. Regarding operational activities, compliance with all applicable building codes, as well as applicable general plan policies, other state and local requirements, standard conservation features, and current City programs would ensure that natural resources are conserved to the maximum extent possible. The Climate Action & Adaptation Plan (CAAP) establishes new actions the City would take to reduce GHG emissions within the City's municipal and community energy production and use in the built environment, transportation, waste, water, and wastewater sectors.

The proposed CAAP is designed to reduce the city's GHG emissions over 40% below 1990 levels through 2030, in alignment with state law (Senate Bill [SB] 32) and CEQA Guidelines Section 15183.5 that set forth guidelines for a qualified GHG emissions reduction strategy that demonstrates substantial progress towards meeting the state's goal of achieving carbon neutrality by 2045. It is anticipated that new state regulations, new technologies, and increasing cost-effectiveness of existing low carbon technologies and processes will further reduce reliance upon nonrenewable natural resources. While there would be site-specific increases in the use of nonrenewable energy resources associated with future construction and operational activities related to implementation of the 2040 General Plan, the CAAP and 2040 General Plan policies significantly reduce the amount of new nonrenewable energy infrastructure that could be constructed. Nonetheless, future construction and operation of different land uses under the 2040 General Plan would result in the irretrievable commitment of nonrenewable energy resources, primarily in the form of fossil fuels (including fuel oil and natural gas), and gasoline/diesel for automobiles and construction equipment.

## 5.3 Growth Inducing Impacts

Pursuant to Section 15126.2(e) of the CEQA Guidelines, the growth-inducing nature of a proposed project is required to be discussed in an EIR. Furthermore, the CEQA Guidelines disclose that the growth-inducement analysis is intended to address the potential for the project to “foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.” In addition, the CEQA Appendix G Checklist (Population and Housing) mandates that a CEQA document discuss the project’s likelihood to induce substantial population growth in an area, either directly (e.g., by proposing new homes or businesses) or indirectly (e.g., through extension of roads or other infrastructure) (14 CCR 15000 et seq.).

Because it is assumed that the impacts are captured in the analysis of environmental impacts (see Chapter 4 of this Master EIR), CEQA does not require separate mitigation for growth inducement. Furthermore, the CEQA Guidelines require that an EIR detail how a project could be growth inducing and to describe project characteristics that may encourage and facilitate other activities that could significantly affect the environment.

A project may be distinguished as either facilitating planned growth or inducing unplanned growth. Facilitating growth is relating to the establishment of direct employment, population, or housing growth that would occur within a project site. Inducing growth is related to lowering or removing barriers to growth or by creating an amenity or facility that attracts new population and economic activity. However, the CEQA Guidelines do not require a prediction or speculation of where, when, and in what form such growth would occur (CEQA Guidelines, Section 15145).

According to the CEQA Guidelines, a project would potentially induce growth if it would:

- Remove obstacles to population growth (e.g., through the expansion of public services into an area that does not currently receive these services), or through the provision of new access to an area, or a change in a restrictive zoning or General Plan land use designation.
- Result in economic expansion and population growth through employment opportunities and/or construction of new housing.

For the purposes of this Master EIR analysis, a significant growth-inducement impact would occur if the 2040 General Plan, directly or indirectly removes physical or regulatory obstacles to growth such that the induced growth would significantly burden existing community services or impact the environment through economic expansion and population growth. A physical obstacle to population growth typically involves the lack of public service infrastructure. While most new development will be within areas already served by utilities and services, some new development may require the extension of public service infrastructure, including roadways, water mains, and sewer lines, into areas that currently do not have these services.

The potential growth-inducing impacts of the 2040 General Plan are discussed below.

### 5.3.1 Elimination of Obstacles to Growth

Growth in an area may result from the removal of physical impediments or restrictions to growth, as well as the removal of planning impediments resulting from land use plans and policies. In this context, physical growth impediments may include nonexistent or inadequate access to an area or the lack of essential public services (e.g., water service), while planning impediments may include restrictive zoning and/or general plan

designations. The 2040 General Plan includes a change in land use designations from the 2035 General Plan to provide standards (policies) to allow maximum development intensity (i.e., Floor Area Ratio [FAR]) applicable to all parcels in the city to accommodate the City's 2040 growth projections (Policy LUP-3.1). The general plan also includes policies to incentivize infill development (Policy LUP-4.2), encourage development of a range of housing types and intensities (Policy LUP-6.2 and 6.3), and continue to provide reliable water, wastewater, and stormwater drainage utility services and infrastructure (Policy PFS-3.1, 3.5, 3.8) to facilitate sustainable and responsible growth that supports a compact development pattern with a mix of housing options; access to transit; investment in utility infrastructure; and conservation of energy, water, and natural resources.

Projects implemented under the 2040 General Plan would be developed within the Planning Area that generally includes established land uses and supporting infrastructure (roads, water distribution, wastewater and drainage collection/treatment, and energy distribution). The 2040 General Plan includes redevelopment and reinvestment within the Planning Area which could intensify the uses over what currently exists in some areas. The 2040 General Plan includes policies that improve sustainability, resilience and efficiency of infrastructure (Policy PFS-3.2), improves water treatment capacity and infrastructure (Policy PFS-3.5) and capital improvement programming (Policy PFS-3.8) to ensure that capacities and functionality of existing water, wastewater and drainage facilities can accommodate future growth, removing this obstacle to growth.

### 5.3.2 Economic Effects

In addition to the employment generated directly by the commercial and industrial development under the 2040 General Plan, additional local employment can be generated through the multiplier effect. The multiplier effect tends to be greater in regions with larger diverse economies due to a decrease in the requirement to import goods and services from outside the region.

Two different types of additional employment are tracked through the multiplier effect: indirect employment and induced employment:

- **Indirect employment** includes those additional jobs that are generated through the expenditure patterns of direct employment associated with a project. For example, workers in the office and retail portions of a newly developed office mixed-use project would spend money in the local economy, and the expenditure of that money would result in additional jobs. Indirect jobs tend to be in relatively close proximity to the places of employment and residence.
- **Induced employment** follows the economic effect of employment beyond the expenditures of the employees within a project area to include jobs created by the stream of goods and services necessary to support businesses within that project. For example, when a manufacturer buys or sells products, the employment associated with those inputs or outputs are considered induced employment.

When an employee from a completed development project goes out to lunch, the person who serves the project employee lunch holds a job that is indirectly supported by the completed development project. When the server then goes out and spends money in the economy, the jobs generated by this third-tier effect are considered induced employment.

The multiplier effect also considers the secondary effect of employee expenditures. Thus, it includes the economic effect of the dollars spent by those employees who support the employees of the project.

Increased future employment generated by employee spending ultimately results in physical development of space to accommodate those employees. The type and magnitude of the environmental impacts of this additional economic activity is determined by the characteristics of developed physical space and its specific location in the city. Although the economic effect can be predicted, the actual environmental implications of this type of economic growth are too speculative to predict or evaluate, since they can be spread throughout the Sacramento metropolitan region and beyond.

### 5.3.3 Impacts of Induced Growth

Planning documents such as general plans and the regional Sacramento Area Council of Governments Metropolitan Transportation Plan/Sustainable Communities Strategy for future growth and for potential impacts due to this growth. The 2040 General Plan would increase the population within the Planning Area by approximately 166,000 residents over 2018 baseline numbers; while this is an intended consequence of the 2040 General Plan, growth induced directly and indirectly by the 2040 General Plan could adversely affect the greater Sacramento area. In addition to an increase in vehicle miles traveled (VMT) and air quality deterioration, potential impacts associated with induced growth in the area could include: an increase in greenhouse gases; loss of habitat and wildlife on vacant or underutilized land associated with development; increase in the amount of impervious area and stormwater runoff; increase in demand for utilities and services, such as fire and police protection, water supply, recycled water, wastewater treatment, solid waste disposal, energy, and natural gas; and increased demand for housing.

While the 2040 General Plan would contribute to direct, indirect, and induced growth in the area, it would also provide residential and employment opportunities for existing and future residents of the city. In addition, it would help to prevent suburban sprawl in “greenfield” areas outside the city by planning for and providing increased employment and housing opportunities within the Planning Area. Lastly, it would improve transit and active transportation, foster vibrant walkable and transit-supportive neighborhoods, and enhance access to job centers throughout the city.

## 5.4 Subsequent Projects and Approvals

### 5.4.1 Subsequent Projects

In accordance with Section 15175(a) of the CEQA Guidelines, a Master EIR is required (to the greatest extent feasible) to evaluate the cumulative impacts, growth inducing impacts, and irreversible significant effects on the environment of subsequent projects. As described in Chapter 2, Project Description, this Master EIR would renew the utility of streamlining the CEQA compliance process for subsequent projects consistent with the 2040 General Plan, in accordance with CEQA Guidelines Section 15177.

A list of subsequent projects that may occur during the general plan period, including construction and maintenance of utilities and infrastructure, new public buildings, housing, and parks has been prepared and is included in Appendix G. The impacts of the subsequent projects are expected to be generally consistent with those presented in Chapter 4, “Environmental Analysis,” for the Planning Area, although individual projects may have site-specific circumstances that require additional evaluation. It is anticipated additional CEQA evaluation would be necessary and specific design features and/or mitigation measures may be required to avoid or minimize impacts to the extent feasible. Adherence to the 2040 General Plan policies, existing



regulations, and mitigation measures discussed for future development within the Planning Area would also apply to these projects. The cumulative effects of such activities have generally been included in the Master EIR analysis associated with future development. For example, subsequent transportation improvement projects were included in the 2040 General Plan roadway analysis and VMT estimates. In the event any of the subsequent project requires discretionary approval, the CEQA review would include an analysis of any project-specific impacts that have not been examined in this Master EIR. (See CEQA Guidelines Section 15176.)

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

## 5.5 References

CEC (California Energy Commission). 2021. “2022 Building Energy Efficiency Standards”. Accessed November 8, 2021. <https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency>.

SACOG (Sacramento Area Council of Governments). 2021. “2020 MTP/SCS”. Accessed November 8, 2021. <https://www.sacog.org/2020-metropolitan-transportation-plansustainable-communities-strategy>.

SMUD (Sacramento Municipal Utility District). 2017. “Looking to 2020: SMUD’s Environmental Sustainability Road Map”. April 2017.

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# 6 Alternatives

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## 6.1 Introduction

Pursuant to the California Environmental Quality Act (CEQA) Guidelines, environmental impact reports (EIRs) are required to “describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives” (14 CCR 15126.6(a)). This alternatives analysis is prepared in support of CEQA’s goals to foster informed decision making and public participation (14 CCR 15126.6(a)). An EIR is not required to evaluate the environmental impacts of alternatives at the same level of detail as the proposed project, but it must include enough information to allow meaningful evaluation, analysis, and comparison with the proposed project.

The alternatives analysis is required even if the alternatives “would impede to some degree the attainment of the project objectives or would be more costly” (14 CCR 15126.6(b)). An EIR must evaluate “only those alternatives necessary to permit a reasoned choice” (14 CCR 15126.6(f)) and does not need to consider “every conceivable alternative” to a project (14 CCR 15126.6(a)). The alternatives evaluated should be “potentially feasible” (14 CCR 15126.6(a)), but inclusion of an alternative in an EIR does not constitute definitive evidence that the alternative is in fact “feasible.” The final decision regarding the feasibility of alternatives lies with the decision makers for a given project who must make the necessary findings addressing the feasibility of alternatives for avoiding or substantially reducing a project’s significant environmental effects (California Public Resources Code, Section 21081; see also 14 CCR 15091).

This chapter describes the project alternatives selected for analysis, evaluates the environmental impacts associated with them, and compares the impacts with those of the proposed update to the general plan (“2040 General Plan”) and Climate Action & Adaptation Plan (together, the “Sacramento 2040 Project”). This chapter also identifies those alternatives considered by the City of Sacramento (City) but not carried forward for detailed analysis and explains the basis for the City’s decision.

In conformity with CEQA, the purpose of this analysis is to focus on alternatives that are potentially feasible, and that would avoid or substantially lessen any of the significant effects of the project. The analysis in Chapter 4, Environmental Analysis, Sections 4.1 through 4.15, finds that the 2040 General Plan would result in the following significant and unavoidable impacts:

### **Biological Resources**

**Impact 4.4-10:** The 2040 General Plan, combined with past, present and reasonably foreseeable future projects, could contribute to a regional loss of special-status plant or wildlife species or their habitat.

**Impact 4.4-11:** The 2040 General Plan, combined with past, present and reasonably foreseeable future projects, could contribute to a regional loss of sensitive natural communities including wetlands and riparian habitat.

### Cultural and Historic Resources

**Impact 4.5-1:** The 2040 General Plan could result in a substantial change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5.

**Impact 4.5-2:** The 2040 General Plan could result in a substantial change in the significance of an archaeological resource as defined in CEQA Guidelines Section 15064.5.

**Impact 4.5-3:** The 2040 General Plan, combined with past, present and reasonably foreseeable future projects, could directly or indirectly destroy or remove an archeological resource.

### Noise and Vibration

**Impact 4.11-1:** Implementation of the 2040 General Plan would have the potential to result in a substantial permanent increase in ambient noise levels in excess of established City standards.

**Impact 4.11-5:** The 2040 General Plan, in combination with past, present and reasonably foreseeable future projects, could result in a cumulatively considerable impact to the ambient noise and vibration environment.

### Tribal Cultural Resources

**Impact 4.15-1:** Implementation of the 2040 General Plan could cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources.

**Impact 4.15-2:** Implementation of the 2040 General Plan could cause a substantial adverse change in the significance of a tribal cultural resource, that is determined to be significant per Public Resources Code Section 5024.1(c).

**Impact 4.15-3:** The 2040 General Plan, combined with past, present, and reasonably foreseeable future projects, could contribute to a substantial adverse change in the significance of a tribal cultural resource within the northern Sacramento Valley region.

To a lesser extent, the Alternatives analysis also considers those impacts of the Sacramento 2040 Project that would be less than significant.

## 6.2 Project Objectives

The City seeks to achieve the following objectives, consistent with the vision and guiding principles set forth in the proposed 2040 General Plan.

- **Safe, Equitable, Inclusive and Just City.** Ensure Sacramento is equitable, inclusive, and a just city for people of all ages, abilities, ethnicities, races, genders, sexual identities, incomes, and cultures; and celebrate all diverse and multicultural communities through promoting equity, justice, and accountability.

- **Interconnected and Accessible City.** Expand and enhance the range of transportation options for people of all ages and abilities by improving the efficiency of a multimodal transportation system that prioritizes and promotes active transportation and less reliance on single-occupant vehicles.
- **Resiliency and Climate Action.** Strive to achieve carbon neutrality by 2045 by reducing carbon emissions through reducing energy usage, waste and pollutants, electrifying buildings and transportation, and investing in sustainable infrastructure including zero emission transportation infrastructure.
- **Regional Economic Hub.** Support a diversity of business and employment opportunities that attract and retain a broad range of living-wage jobs through improving access to efficient, affordable transportation, training, childcare, and senior care for workers and encourage equitable economic development that creates opportunities for all residents and businesses.
- **Livability and Sense of Place.** Ensure a clean and safe city and promote pride of place by respecting the unique character of established neighborhoods while also welcoming compatible infill development and promoting healthy, physically active lifestyles through expanding access to nature and recreational opportunities and programs.
- **Sustainable and Responsible Growth.** Accommodate growth that supports a compact development pattern with a mix of housing options; access to transit; investment in utility infrastructure; and conservation of energy, water and natural resources.

## 6.3 Alternatives Considered and Dismissed from Further Consideration

In accordance with CEQA Guidelines Section 15126.6(c), an EIR is required to identify any alternatives that were considered by the lead agency but were rejected as infeasible for detailed study, and briefly explain the reasons underlying the lead agency's determination. Furthermore, Section 15126(f)(1) states that "among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries...and whether the proponent can reasonably acquire or control or otherwise have access to the alternative site. No one of these factors established a fixed limit on the scope of reasonable alternatives."

Evaluation of an off-site alternative is not feasible given the project is a general plan update. The following alternatives were considered but rejected from further analysis because they were determined to be infeasible and/or would not substantially reduce the significant impacts associated with implementation of the Sacramento 2040 Plan.

### 6.3.1 Alternatives from the 2035 General Plan

The Sacramento 2040 Project involves a comprehensive update to the City's 2035 General Plan as well as preparation of a Climate Action & Adaptation Plan (CAAP). While the City undertook a technical update to these long-range planning documents in 2015, the last major update was almost 15 years ago, as part of the 2030 General Plan and the legal requirements along with City and community needs have evolved since that time. However, in terms of the overall buildout of the city the differences between the 2035 General Plan and the 2040 General Plan are overall relatively similar. With the exception of tribal cultural resources, which was not evaluated, most of the significant impacts for the 2035 General Plan were also identified for the 2040 General Plan. Due to these similarities, the City reviewed the list of alternatives considered in the Master EIR for the

2035 General Plan to determine whether any alternatives should be considered as part of the environmental evaluation for the 2040 General Plan. An evaluation of suitability for consideration of prior alternatives from the 2035 General Plan Master EIR is provided below.

**Increased Transit Corridor Development.** This alternative would include changing land use designations of existing and planned transit centers to increase the development potential of centers and corridors in locations served by transit beyond the level anticipated in the 2035 General Plan. This alternative is eliminated from further consideration because the proposed Sacramento 2040 General Plan already expands upon the 2035 General Plan and proposes more infill development within transit corridors, and also creates new transit corridors and designates these areas for additional commercial and residential development. Therefore, this alternative was considered but dismissed from further consideration.

**Reduced Footprint.** Under this alternative, the Planning Area would be limited to that of the existing city boundaries, with the development intensity being equal to that of the proposed General Plan. However, because the 2040 General Plan Planning Area boundary is the same as the 2035 General Plan Policy Area boundary and a similar level of development is assumed within the city and Planning Area as the 2035 General Plan, there would be no substantial change to the significant environmental impacts identified under the 2040 General Plan. Therefore, this alternative was considered but dismissed from further consideration.

### 6.3.2 Other Alternatives Considered and Dismissed

#### **Infill Development Consistent with CAAP Alternative.**

The Draft Climate Action & Adaptation includes Measure E-5:

“Support infill growth with the goal that 90% of new growth is in the established and center/corridor communities and 90% small-lot and attached homes by 2040, consistent with the regional Sustainable Communities Strategy. Project-level VMT should be 15% below (or 85% of) the regional average.”

This measure is based on long-standing discussions in the community that have supported and encouraged infill development as a means of reducing vehicle miles traveled and associated greenhouse gas emissions. This strategy is consistent with the broad policy approaches of the General Plan, including the encouragement of pedestrian-friendly streets, and increasing multi-modal transportation opportunities.

Focus on infill development was a feature of the deliberations of the Mayors’ Commission on Climate Change and carried forward as a multi-agency goal.

The alternative considered here would restrict new development to the established and center/corridor communities and require new residential development to consist exclusively of small-lot and attached homes by 2040. This proposed alternative would preclude all development in areas outside of the established and center/corridor communities.

Measure E-5 already establishes an aggressive goal—by comparison the MTP/SCS assumes that approximately 84% of growth from 2016 to 2040 would occur within established and center/corridor communities and 74% of housing growth would be small-lot and attached homes (SACOG 2019b). This alternative would essentially eliminate future large-lot, single-unit residential development and eliminate future development in areas outside

of the established and center/corridor communities, including substantial areas that are considered urbanized, with full public services. Measure E-5 is strong encouragement, but a prohibition could result in substantial economic hardship to property owners, and potentially adverse land use decisions, without achieving any additional substantial benefit. This would be a dramatic shift in the City's land use plan dating back to the 1993 General Plan and was determined to not be feasible; therefore, it was dismissed from further consideration.

## 6.4 Summary of Alternatives Considered in this Draft Master EIR

This section provides an evaluation of the environmental effects of each alternative relative to the environmental effects of the Sacramento 2040 Project. These conclusions are listed in the alternatives summary matrix provided at the end of this discussion.

The alternatives to be analyzed in comparison to the Sacramento 2040 Project include:

- **Alternative 1: No Project/2035 General Plan Alternative.** This alternative assumes that development would continue to be guided by the 2035 General Plan.
- **Alternative 2: MTP/SCS Reduced Employment Alternative.** This alternative proposes a reduction in the amount of commercial development to reduce employment/jobs consistent with the employment projections set forth in the Sacramento Area Council of Governments or SACOG's adopted 2020 MTP/SCS.

### 6.4.1 Alternative 1: No Project/2035 General Plan

#### Description

CEQA Guidelines Section 15126.6(e) requires that an EIR evaluate a "No Project Alternative," which is intended to allow decision-makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. Under this alternative, development according to the policies of the Sacramento 2040 General Plan would not occur. Instead, development would be guided by continued implementation of the existing 2035 General Plan.

The Draft Master EIR analyzes a No Project/2035 General Plan alternative that assumes development would occur consistent with the existing land use designations under the adopted 2035 General Plan (as amended). Under the No Project/2035 General Plan Alternative, the Planning Area would be developed consistent with the underlying land uses and development intensities. The proposed 2040 General Plan includes some changes to the 2035 General Plan Land Use and Urban Form Diagram, but the overall buildout of the city under the 2035 General Plan would be somewhat similar to the buildout proposed under the 2040 General Plan, although there have been changes to the number of land use designations, the types of housing units permitted in single-unit and duplex dwelling zones and standards for maximum allowable development intensity (i.e., Floor Area Ratio [FAR]) applicable to all parcels in the city and controlled via a Maximum Base FAR Map to accommodate the City's 2040 growth projections. The proposed Sacramento 2040 Project includes a Climate Action & Adaptation Plan that promotes energy efficiency, reduced vehicle miles traveled (VMT), and compliance with new state goals. The 2035 General Plan is based on slightly higher population projections than are currently projected for the Planning Area (less than 2,000 people); therefore, although

population identified in the 2035 General Plan would be slightly higher than the proposed 2040 General Plan, this is not a consideration in this analysis because it is a difference in the plan assumptions, rather than an actual difference between the two plans.

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

The No Project/2035 General Plan Alternative would result in no changes because the City would be guided by the existing 2035 General Plan, which is the baseline condition. Impacts associated with implementation of the Sacramento 2040 Project discussed in this Draft Master EIR would effectively be eliminated. All impacts identified under the 2035 General Plan Master EIR would remain unchanged. This includes long-term operational impacts due to ozone and particulate matter; regional loss of special-status plants and wildlife species; impacts to historical and archeological resources; increase in exterior and interior noise levels and exposure to vibration due to construction; increase in demand for potable water and treatment capacity; and level of service impacts to traffic that are no longer evaluated in CEQA documents. Most of these impacts would remain similar or unchanged under the 2040 General Plan, including impacts to biological and cultural resources and noise.

In many cases the 2035 General Plan Master EIR used thresholds different from those used in this document for determining level of significance. Therefore, although an impact may have had a different significance determination in 2035 General Plan Master EIR, it would not necessarily mean that impacts would be substantially different from what was determined in this Master EIR for the Sacramento 2040 Project. Additionally, new information not available at the time of preparation of the 2035 General Plan Master EIR may result in different significance determinations in this Master EIR even though general assumptions and land uses have not changed substantially between the two plans. For example, water capacity impacts were determined to be significant and unavoidable in the 2035 General Plan Master EIR due to the need to determine future water treatment options. However, the City has since determined a water treatment strategy to meet projected water demands; therefore, impacts were determined be less than significant in this document, even though the 2040 General Plan does not represent a significant change in development from the 2035 General Plan project affecting water demand.

Compared to the 2040 General Plan, the No Project/2035 General Plan Alternative would have more severe effects to the environment concerning the topics of Greenhouse Gases (GHGs) as well as Transportation and Circulation. This is because the 2040 General Plan continues to build upon the sustainable growth principles of the 2035 General Plan by proposing more infill development within transit corridors, creating new transit corridors, and designating these areas for additional commercial and residential development. The increased development intensity, focus on alternative transit, and consolidation of jobs and employment centers within the city would result in shorter and fewer vehicle trips contributing to GHG emissions and global climate change compared to the No Project/2035 General Alternative. Therefore, these impacts would be more severe under this alternative as compared to the 2040 General Plan. There are no other environmental topics that would have impacts substantially different from the 2040 General Plan.

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

The 2035 General Plan includes project objectives that are similar to the 2040 General Plan; however, the 2040 General Plan further expands upon these objectives and represents a more ambitious plan for sustainable development of the city. The 2035 General Plan objectives are listed below:



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

It is evident that the objectives of the 2035 General Plan and 2040 General Plan share many similarities and are generally consistent in envisioning the future growth of the city. However, the 2040 General Plan expands upon these objectives and introduces a more determined plan to meet state and local goals to reduce impacts associated with development (e.g., the achievement of carbon neutrality by 2045). This alternative would fail to achieve the 2040 General Plan objectives of creating a Safe, Equitable, Inclusive and Just City; Resiliency and Climate Action designed to achieve carbon neutrality by 2045; and Interconnected and Accessible City that expands and enhances the range of transportation options to reduce reliance on single-occupant vehicles.

## 6.4.2 Alternative 2: MTP/SCS Reduced Employment Alternative

### Description

#### *Background*

SACOG developed a set of regional projections for the year 2040 as part of its state-mandated 2020 MTP/SCS, using 2016 as a baseline year (SACOG 2019a). While these regional projections were considered during the development of buildout projections for the 2040 General Plan, additional sources including an analysis of historical trends, U.S. Census Bureau Data, a consultant-prepared Market Study, and City input were used to develop the buildout projections included in Chapter 2, Project Description. A major consideration during development of these projections was the City’s intention to maintain its current share of regional office and industrial jobs in 2040, and to prioritize infill development, including development on vacant or underutilized sites within the city limits. The proposed 2040 General Plan is focused on compact development and continues to enhance and build upon sustainable practices introduced in the 2030 and 2035 general plans. The 2040 General Plan buildout projections reflect this determined strategy of compact growth, and subsequently, the

further consolidation of jobs and employment centers within the city where the infrastructure and services exist as opposed to expansive development spread throughout the larger metropolitan region. The proposed 2040 General Plan also includes an Economic Development Element with polices and implementing actions focused on business attraction and development and sustained and inclusive growth. The SACOG 2020 MTP/SCS, in contrast, assumed more rapid growth to occur in other areas of the region, reducing the city’s share of regional employment. Due to these additional considerations, the 2040 General Plan buildout projections assume a higher anticipated number of jobs in the city in 2040 compared to the MTP/SCS projections.

### **Alternative 2 Buildout Projections**

Alternative 2, the MTP/SCS Reduced Employment Alternative, assumes the intensity of planned commercial/industrial development including employment projections would be consistent with those of the 2020 MTP/SCS. This strategy would include reducing land use designated for infill commercial development within the city.

According to the modeling projections developed for the 2020 MTP/SCS, the city would have a total of 364,819 jobs by 2040, which represents an increase of 56,095 jobs over the 2016 baseline number of 308,724 jobs (SACOG 2019a). This is a compounded growth rate of approximately 7% per year. Adjusting for a 2018 baseline using the growth rate of 7% per year, there would be an increase of approximately 51,770 jobs between 2018 and 2040. These projections are compared to the 2040 General Plan’s adjusted projections in Table 6-1. As shown in the table, there would be a reduction of approximately 24,850 jobs allocated to the city under the 2020 MTP/SCS.

**Table 6-1. Comparison of 2040 General Plan and Alternative 2 Employment Projections**

	Adjusted (2018) Baseline	Projected 2040 Buildout	Growth Attributed to 2040 General Plan
2040 General Plan	315,214 <sup>1</sup>	391,826 <sup>1</sup>	76,612
Alternative 2	313,049 <sup>2</sup>	364,819 <sup>3</sup>	51,770

**Notes and Sources:**

<sup>1</sup> Dyett & Bhatia 2020.

<sup>2</sup> SACOG 2019a, adjusted for 2019 baseline by Dudek.

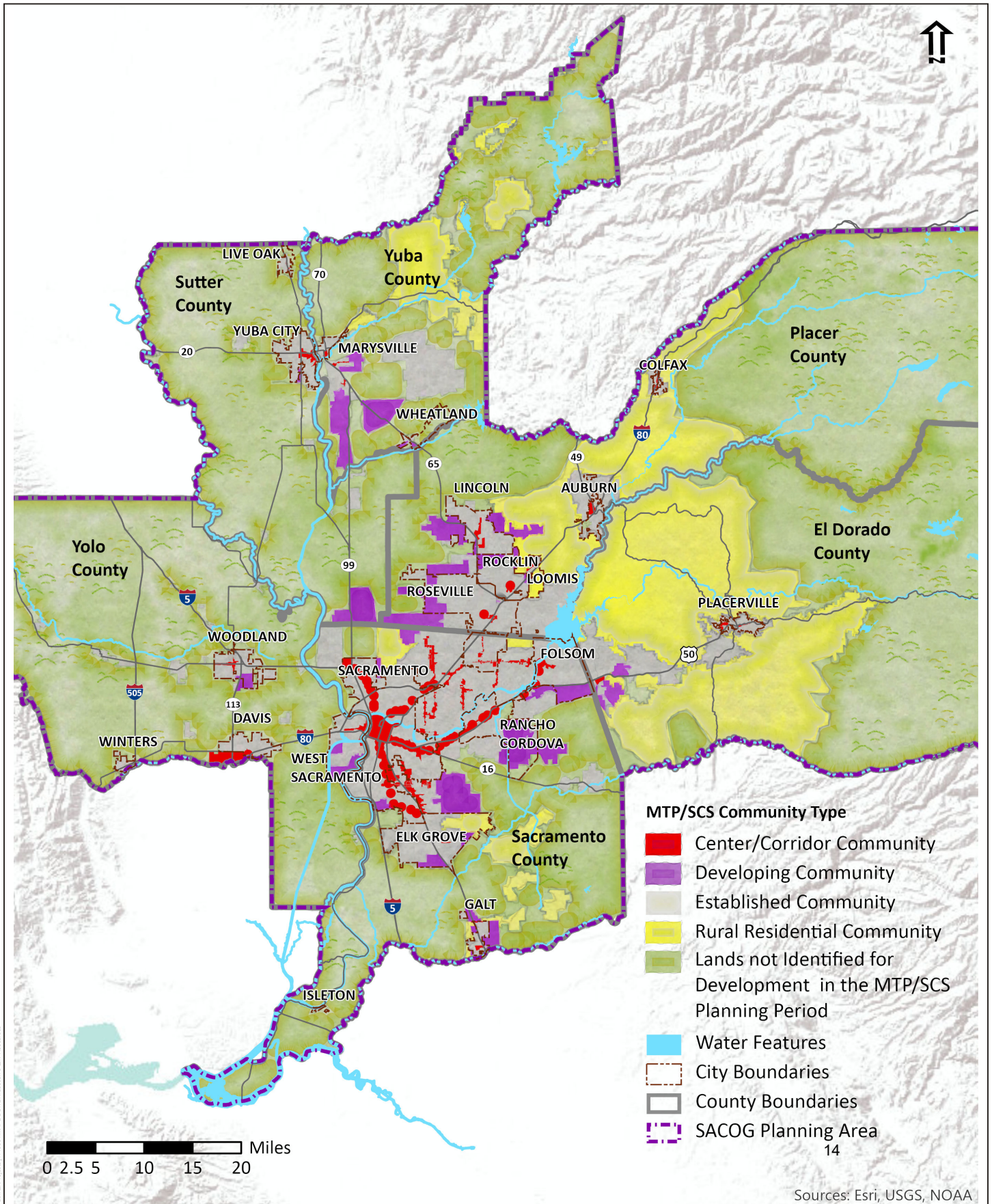
<sup>3</sup> SACOG 2019a.

Under the 2040 General Plan, specific commercial corridors planned for intensified compact development include Freeport Boulevard, Northgate Boulevard, Broadway, Franklin Boulevard, Truxel Road, Del Paso Boulevard, Stockton Boulevard, Folsom Boulevard, and Florin Road. These commercial corridors contain vacant buildings and parcels with potential for infill or redevelopment of outdated buildings and underutilized sites. Under Alternative 2, the intensity of development along these commercial corridors would be reduced. However, it should be noted that the MTP/SCS land use forecast still assumes that 84% of new jobs would occur in infill areas (characterized as “Established Communities” and “Center and Corridor Communities”). These MTP/SCS infill areas include cities outside of the 2040 General Plan Planning Area, such as Elk Grove, Folsom, Roseville, and Auburn (SACOG 2019b). An additional 15% of new jobs would occur in “Developing Communities” which are new growth areas that are not significantly built out. The MTP/SCS community types are shown in Figure 6-1. Under the 2020 MTP/SCS assumptions, most of the employment growth within the city would be neighborhood-serving commercial, office, and public uses, hospital and college expansions, with

some new industrial/office uses mostly concentrated in the existing industrial centers in the northeast and southeast portions of the city.

Table 6-2 compares the job growth by industry assumed under the 2040 General Plan as compared to Alternative 2 (adjusted for a 2018 baseline year using the average annual growth rate from 2016-2040 provided by SACOG). Note that the totals do not add up exactly to the totals in Table 6-1 due to rounding and adjustment of 2016 figures to the new 2018 baseline. Additionally, the 2020 MTP/SCS projections include approximately 20,170 home-based jobs under the “Other” category while the 2040 General Plan projections do not include this category.

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SOURCE: SACOG 2019

FIGURE 6-1

MTP / SCS Community Types

Sacramento 2040 Project

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**Table 6-2. Comparison of 2040 General Plan and Alternative 2 City Job Growth by Industry**

Industry	2040 General Plan <sup>1</sup>	Alternative 2 <sup>2</sup>	2040 General Plan <sup>1</sup>	Alternative 2 <sup>2</sup>	2040 General Plan	Alternative 2
	Adjusted (2018) Jobs		Projected 2040 Jobs		Percent Increase 2018-2040	
Government/Office	94,555	136,984	121,380	158,612	26.3%	16.0%
Education	19,918	14,586	25,677	18,753	26.8%	29.2%
Retail	33,336	31,713	39,273	37,067	16.4%	17.1%
Food	24,970	20,882	29,046	24,476	15.1%	17.1%
Services	28,996	29,073	37,064	33,645	25.8%	15.9%
Medical	54,371	28,859	71,968	41,177	30.0%	44.1%
Industrial	58,876	30,688	67,226	31,043	13.1%	1.16%
Other	0	20,172	0	20,177	—	0.03%
<b>Citywide Total</b>	<b>315,022</b>	<b>312,957</b>	<b>391,634</b>	<b>364,950</b>	<b>24.3%</b>	<b>16.6%</b>

**Notes and Sources:**

- <sup>1</sup> U.S. Census Bureau 2020; Dyett & Bhatia 2020.
- <sup>2</sup> BAE Urban Economics 2019, adjusted for 2018 baseline by Dudek.
- <sup>3</sup> BAE Urban Economics 2019.

As shown in Table 6-2, Alternative 2 represents an overall more conservative estimate of growth within the city from 2018 to 2040 (16.6% growth compared to 24.3% growth assumed by under the 2040 General Plan). The 2040 General Plan assumes a substantially greater amount of job growth in the Government/Office, Service, and Industrial industries as compared to Alternative 2. This is consistent with the City's intention to maintain its current share of regional office and industrial jobs.

**Comparative Analysis of Environmental Effects**

Under Alternative 2, there would be a decrease in employment (jobs) in the Planning Area as compared to the 2040 General Plan land use and employment assumptions. Alternative 2 would align with the 2020 MTP/SCS growth projections which assume less intense development in the Planning Area relative to the 2040 General Plan. Job growth would still largely occur within infill areas, including in cities outside of the Planning Area such as Elk Grove, Folsom, Roseville, and Auburn (SACOG 2019b). Essentially, Alternative 2 represents a different approach to the allocation of commercial development and job growth in the region. A comparison between the environmental effects of the 2040 General Plan and of Alternative 2 is included below.

**Impacts Identified as Being the Same or Similar to the 2040 General Plan**

**Aesthetics.** Because the city is mostly built out, a large amount of ambient lighting from urban uses already exists in the Planning Area. New development permitted under the 2040 General Plan could add lighting similar to the existing light sources from exterior building lighting, street lighting, parking lot lights, and headlights of vehicular traffic. While Alternative 2 would shift commercial development from the city (primarily from urban commercial corridors in areas well-served by transit services) to the rest of the metropolitan region, this would not result in a significant decrease in light or glare within the Planning Area as compared to the

2040 General Plan because the areas where commercial development is proposed are already characterized by urban lighting conditions that would not be changed significantly by new infill development.

Similar to the discussion of light and glare impacts, a reduction in commercial development along city commercial corridors would not result in a significant decrease in impacts to scenic resources or views available in the Planning Area. Scenic resources in the city include culturally important or historic buildings, landmarks, and parks. Alternative 2 proposes a reduction of commercial development intensity in the city, primarily infill within commercial corridors which may be close to buildings or landmarks that are visually important. However, new development outside of the Planning Area may still result in development that is within the viewshed of the Planning Area, which may affect broader scenic views of landscapes, particularly those available from lands near the edge of the Planning Area (e.g., open space fields or distant views of the Sierra Nevada Mountain range). While Alternative 2 may shift scenic impacts from resources within urban settings to areas outside of the city, the overall impact within the Planning Area would be similar.

**Agriculture.** The city still contains some lands designated as farmland by the Department of Conservation (DOC) and lands under active Williamson Act contracts, although much of this land is not actively farmed and/or has already been planned for development under the 2030 and 2035 General Plans and the proposed 2040 General Plan. As such, the loss of farmland within the Planning Area is not considered significant, because the 2040 General Plan would not affect commercial agricultural operations or resources, result in interference or adverse impacts from non-compatible land uses or result in the premature conversion of Williamson Act contracts. The 2040 General Plan instead focuses on preserving the more productive agricultural lands currently under cultivation outside of the Planning Area. While Alternative 2 would shift some commercial development from the Planning Area to the rest of the metropolitan region, the MTP/SCS land use forecast still assumes that most growth (84% of new jobs through 2040) would happen in infill areas. Therefore, it is unlikely that this shift in development would have a significant adverse effect on productive agricultural lands within the region and impacts would be similar to the 2040 General Plan.

**Air Quality (Regional Impacts).** Air pollution is largely a cumulative impact. The regional nonattainment status of criteria pollutants is a result of past and present development within the Sacramento Valley Air Basin (SVAB), which includes both the Planning Area and the larger SACOG planning area share. Therefore, the shift of some commercial development from the Planning Area to the outer metropolitan region would not change the severity of any impacts regarding the regional nonattainment status of criteria pollutants, conflict with applicable air quality plans, or other issues related to the SVAB as a whole. However, some air pollutants including different types of toxic air contaminants (TACs) can create more localized concerns within the vicinity of their specific sources, which Alternative 2 may help to reduce by spreading development throughout the region. These localized air quality impacts are discussed under the “Impacts Identified as Being Less Severe than the 2040 General Plan” subheading below.

**Energy.** Pacific Gas and Electric Company (PG&E) and Sacramento Municipal Utility District (SMUD) serve the Planning Area and most of the SACOG planning area. Alternative 2 would not decrease the overall amount of development in the region as compared to the 2040 General Plan but would shift some commercial development from the city to other areas within the metropolitan region. Because the SACOG planning area is already mostly served by PG&E and SMUD, this reallocation would not have any impact on energy supply or capacity of the service providers. New development would continue to be subject to the same state and federal regulations regarding energy, including adherence to Title 24 of the California Code of Regulations, which contains energy efficiency standards for residential and nonresidential buildings based on a state mandate to reduce California’s energy demand. Thus, impacts would be similar to the 2040 General Plan.



**Geology and Soils.** The Planning Area and the SACOG planning area share the same geologic conditions, which would not be changed by development. New development would be required to adhere to state-mandated building code requirements to prevent risk to structure damage and harm to residents or visitors of new developments, whether within the city or within the larger metropolitan area. Additionally, any projects disturbing more than one acre would be required to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) consistent with the State Water Resources Control Board (SWRCB) Construction General Permit, which would address soil erosion and subsequent impacts to waterways and impacts would be similar to the 2040 General Plan.

**Hazards and Hazardous Materials.** Hazards and hazardous materials impacts are generally localized to specific sites and do not combine with one another in a way to create a greater or more severe hazard, because of relative infrequencies and variances in timing. Impacts relative to hazardous materials usually depend on the nature and extent of the hazardous materials release, and existing and future soil and groundwater conditions. The shifting of some commercial development from the city to the greater region would not result in any changes in impact severity because of this localized nature and continued adherence the existing regulatory framework which governs aspects of the handling of hazardous materials and wastes. Therefore, impacts would be similar to the 2040 General Plan.

**Hydrology, Water Quality and Flooding.** The Planning Area and the SACOG planning area share the same hydrologic conditions, regional surface waters, and groundwater basin. As previously discussed, new development projects would still be governed by state and federal requirements such as the SWRCB Construction General Permit, state requirements for 200-year flood protection and federal requirements for 100-year flood protection. Since the overall level of development in the region would not change, there would be no meaningful change in impervious areas or groundwater recharge. Therefore, Alternative 2 would result in the same less-than-significant impacts as the 2040 General Plan regarding hydrology, water quality, and flooding.

**Tribal Cultural Resources.** Future development occurring in the region could result in substantial adverse changes in the significance of a tribal cultural resource (TCR) with cultural value to a California Native American tribe. The Planning Area as well as the broader northern Sacramento Valley region as a whole have been occupied both historically and during prehistoric times by Native American inhabitants, and due to this prior habitation, it is probable that TCRs could be present and may be disturbed or inadvertently destroyed during construction associated with future development. Although TCRs do not belong to or correspond to geographic boundaries defined by the City, shifting development outside of the city to the larger SACOG planning area would reduce the city's contribution to the existing significant cumulative impact regarding the loss of TCRs. Future projects occurring in the region would still be subject to federal and state requirements to protect TCRs such as Assembly Bill (AB) 52 and Senate Bill (SB) 18 requirements, and Section 7050.5 of the California Health and Safety Code concerning Native American remains. Therefore, impacts would be similar to the 2040 General Plan.

### ***Impacts Identified as Being Less Severe than the 2040 General Plan***

**Air Quality (Localized Impacts).** In contrast with the criteria pollutants previously discussed, the effects of diesel particulate matter (DPM), TACs or odor emissions are much more localized to the vicinity of their specific sources. Under Alternative 2, some commercial development planned within the city under the 2040 General Plan would instead be shifted to areas outside of the city. This includes communities such as Roseville, Elk Grove, Folsom, and areas of the unincorporated County not included in the Planning Area boundaries. In comparison with the 2040 General Plan's compact infill development strategy, Alternative 2 would result in

less dense development spread out over a larger region, which would reduce localized impacts such as DPM and TAC emissions affecting sensitive receptors residing in the city where future development projects would occur close together. Impacts would be reduced under this alternative as compared to the 2040 General Plan.

**Biological Resources.** There are 17 special-status plants, three special-status invertebrates, and two candidate invertebrate species potentially present within the Planning Area that could be affected by development under the 2040 General Plan. Additionally, riparian habitat and other sensitive natural communities could be subject to physical changes or disturbance. As discussed in Section 4.4, Biological Resources, the conversion of plant and wildlife habitat and sensitive natural communities on a regional level as a result of cumulative development would result in a significant cumulative impact. Shifting some commercial development from the city to the larger SACOG planning area would reduce the city's contribution, but there would still be a significant cumulative impact. Projects addressed by the MTP/SCS are anticipated to impact approximately 41,548 acres of potential habitat within the greater Sacramento region, including the conversion of approximately 28,062 acres of grasslands and other "natural" land covers, 3,277 acres of wetlands, and 10,209 acres of agricultural land cover that provide habitat to various special-status species (SACOG 2019c). With continued conversion of natural habitat to human use, the availability and accessibility of remaining foraging and natural habitats in this ecosystem would dwindle and those remaining natural areas may not be able to support additional plant or animal populations above their current carrying capacities. All incremental losses of special-status species habitat contribute; therefore, although Alternative 2 would result in a smaller contribution, it would still be cumulatively considerable resulting in a significant cumulative impact the same as the 2040 General Plan.

**Cultural Resources.** The Planning Area contains numerous historic (built) resources including resources recognized at the federal, state, and local level. Many of these historic resources are concentrated in the Central City and Midtown area, which are the oldest portions of the city. However, some historic buildings also exist in the northern portion of the city. Densification of development through increasing maximum density allowances in the urban environment could result in the demolition of historic or potentially historic buildings or building alterations that would impair the significance of an existing or potential historic resource. Communities outside of the city are generally newer, and many were established from the growth of suburban populations upon the advent of street cars. Shifting some commercial development from the city (which would primarily be infill development in existing commercial corridors) to the larger region would reduce the impact to the city's historic resources and reduce its contribution to the significant cumulative impact regarding the regional loss of historic resources. Although Alternative 2 would result in a smaller contribution, it would still be a significant cumulative impact the same as the 2040 General Plan.

Archaeological resources and human remains are less localized in nature and because all significant cultural resources are unique and non-renewable, any adverse effects would contribute to a dwindling resource base. Nonetheless, shifting development from the city to the larger SACOG planning area would reduce the city's contribution to this significant cumulative impact. Development under Alternative 2 would still require adherence to state and federal regulations concerning the protection and preservation of archaeological resources and human remains and although the impact would be somewhat reduced it would still be a significant cumulative impact the same as the 2040 General Plan.

**Noise and Vibration.** Future development under the 2040 General Plan would result in noise level increases to the ambient noise environment within the city, particularly from transportation noise along roadways. Under Alternative 2, some commercial development planned for the city would be shifted to the larger metropolitan area, which would result fewer noise and vibration sources affecting the Planning Area. This shift of

development would reduce the impact to the city's ambient noise environment and reduce its contribution to the significant cumulative impact regarding regional noise and vibration. However, since the overall level of development at a regional level would generally be the same as what is proposed under the 2040 General Plan, there would still be a significant cumulative impact the same as the 2040 General Plan. It is assumed mitigation measure NOI-1 would still be required to address construction noise and the impact would be the same as the 2040 General Plan.

**Public Services and Recreation.** A significant impact to public services and recreation would occur if a project would require or result in the construction of new facilities, including police and fire stations, schools, parks, libraries, or other public facilities in order to serve the project population. Under Alternative 2, some commercial development planned for the city would instead occur in the larger metropolitan area. Less development within the Planning Area would reduce the burden of public services providers serving the Planning Area, including the Sacramento Police Department (SPD) and Sacramento Fire Department (SFD) that serve the city. Additionally, this would reduce the burden on parks within the Planning Area and result in a better level of service relative to the City's parkland standards. Thus, impacts would be reduced under this alternative as compared to the 2040 General Plan.

**Utilities.** Similar to the discussion concerning public services and recreation, less development within the Planning Area would reduce the burden of public utilities providers and facilities serving the Planning Area. This includes the City's stormwater drainage system which would not convey stormwater runoff from development occurring outside of the service area boundary. However, it should be noted that in some cases the city and the greater region are served by the same provider and therefore impacts would not change (e.g., the Sacramento Regional WWTP which also serves West Sacramento, Rancho Cordova, Citrus Heights, Elk Grove, Folsom, unincorporated Sacramento County, and the communities of Courtland and Walnut Grove). However, under Alternative 2 impacts would be reduced as compared to the 2040 General Plan.

#### ***Impacts Identified as Being More Severe than the 2040 General Plan***

**Greenhouse Gas Emissions.** Because greenhouse gas (GHG) emissions from motor vehicles are the largest source of GHG emissions in the Planning Area, VMT is an important metric to help measure progress toward reducing GHG emissions. Compared to the 2040 General Plan, Alternative 2 would result in shifting commercial development from the city throughout the greater region. This would result in a potential increase in VMT compared to the dense infill development proposed within transit corridors under the 2040 General Plan. Longer vehicle trips would result in greater GHG emissions from mobile sources, which would increase the severity of GHG impacts as compared to the 2040 General Plan.

**Transportation.** As discussed above, development under Alternative 2 would result in a potential increase in VMT compared to the 2040 General Plan. The 2040 General Plan specifically plans for intensified infill development within commercial corridors well-served by transit services, which would reduce the length and number of vehicle trips. Alternative 2 would result in some commercial development occurring outside of the Planning Area in areas that may be farther away from where employees live and may not be well-served by alternative transportation. Therefore, transportation impacts under Alternative 2 would be more severe than the 2040 General Plan.

### Relationship to Proposed Project Objectives

The 2020 MTP/SCS lays out a land use strategy based on smart growth principles, including compact development, mixed-use development, natural resource conservation, and transportation choice. The MTP/SCS also addresses statewide climate goals, state housing goals, and consults with other agencies as well as the public and stakeholders in its development. This approach to land use planning results in a plan that is consistent with the vision and guiding principles set forth for the proposed Sacramento 2040 Project, including “Sustainable and Responsible Growth” and “Resiliency and Climate Action.” However, because the 2040 General Plan further builds upon the guiding principles of the MTP/SCS and previous 2030 and 2035 general plans, the 2040 General Plan represents a more ambitious plan for growth of the city as compared to the 2020 MTP/SCS. Therefore, while Alternative 2 would achieve all the project objectives, it would do so to a lesser extent than the 2040 General Plan. This is most evident regarding the objectives “Interconnected and Accessible City” and “Regional Economic Hub” since the 2040 General Plan specifically plans for infill development to occur within transit corridors and for the city to have a larger share of regional employment compared to its share assumed in the 2020 MTP/SCS.

## 6.5 Summary Matrix

A matrix displaying the major characteristics and significant environmental effects of each Alternative is provided in Table 6-3 to summarize the comparison with the 2040 General Plan.

**Table 6-3. Summary Matrix**

Environmental Issue	2040 General Plan Impacts	Alternative 1: No Project/2035 General Plan	Alternative 2: MTP/SCS Reduced Employment Alternative
Aesthetics	LTS	-	-
Agricultural Resources	LTS	-	-
Air Quality (Regional Impacts)	LTS	-	-
Air Quality (Localized Impacts)	LTS	-	▼
Biological Resources	SU	-	▼
Cultural and Historic Resources	SU	-	▼
Energy	LTS	-	-
Geology, Soils, Mineral Resources, and Paleontology	LTS	-	-
Greenhouse Gases	LTS	▲	▲
Hazards and Public Safety	LTS	-	-
Hydrology, Water Quality and Flooding	LTS	-	-
Noise and Vibration	SU	▼	▼
Public Services and Recreation	LTS	-	▼
Public Utilities	LTS	-	▼

**Table 6-3. Summary Matrix**

Environmental Issue	2040 General Plan Impacts	Alternative 1: No Project/2035 General Plan	Alternative 2: MTP/SCS Reduced Employment Alternative
Transportation and Circulation	LTS	▲	▲
Tribal Cultural Resources	SU	-	▼

**Notes:**

- ▲ Alternative is likely to result in greater impacts to issue area when compared to the 2040 General Plan.
  - Alternative is likely to result in similar impacts to issue area when compared to the 2040 General Plan.
  - ▼ Alternative is likely to result in reduced impacts to issue area when compared to the 2040 General Plan.
- LTS = Less-than-significant impact  
LTS/MM = Less-than-significant impact with mitigation incorporated  
SU = Significant and unavoidable impact

## 6.6 Environmentally Superior Alternative

As indicated in Table 6-3, the No Project/2035 General Plan Alternative (Alternative 1) would result in the least environmental impacts and would be the environmentally superior alternative because it would basically avoid impacts associated with the 2040 General Plan for all resource areas. However, Section 15126.6(e)(2) of the CEQA Guidelines states that if the environmentally superior alternative is the No Project Alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.

Alternative 2 is the only other evaluated alternative because other alternatives were determined to be infeasible. Under this alternative, although significance determinations would not change, 7 out of 16 environmental issues evaluated would have a reduction in the severity of the impact as compared to the 2040 General Plan. It is important to note that all the impacts identified as significant and unavoidable under the 2040 General Plan would be reduced in severity, but Alternative 2 would not be capable of substantially reducing these impacts to less than significant. Therefore, the impacts would also remain significant and unavoidable.

## 6.7 References

- LGC (Local Government Commission). 2020. Achieving Carbon Zero in Sacramento and West Sacramento by 2045. Accessed May 2023. <http://www.cityofsacramento.org/-/media/Corporate/Files/CDD/Planning/Long-Range/Climate-Action-Plan/Mayors-Commission-on-Climate-Change-Final-Report.pdf?la=en>.
- SACOG (Sacramento Area Council of Governments). 2019a. Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). Accessed May 2023. <https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fwww.sacog.org%2Fsites%2Fmain%2Ffiles%2Ffile-attachments%2Fsacog-2016-2040-forecast.xlsx%3F1622745273&wdOrigin=BROWSELINK>.
- SACOG. 2019b. Appendix D: 2020 MTP/SCS Land Use Forecast Documentation. Accessed May 2023. [https://www.sacog.org/sites/main/files/file-attachments/appendix\\_d\\_-\\_land\\_use\\_documentation\\_0.pdf?1573685694](https://www.sacog.org/sites/main/files/file-attachments/appendix_d_-_land_use_documentation_0.pdf?1573685694).

SACOG. 2019c. 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). Adopted November 18, 2019. <https://www.sacog.org/2020-metropolitan-transportation-plansustainable-communities-strategy>.

# 7 Master Environmental Impact Report Preparers

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