

NEGATIVE DECLARATION

The City of Sacramento, California, a municipal corporation, does hereby prepare, declare, and publish this Negative Declaration for the following described project:

2021-2029 Housing Element Update - State Housing Element Law (Government Code Section 65580 et seq.) mandates that local governments plan to meet the existing and projected housing needs of all economic segments of the community. The Housing Element is one of the eight mandated elements of the General Plan and is the only element for which State law establishes a mandated schedule for updating and adopting the element. The purpose of the Housing Element is to:

- identify the City of Sacramento's housing needs;
- state the City's goals and objectives with regard to housing production, rehabilitation, and conservation to meet those needs; and
- define the policies and programs that the City will implement to achieve the stated goals and objectives.

The Housing Element meets State requirements and serves as the City's eight-year housing strategy. The planning period for the Housing Element is May 15, 2021 to May 15, 2029. It analyzes Sacramento's housing needs, current housing conditions, and the capacity of residential land available to meet future housing needs. The Housing Element is intended to address the housing crisis in Sacramento through a number of goals, policies, and programs that focus on expanding the housing stock and offering a wider range of housing choices for everyone in the City. Organized under eight housing goals, the Housing Element confirms and documents the City's commitment to provide opportunities for a variety of housing types at all levels of affordability to meet the current and future needs of all residents.

The Lead Agency is the City of Sacramento. The City of Sacramento, Community Development Department, has reviewed the proposed project and, on the basis of the whole record before it, has determined that there is no substantial evidence that the project as identified in the attached Initial Study, will have a significant effect on the environment. This Negative Declaration reflects the lead agency's independent judgment and analysis. An Environmental Impact Report is not required.

This Negative Declaration has been prepared pursuant to the California Environmental Quality Act (Public Resources Code Sections 21000 et seq.), CEQA Guidelines (Title 14, Sections 15000 et seq. of the California Code of Regulations), the Sacramento Local Environmental Regulations (Resolution 91-892), and the Sacramento City Code.

A copy of this document and all supportive is available on the City's EIR Webpage at:
<http://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports>

Due to the current emergency, the document is not available for review in printed form. If you need assistance in reviewing the document please contact Scott Johnson, Senior Planner at (916) 808-5842 or srjohnson@cityofsacramento.org.

Environmental Services Manager, City of Sacramento,
California, a municipal corporation

By: Scott Johnson 2021.05.17 12:55:26 -07'00'
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2021-2029 HOUSING ELEMENT UPDATE INITIAL STUDY/ NEGATIVE DECLARATION

This Initial Study has been prepared by the City of Sacramento, Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, CA 95811, pursuant to the California Environmental Quality Act (Public Resources Code Sections 21000 et seq.), CEQA Guidelines (Title 14, Section 15000 et seq. of the California Code of Regulations) and the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into the following sections:

SECTION I - BACKGROUND: Provides summary background information about the project name, location, sponsor, and the date this Initial Study was completed.

SECTION II - PROJECT DESCRIPTION: Includes a detailed description of the proposed project.

SECTION III - ENVIRONMENTAL CHECKLIST AND DISCUSSION: Reviews proposed project and states whether the project would have additional significant environmental effects (project-specific effects) that were not evaluated in the Master EIR for the 2035 General Plan.

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: Identifies which environmental factors were determined to have additional significant environmental effects.

SECTION V - DETERMINATION: States whether environmental effects associated with development of the proposed project are significant, and what, if any, added environmental documentation may be required.

REFERENCES CITED: Identifies source materials that have been consulted in the preparation of the Initial Study.

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SECTION I – BACKGROUND

Project Name and File Number:	2021-2029 Housing Element Update
Project Location:	City of Sacramento (Areas within the City Limit); also referred to as the "Policy Area"
Project Applicant:	None (City is Project Proponent)
Project Planner:	Greta Soos, Associate Planner
Environmental Planner:	Scott Johnson, Senior Planner, Environmental Planning Services
Date Initial Study Completed:	May 18, 2021

Since 1969, California has required that all local governments (cities and counties) adequately plan to meet the housing needs of all economic segments of the community. California's local governments meet this requirement by adopting housing plans as part of their general plan (also required by the state). General plans serve as the local government's "blueprint" for how the city and/or county will grow and develop and include seven elements: land use, transportation, conservation, noise, open space, safety, and housing. The law mandating that housing be included as an element of each jurisdiction's general plan is known as "housing-element law." California's housing-element law acknowledges that, if the private market is going to adequately address the housing needs and demand of Californians, local governments must adopt plans and regulatory systems that provide opportunities for (and do not unduly constrain), housing development. As a result, housing policy in California rests largely upon the effective implementation of local general plans and, in particular, local housing elements (HCD 2021).

As indicated on Page 1 of the Draft Housing Element, this Housing Element is the City's eight-year housing strategy and commitment for how it will meet the housing needs of all economic segments of the community. Housing continues to be one of the biggest challenges in Sacramento. With Sacramento seeing some of the highest increases in rent in recent years and home prices that continue to rise, the City is facing an unprecedented housing crisis. As housing becomes less affordable and the supply of housing continues to not meet demand, it is becoming harder for residents, especially low- and middle-income families and individuals, to afford housing. Gentrification and displacement pressures have intensified and homelessness continues to increase in the City. Sacramento's most vulnerable communities, including low- and middle-income households and communities of color, continue to be disproportionately affected by the housing crisis. This housing strategy will help address the housing crisis in Sacramento through a number of goals, policies, and programs that focus on expanding the housing stock and offering a wider range of housing choices for everyone in the City. The stated purpose of the Housing Element is to:

- Identify the City's housing needs;
- Identify the community's goals and objectives regarding housing production, rehabilitation, and conservation to meet those needs; and
- Define the policies and programs that will be implemented to achieve goals and objectives.

State law (Government Code Section 65583) requires the City to adopt a Housing Element that addresses the needs of everyone in the community, at all income levels.

The Housing Element is a project as defined in the California Environmental Quality Act (CEQA Guidelines section 15378(a)(1)The purpose of this Initial Study is to review the Housing Element to determine whether its adoption, including the various actions that could occur as a result of its adoption, could result in any significant effects on the environment. The City has certified a Master Environmental Impact Report (MEIR) that addresses cumulative impacts, growth-inducing impacts, and irreversible significant effects that could

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INITIAL STUDY/NEGATIVE DECLARATION

result from the adoption of the City's 2035 General Plan, and to the extent any impacts of the Housing Element have been considered in that review, the Initial Study discusses the issue.

While the Housing Element establishes policy for housing, and a policy-based strategy, it does not provide for changes in the type, level, or location of physical development. Regulation of location, type, character, and other features of physical development are established in the City's general plan and the Planning and Development Code. Nonetheless, the City is required to examine and evaluate the Housing Element for the purpose of identifying any significant effects on the environment that could ensue, and that evaluation is the purpose of this Initial Study.

This Initial Study was prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Sections 21000 et seq.). The Lead Agency is the City of Sacramento. The City is soliciting views of interested persons and agencies on the content of the environmental information presented in this document. Written comments should be sent at the earliest possible date, but no later than the 30-day review period ending June 17.

Please send written responses to:

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SECTION II – PROJECT DESCRIPTION

INTRODUCTION

State Housing Element Law (Government Code Section 65580 et seq.) mandates that local governments plan to meet the existing and projected housing needs of all economic segments of the community. The Housing Element is one of the eight mandated elements of the general plan and is the only element for which State law establishes a mandated schedule for updating and adopting the element. The purpose of the Housing Element is to:

- identify the City of Sacramento's housing needs;
- identify the City's goals and objectives with regard to housing production, rehabilitation, and conservation to meet those needs; and
- define the policies and programs that the City will implement to achieve the stated goals and objectives.

The proposed project evaluated in this Initial Study is the proposed Housing Element in its entirety, including goals, policies, and programs. The Housing Element Policy Area covers all areas within the city limit. The Policy Area is shown in Figure 1. The draft Housing Element is available for review online at the following URL: <https://www.cityofsacramento.org/-/media/Corporate/Files/CDD/Planning/Long-Range/Housing-Element/00Sac-HEPubRevDft012521.pdf?la=env>.

PROJECT BACKGROUND

In accordance with State law, the City of Sacramento (City) has prepared the *City of Sacramento 2021-2029 Housing Element: An 8-Year Housing Strategy* (Housing Element) to ensure that the City grows in a manner that meets the housing needs of residents.

The City is currently in the process of updating its general plan. The 2040 General Plan update would extend the planning horizon for the general plan from 2035 to 2040. While the Housing Element will be adopted in advance of the 2040 General Plan, the document has been prepared to maintain internal consistency as required by State law. The Housing Element follows the 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 eight-year housing strategy. The planning period for the Housing Element is May 15, 2021 to May 15, 2029 (note that this planning period is slightly different than the RHNA projection period described below). It analyzes Sacramento's housing needs, current housing conditions, and the capacity of residential land available to meet future housing needs. The Housing Element is intended to address the housing crisis in Sacramento through a number of goals, policies, and programs that focus on expanding the housing stock and offering a wider range of housing choices for everyone in the City. Organized under eight housing goals (summarized below), the Housing Element confirms and documents the City's commitment to provide opportunities for a variety of housing types at all levels of affordability to meet the current and future needs of all residents.

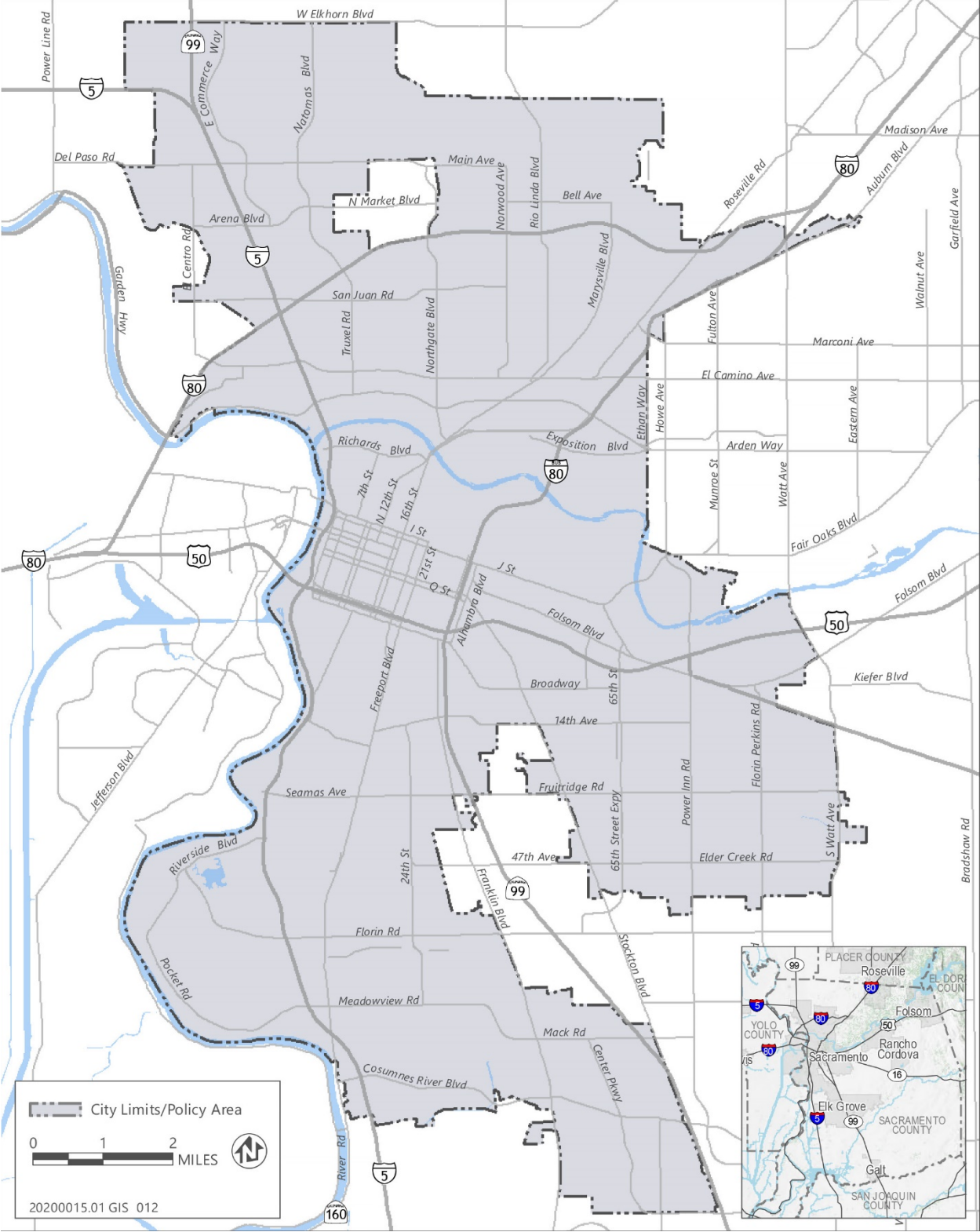


Figure 2-1 Housing Element Policy Area

Regional Housing-Needs Allocation

An important part of State housing law is the determination of the City’s ability to accommodate forecasted housing demand for all income levels. The process begins with a regional allocation made by the California Department of Housing and Community Development (HCD) to the Sacramento Area Council of Governments (SACOG). For the sixth cycle Regional Housing Needs Allocation (RHNA) projection period (June 30, 2021 to August 31, 2029), HCD determined that the SACOG region must accommodate 153,512 housing units. Based on the regional determination provided by HCD, SACOG then determines what share of the regional allocation will be met by each of its cities and counties, including the City of Sacramento.

The City of Sacramento’s RHNA is based on SACOG’s Regional Housing Needs Plan, adopted in March 2020. Under this plan, the City must plan to accommodate 45,580 new housing units between June 30, 2021 and August 31, 2029. Table 2-1 outlines the RHNA for Sacramento for the sixth cycle planning period. Of the 45,580 total units, 10,463 should be affordable to extremely low- and very low-income households, 6,306 to low-income households, 8,545 to moderate-income households, and 20,266 to above moderate-income households.

Table 2-1 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%
TOTAL	45,580	100.0%

AMI = Area Median Income

Source: Sacramento Area Council of Governments, Regional Housing Needs Plan, 2021-2029. Adopted March 2020.

State law requires the City to demonstrate that sufficient land is zoned to provide housing capacity that is adequate to meet the RHNA for each income category. As part of the Housing Element update, City staff conducted a comprehensive inventory of residential units in the pipeline (i.e., approved projects) and all vacant and nonvacant (i.e., underutilized) land within the City limits that is zoned to allow for housing and available to develop within the Housing Element planning period, 2021-2029. The sites inventory reflects the capacity under the current 2035 General Plan and Planning and Development Code and demonstrates the City has a total capacity for 52,492 units within pipeline residential developments and master planned communities and on vacant and underutilized sites, as shown in Table 2-2, which is sufficient capacity to accommodate the RHNA of 45,580 units (Refer to Appendix H-2 Land Inventory of the Draft Housing Element for more information on the sites inventory). The inventory of sites will be updated, as needed, to reflect any changes in land use that are adopted in the 2040 General Plan and subsequent update to the Planning and Development Code.

The City is not required to guarantee that its share of the regional allocation will be constructed, although it must include a quantified housing construction objective in the Housing Element. Sites that are identified to meet the allocated need must permit adequate densities and be provided with sufficient infrastructure and services such that production of housing that is affordable to lower-income residents is feasible.

Table 2-2 Summary of Residential Capacity Compared to 2021-2029 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	2,066	15,033	6,236	23,335
Capacity on Vacant and Underutilized Sites	18,850	5,636	3,971	28,457
ADU Projection	392	301	7	700
Total Capacity	21,308	20,970	10,214	52,492
Surplus(+)/Deficit(-)	+4,439	+12,425	-10,052	+6,912

Source: Ascent 2020, City of Sacramento 2020

The City’s Housing Strategy

With Sacramento experiencing some of the highest increases in rents in recent years and home prices continuing to rise, housing is becoming relatively less affordable, and the supply of housing is not meeting demand, making it harder for residents, especially low- and middle-income families and individuals, to afford housing. Gentrification and displacement pressures have also intensified, and homelessness continues to increase in the City. Sacramento’s most vulnerable communities, including low- and middle-income households and communities of color, continue to be disproportionately affected by the housing crisis. The City aims to ensure that Sacramento is an equitable and inclusive city by protecting and providing opportunities to those residents who are most vulnerable and prioritizing community resources towards historically disadvantaged communities.

The Housing Element includes eight goals that create the framework for how the City of Sacramento will address housing needs during the planning period (2021-2029). Within each goal section, policies provide direction for how the City will achieve that goal. Each goal from Chapter 4 of the Housing Element is summarized below:

GOAL 1: Increasing Overall Housing Production

Sacramento, like most communities in California, is in a housing crisis. Housing demand continues to outpace supply, which is driving up housing costs and greatly impacting affordability. The City’s first housing goal is to facilitate the construction of 45,580 units by 2029, which is an average of about 5,700 housing units annually. While meeting this housing target will be challenging since the City, as an agency, does not develop housing, the City can help foster housing development by ensuring that enough land is zoned for residential development to accommodate this number of housing units, and the City can help make development easier and less costly. Some of the policies the City has developed to increase housing production are Policies H-1.4 and H-1.5 to reduce the time and expenses associated with planning approval and building permit processes, Policy H-1.8 to identify and support infrastructure improvements in targeted infill areas, and Policy H-1.9 to encourage the adaptive reuse of non-residential buildings (e.g., commercial, office, industrial) for housing and mixed-use developments.

GOAL 2: Increasing Affordable and Workforce Housing Production

As part of this Housing Element, the City of Sacramento must plan for 16,769 new lower-income housing units by 2029, which represents 37 percent of the City’s overall RHNA. Housing is considered “affordable” if no more than 30 percent of a household’s gross monthly income is spent on rent and utilities. Of the lower income RHNA, 10,463 units should be affordable to very low-income households (making less than 50 percent of the area median income), and the remaining 6,306 units should be affordable to low-income households (making between 50-80 percent of the area median income). Developing affordable housing in Sacramento and in California has several barriers and often requires multiple sources of financing and public subsidies from Federal, State, and local governments. To support the production of 16,769 new lower income housing units, the Housing Element includes a variety of policies and implementation programs.

For example, the goal of Policy H-2.2 is to maximize the use of public properties no longer needed for current or foreseeable future public operations for affordable housing and emergency shelter space and Program H3 commits the City to exploring new funding sources for affordable housing.

GOAL 3: Promoting Accessory Dwelling Units

Accessory dwelling units (often referred to as ADUs) are smaller, independent dwelling units located on the same lot as the main house. Facilitating the construction of ADUs is one effective strategy to increase the supply of affordable housing, and the City's goal is to facilitate the construction of at least 700 accessory dwelling units by 2029. As part of the Housing Element, the City is considering developing permit-ready design plans (Program H6), a toolkit with resources and educational materials to support and promote the development of ADUs in neighborhoods throughout the City (Program H4) along with a financial assistance program for affordable ADUs (Program H27).

GOAL 4: Advancing Equity and Inclusion

The City of Sacramento was ranked one of the most diverse large cities in the United States¹. Acknowledging a past of discriminatory practices that took place in many American cities, this goal is to create equitable and inclusive neighborhoods to connect residents to the jobs, schools, services, and community assets that will enable them to thrive and be healthy. The Housing Element includes several policies and implementation programs to increase equitable land use patterns and create more opportunities for affordable housing dispersed equitably throughout the City, including Policy H-4.1 to invest in historically underserved communities, Policy H-4.4 to conduct neighborhood-specific action planning, and Policy H-4.7 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 choice.

GOAL 5: Protect Residents from Displacement

Sacramento has seen some of the highest increases in rent in recent years, and as rents increase and access to affordable housing decreases, low-income renters are disproportionately at risk of displacement. Displacement occurs when certain groups of individuals or households (often low-income) are forced to move from neighborhoods as a result of rising housing costs and neighborhood conditions associated with new investments in those neighborhoods. The City is currently implementing some anti-displacement strategies, including tenant protections, affordable housing preservation, creating more homeownership, and conducting neighborhood-level planning. The Housing Element includes additional policies and programs to minimize displacement, including Policy H-5.2 to explore options to expand tenant protections, Policy H-5.3 to develop neighborhood-specific anti-displacement strategies, and Policy H-5.5 to explore and support collective ownership models.

GOAL 6: Preserving the Existing Housing Stock

The City of Sacramento is home to over 10,000 subsidized affordable units, and an estimated 1,178 units are at risk of converting to market rate by 2031. The most cost-effective way to avoid displacing existing renters is to preserve these units as affordable housing rather than building replacement units. Beyond subsidized affordable housing, there is also a need to maintain and improve the quality of existing market rate housing. The City has an affordable housing preservation ordinance that will continue to be implemented (Program H46). The Housing Element also looks at ways to improve the rental housing inspection program (Policy H-6.3) and to ensure that there is no net loss of the housing stock (Policy H-6.5).

¹ Newman, Katelyn. 2020. America's Most racially Diverse Big Cities. U.S. News.
<https://www.usnews.com/news/cities/slideshows/the-10-most-rationally-diverse-big-cities-in-the-the-us>

GOAL 7: Housing for People Experiencing Homelessness

Another of the City's housing goals is to prevent the occurrences of homelessness and address the housing needs of people experiencing homelessness. On the night of the 2019 Sacramento County Homeless Count, an estimated 5,570 people experienced homelessness throughout the county. This figure is only a glimpse of the issue and does not account for different individuals entering, exiting, and returning to a state of homelessness. Nearly 70 percent of people experiencing homelessness were unsheltered. The crisis of unsheltered homelessness is one that impacts the entire Sacramento community, both those experiencing homelessness and the broader community. As residential rents continue to climb, many housed residents also face the threat of homelessness due to lack of access to affordable housing. Over the past several years, Sacramento has made significant investments to increase access to and availability of shelter, services, and permanent housing for people and families experiencing homelessness. The Housing Element includes a variety of policies to help the City address the homelessness crisis including Policy H-7.2 to coordinate with the County and partner agencies on a regional approach to address homelessness, Policy H-7.9 to remove barriers to emergency shelter access, and Policy H-7.10 to improve data quality to track and improve the efficacy of homeless serves and regularly report on these metrics. Program H13 calls for developing a Homeless Plan.

GOAL 8: Increasing Accessible Housing

Many individuals with disabilities cannot afford housing that meets their needs or cannot afford to live in neighborhoods with good access to transit. Because disabilities include a wide range and severity of sensory, physical, mental, and developmental conditions, the special housing needs of persons with disabilities is wide-ranging as well. In addition to affordable and accessible housing, transportation, and proximity to services, many persons with disabilities need on-site support or full-time care in a group home environment. Meanwhile many older adults' own homes that no longer meet their needs: their homes are too large, not located near health and social services, and/or need repairs or accessibility modifications. As Sacramento's population continues to age, there will be increasing demand for age-friendly housing built with universal design principles. Housing design features that increase accessibility and safety can allow those with mobility disabilities much more independence in their home. The City's goal is to promote universal access in housing and support efforts that provide older adults and people with disabilities the option to stay in their homes and neighborhoods. The Housing Element includes Policy H-8.1 to incorporate universal design features in new residential housing, Policy H-8.3 to encourage accessible housing near transit and other amenities, and Policy H-8.6 to continue providing lower income older adults and persons with disabilities with grants for emergency repairs and/or accessibility modifications to their homes.

Quantified Objectives

While the Housing Element contains several policies and implementation programs essential to meeting the City's housing needs that reduce barriers and create opportunities for affordable housing, many of these policies and programs are qualitative and cannot be quantified with precision. Quantified objectives are based largely upon implementation programs that have measurable outcomes.

The City has two sets of numerical housing goals: The City's RHNA target (outlined above Table 1) and the Quantified Objectives of the implementation programs included in the Housing Element. State law requires the City to identify quantified objectives for the maintenance, preservation, and construction of housing from 2021-2029. These objectives set a target goal for the City based on needs, resources, and constraints.

Table 2-3 shows the quantified objectives of the City's 2021-2029 Housing Element. The objectives for new construction are equal to the total needs identified through the RHNA process. The objectives for rehabilitation reflect the emergency repair objectives in Program H48 and the objectives for preservation reflect 1,178 affordable units at risk of conversion to market rate and 712 single-room occupancy (SRO) units.

Table 2-3 Quantified Objectives for 2021-2029

	ELI²	VLI²	LI²	Moderate	Above Moderate	Total
New Construction ¹	5,231	5,232	6,306	8,545	20,266	45,580
Rehabilitation ³	0	460	1,380	0	0	1,840
Preservation ³	712	580	580	0	0	1,872

¹ New construction objective is equal to the RHNA

² Extremely low-income (ELI) units include those with project-based vouchers, which limits occupancy and affordability to families of extremely low-income but allows for collection of rent (including that rent associated with the voucher subsidy) to exceed ELI rent limits. The ELI, very low-income (VLI), and low-income (LI) categories are referred together as “lower income units” or “affordable units.”

³ All rehabilitation and preservation units are included in the quantified objectives, regardless of the amount of rehabilitation required or the proportion of rehabilitation to new construction.

SECTION III – ENVIRONMENTAL CHECKLIST AND DISCUSSION

LAND USE, POPULATION AND HOUSING, AGRICULTURAL RESOURCES

Introduction

The California Environmental Quality Act (CEQA) requires the Lead Agency to examine the effects of a project on the physical conditions that exist within the area that would be affected by the project. CEQA also requires a discussion of any inconsistency between the proposed project and applicable general plans and regional plans.

An inconsistency between the proposed project and an adopted plan for land use development in a community would not constitute a physical change in the environment. When a project diverges from an adopted plan, however, it may affect planning in the community regarding infrastructure and services, and the new demands generated by the project may result in later physical changes in response to the project.

In the same manner, the fact that a project brings new people or demand for housing to a community does not, by itself, change the physical conditions. An increase in population may, however, generate changes in retail demand or demand for governmental services, and the demand for housing may generate new activity in residential development.

Brief discussions related to land use, population and housing, and agricultural resources are provided below. Physical environmental impacts that could result from implementing the proposed project are discussed in the appropriate technical sections of the Initial Study checklist.

Discussion

Land Use

The Policy Area is predominantly urban and contains land uses that are residential, commercial, industrial, recreational, and open space. The 2035 General Plan and the Planning and Development Code guide and regulate development on land within the City. Although the proposed Housing Element identifies strategies and priorities for facilitating housing development, the proposed Housing Element would not itself alter existing zoning or land use designations and would not otherwise allow land uses that are not currently permitted by existing standards, policies, and regulations. Also, the strategies and priorities identified in the Housing Element for facilitating housing to meet State requirements would not conflict with an existing plan (including, but not limited to, the City's 2035 General Plan and Climate Action Plan, emergency response plans, airport land use plans, local habitat conservation plans, water quality and sustainable groundwater plans, state and local air quality and GHG reduction plans) such that a significant environmental impact would result. And because the Housing Element would not result in development that is not already allowed under the 2035 General Plan and Planning and Development Code, it would not physically divide an established community.

Population and Housing

The US Census Bureau estimates the City's population is 513,624 (as of July 2019). The purpose of the Housing Element is to identify strategies and priorities to provide housing to meet the City's housing needs. Implementation of the proposed Housing Element does not allow development beyond what is currently allowed under the 2035 General Plan and Planning and Development Code; however, implementation of identified policies and programs may result in better facilitation of the housing development that is currently allowed to better meet the needs of the City's population. This would not result in a physical effect to the environment.

Agricultural Resources

The Policy Area is mostly urbanized with limited amounts of active commercial agricultural lands remaining that support large-scale operations. Remaining agricultural land and commercial agricultural activity within the city limits are located in the southern area of the city and the northern area located within the North Natomas Community Plan area. There are several parcels adjacent to the Policy Area under Williamson Act contract, but none within the Policy Area. Most of the Important Farmland identified in the Policy Area is designated for urban development in the 2035 General Plan. The proposed Housing Element identifies strategies and priorities for providing housing within the City; it would not change the type and level of development currently allowed under the general plan and Planning and Development Code and would therefore not result in adverse physical changes related to agricultural resources and would not conflict with existing agricultural uses in the region.

AESTHETICS

Issues:	Potentially Significant effect	Effect can be mitigated to less than significant	No significant environmental effect
1. <u>AESTHETICS</u> Would the proposal:			X
A) Create a source of glare that would cause a public hazard or annoyance?			X
B) Create a new source of light that would be cast onto oncoming traffic or residential uses?			X
C) Substantially degrade the existing visual character of the site or its surroundings?			X

Environmental Setting

Aesthetics

The Policy Area is located at the confluence of the Sacramento and American rivers. These river corridors create two of the primary natural scenic resources of the Policy Area. The Sacramento River is situated in a north/south direction and serves as the western boundary for much of the City. The American River flows eastward through the Policy Area and meets the Sacramento River near the City’s western boundary. The American River Parkway, an open space greenbelt/riparian corridor, extends 29 miles from the confluence of the Sacramento River east to Folsom Dam. The two rivers provide recreational opportunities, create a permanent visual break in the pattern of urban development, and provide scenic contrast and interest in the Policy Area. The American River is designated as a recreational river under the Wild and Scenic Rivers Act from the confluence with the Sacramento River to Nimbus Dam, located just east of the City. This prohibits Federal construction, assistance, or licensing of water projects “adversely affecting the characteristics qualifying the river for the national system.” This designation recognizes the importance of recreational opportunities and preservation of the river’s natural qualities.

Open space provides visual relief from urbanized areas, including views for residents, motorists, and pedestrians. Since a majority of Sacramento is currently developed or planned for development, open space within the Policy Area is provided in the form of conserved lands, parks, agricultural land, and vacant lands (City of Sacramento 2015).

Light and Glare

The Policy Area is primarily built-out, and a significant amount of artificial light and glare from urban uses already exists. The downtown area has a higher concentration of artificial light and reflective surfaces that produce glare than the outlying residential areas (City of Sacramento 2015).

Standards of Significance

The significance criteria used to evaluate the project impacts to aesthetics are based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines, thresholds of significance adopted by the City in applicable general plans and previous environmental documents, and professional judgment. A significant impact related to aesthetics would occur if the project would:

- substantially interfere with an important scenic resource or substantially degrade the view of an existing scenic resource; or

- create a new source of substantial light or glare that is substantially greater than typical urban sources and could cause sustained annoyance or hazard for nearby sensitive receptors.

Applicable 2035 General Plan Policies

The following policies from the 2035 General Plan are designed to protect visual resources and reduce aesthetics-related impacts associated with development in the City, including housing. For example, Policies LU 2.2.1, LU 2.2.2, LU 2.2.3, and ER 7.1.5 involve access to and protection of rivers and waterways; LU 2.3.1, LU 2.3.2, and LU 9.1.4 enhance and protect the City's parks and open space lands; LU 5.6.5 protects the Capitol View; LU 6.1.12 and ER 7.1.2 require visually compatible development; ER 7.1.1 protects scenic views; and ER 7.1.3 and ER 7.1.4 minimizes impact from light and glare.

Answers to Checklist Questions

Questions A – C

The Housing Element does not propose any specific projects for future development, and adoption of the Housing Element would not allow any development that is not currently allowed. Implementing the Housing Element would not affect or modify existing City policies or development regulations addressing aesthetics or light and glare. All housing developments in the City would still be subject to environmental review as well as all existing City and State standards.

The Housing Element does not include any goals, policies, or programs that conflict with or supersede the City's existing development standards regarding building height, setbacks, lighting, and development in conjunction with scenic resources. The City has adopted citywide design standards, and these standards would apply to new development, including housing.

For more information regarding the purpose of the Housing Element and the potential for implementation of the Housing Element to result in physical effects to the environment, please refer to the discussion in Section I--Background. Implementing the Housing Element would result in **no impact** relating to aesthetics or light and glare.

Findings

The project would have no impact relating to aesthetics.

Mitigation Measures

No mitigation measures are required.

AIR QUALITY AND GREENHOUSE GAS EMISSIONS

Issues:	Potentially Significant effect	Effect can be mitigated to less than significant	No significant environmental effect
2. AIR QUALITY and GREENHOUSE GAS EMISSIONS			
<i>Would the proposal:</i>			X
A) Result in construction emissions of NO _x above 85 pounds per day?			X
B) Result in operational emissions of NO _x or ROG above 65 pounds per day?			X
C) Violate any air quality standard or have a cumulatively considerable contribution to an existing or projected air quality violation?			X
D) Result in PM ₁₀ and PM _{2.5} concentrations that exceed SAMQMD requirements?			X
E) Result in CO concentrations that exceed the 1-hour state ambient air quality standard (i.e., 20.0 ppm) or the 8-hour state ambient standard (i.e., 9.0 ppm)?			X
F) Result in exposure of sensitive receptors to substantial pollutant concentrations?			X
G) Result in TAC exposures create a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TACs from mobile sources?			X
H) Generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment.			X
I) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG?			X

Environmental Setting

Local and Regional Climate

The City of Sacramento 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.

Hot, dry summers and mild, rainy winters characterize the Mediterranean climate of the Sacramento Valley. Throughout the year, daily temperatures may range by 20 degrees Fahrenheit with summer highs often exceeding 100 degrees and winter lows occasionally below freezing. Average annual rainfall is about 20 inches and snowfall is very rare. Summertime temperatures are normally moderated by the presence of the “Delta breeze” that arrives through the Carquinez Strait in the evening hours.

The mountains surrounding the SVAB create a barrier to airflow, which can trap air pollutants in the valley. The highest frequency of air stagnation occurs in the autumn and early winter when large high-pressure cells lie over the valley. The lack of surface wind during these periods and the reduced vertical flow caused by less surface heating reduces the influx of outside air and allows air pollutants to become concentrated in a stable volume of air. The surface concentrations of pollutants are highest when these conditions are combined with temperature inversions that trap cooler air and pollutants near the ground (City of Sacramento 2015).

Stationary and Mobile Sources

Air pollutant emissions within the SVAB are generated by three categories of emissions: stationary, area-wide, and mobile sources. Stationary sources are usually subject to a permit to operate from the local air district, occur at specific identified locations, and are usually associated with manufacturing and industry. Examples of major stationary sources include refineries, concrete batch plants, and can coating operations. Minor stationary sources include smaller-scale equipment such as diesel fueled emergency backup generators and natural gas boilers.

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

Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and are classified as either on-road or off-road. On-road sources are those that are legally operated on roadways and highways. Off-road sources include aircraft, trains, and construction vehicles. Mobile sources account for the majority of the air pollutant emissions within the SVAB (City of Sacramento 2015).

Climate Change

Prominent GHGs contributing to global climate change are carbon dioxide (CO₂), methane (CH₄), nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. GHG emissions contributing to global climate change are attributable, in large part, to human activities associated with on-road and off-road transportation, industrial/manufacturing, electricity generation by utilities and consumption by end users, residential and commercial on-site fuel use, and agriculture and forestry. It is “extremely likely” that more than half of the observed increase in global average surface temperature from 1951 to 2010 was caused by the anthropogenic increase in GHG concentrations and other anthropogenic forcing together (IPCC 2014:5).

The City of Sacramento prepared an emissions inventory for the year 2016 (2016 inventory) in March 2020 (City of Sacramento 2020). The 2016 inventory counted emissions produced from residential and commercial electricity and natural gas usage, transportation sources, water delivery, wastewater treatment, and solid waste. On-road transportation sources accounted for the greatest share of the City’s emissions (57%), followed by commercial and industrial emissions (14%), residential electricity use (9%), and residential gas use (9%). The remaining sources account for 12% of emissions within the City. The 2016 inventory estimated that these operations within the City produced 3,424,728 metric tons of carbon dioxide equivalent emissions (MT CO_{2e}). This represents a 19% reduction from estimated emissions from the year 2005, which was 4,235,545 MT CO_{2e} (City of Sacramento 2020: 3). The 2016 inventory predicted that under existing policies, including the 2035 General Plan, are estimated to be 3,643,050 under “business-as-usual” scenario, and 3,284,240 with implementation of State reduction measures.

Regulatory Setting- Air Quality

The U.S. Environmental Protection Agency (EPA) has been charged with implementing national air quality programs. EPA’s air quality mandates are drawn primarily from the federal Clean Air Act (CAA), which was enacted in 1970 and most recently amended by Congress in 1990. The CAA required EPA to establish the National Ambient Air Quality Standards (NAAQS) for the following air pollutants: ozone, CO, NO₂, SO₂, PM₁₀, PM_{2.5}, and lead, collectively referred to as criteria air pollutants (**Table 3-1**). CAA also requires each

State to prepare a State implementation plan (SIP) for attaining and maintaining the NAAQS. The federal Clean Air Act Amendments of 1990 (CAAA) added requirements for states with nonattainment areas to revise their SIPs to incorporate additional control measures to reduce air pollution. Individual SIPs are modified periodically to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins as reported by their jurisdictional agencies. The State Implementation Plan was updated by CARB in 2018 and is known as the 2018 State Implementation Plan Update (CARB 2018).

The California Air Resources Board (CARB) is the agency responsible for coordination and oversight of State and local air pollution control programs in California and for implementing the California Clean Air Act (CCAA). The CCAA, which was adopted in 1988, required CARB to establish its own California Ambient Air Quality Standards (CAAQS). CARB has established CAAQS for sulfates, hydrogen sulfide, vinyl chloride, visibility-reducing particulate matter, and the above-mentioned criteria air pollutants. In most cases the CAAQS are more stringent than the NAAQS (City of Sacramento 2015).

In California, regional emissions from area and stationary sources are regulated by 35 local air districts. The City of Sacramento and the project Policy Area are within the jurisdiction of The Sacramento Metropolitan Air Quality Management District (SMAQD), which is responsible for air quality monitoring and planning for the SVAB. Local districts are responsible for producing attainment and maintenance plans for criteria air pollutants that are above established federal and state limits. SMAQMD is part of the Sacramento Regional 2008 National Ambient Air Quality Standards 8-Hour Ozone Attainment and Reasonable Further Progress Plan. The 8-Hour Ozone Plan is intended to encourage infill development and growth patterns that promote alternatives to the automobile.

Criteria Air Pollutants

Criteria air pollutants are a group of pollutants for which federal or state regulatory agencies have adopted ambient air quality standards due to their prevalence and known impacts to human health. Criteria air pollutants include ozone, carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), respirable and fine particulate matter (PM₁₀ and PM_{2.5}), and lead. The sources of criteria air pollutants and their respective acute and chronic health impacts are described in Table 3-1.

Table 3-1 Sources and Health Effects of Criteria Air Pollutants

Pollutant	Sources	Acute¹ Health Effects	Chronic² Health Effects
Ozone	Secondary pollutant resulting from reaction of ROG and NO _x in presence of sunlight. ROG emissions result from incomplete combustion and evaporation of chemical solvents and fuels; NO _x results from the combustion of fuels	Increased respiration and pulmonary resistance; cough, pain, shortness of breath, lung inflammation	Permeability of respiratory epithelia, possibility of permanent lung impairment
Carbon monoxide (CO)	Incomplete combustion of fuels; motor vehicle exhaust	Headache, dizziness, fatigue, nausea, vomiting, death	Permanent heart and brain damage
Nitrogen dioxide (NO ₂)	Combustion devices; e.g., boilers, gas turbines, and mobile and stationary reciprocating internal combustion engines	Coughing, difficulty breathing, vomiting, headache, eye irritation, chemical pneumonitis or pulmonary edema; breathing abnormalities, cough, cyanosis, chest pain, rapid heartbeat, death	Chronic bronchitis, decreased lung function

Pollutant	Sources	Acute ¹ Health Effects	Chronic ² Health Effects
Sulfur dioxide (SO ₂)	Coal and oil combustion, steel mills, refineries, and pulp and paper mills	Irritation of upper respiratory tract, increased asthma symptoms	Insufficient evidence linking SO ₂ exposure to chronic health impacts
Respirable particulate matter (PM ₁₀), Fine particulate matter (PM _{2.5})	Fugitive dust, soot, smoke, mobile and stationary sources, construction, fires and natural windblown dust, and formation in the Atmosphere by condensation and/or transformation of SO ₂ and ROG	Breathing and respiratory symptoms, aggravation of existing respiratory and cardiovascular diseases, Premature death	Alterations to the immune system, carcinogenesis
Lead	Metal processing	Reproductive/developmental effects (fetuses and children)	Numerous effects including neurological, endocrine, and cardiovascular effects

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

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

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

Source: EPA 2018

Toxic Air Contaminants

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. They include both organic and inorganic chemical substances that may be emitted from a variety of common sources including gasoline stations, motor vehicles, dry cleaners, industrial operations, painting operations, and research and teaching facilities. TACs are different than the criteria air pollutants discussed previously in that ambient air quality standards have not been established for them. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations.

According to the California Almanac of Emissions and Air Quality (CARB 2013), the majority of the estimated health risks from toxic air contaminants (TACs) can be attributed to relatively few compounds, the most important being diesel particulate matter (diesel PM). Diesel is comprised of a complex mixture of hundreds of substances. Although diesel PM is emitted by diesel-fueled internal combustion engines, the composition of the emissions varies depending on the type of equipment, fuel, lubricants, and emissions control systems being used. Other notable TACs for which data are available include that pose the greatest existing ambient risk in California are benzene, 1,3-butadiene, acetaldehyde, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, and perchloroethylene.

Existing Air Quality

The SMAQMD planning area is currently in nonattainment status for state ozone standards, state PM₁₀ standards, and in attainment status for all other state standards for criteria pollutants (CARB 2019). The SMAQD is in nonattainment status for federal standards for 8-hour ozone, PM_{2.5}, and in attainment or unclassified for all other criteria air pollutants (CARB 2018). CARB is currently in the process of updating designation statuses for each air district ().

Based on receptor modeling techniques, ARB 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, except para-dichlorobenzene and formaldehyde, have decreased since 1990 (CARB 2013).

Sensitive Receptors

Sensitive receptors are generally considered to include those land uses where exposure to pollutants could result in health-related risks to sensitive individuals, such as children or the elderly. Residential dwellings, schools, hospitals, playgrounds, and similar facilities are of primary concern because of the presence of individuals particularly sensitive to pollutants and/or the potential for increased and prolonged exposure of individuals to pollutants. Sensitive receptors of each type are present within the Policy Area.

Regulatory Setting- Greenhouse Gas Emissions

State Regulations

- **Renewables Portfolio Standard and Senate Bill 100**
Established in 2002 under Senate Bill (SB) 1078, enhanced in 2015 by SB 350, and accelerated in 2018 under SB 100. The Renewables Portfolio Standard (RPS) program requires investor-owned utilities, publicly owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 50 percent of total procurement by 2026 and 60 percent of total procurement by 2030. The RPS program further requires these entities to increase procurement from GHG-free sources to 100 percent of total procurement by 2045. SMUD provides electricity in Sacramento and is subject to the RPS requirements. SMUD forecast emissions factors include reductions based on compliance with RPS requirements through 2045. In 2016, SMUD reported an emissions factor of 492.95 pounds CO₂e per MWh (City of Sacramento 2020: 32).
- **Assembly Bill 939 and Assembly Bill 341**
In 2011, Assembly Bill (AB) 341 set the target of 75 percent recycling, composting, or source reduction of solid waste by 2020 calling for the California Department of Resources Recycling and Recovery (CalRecycle) to take a statewide approach to decreasing California's reliance on landfills. This target was an update to the former target of 50 percent waste diversion set by AB 939. As actions under AB 341 are not assigned to specific local jurisdictions, actions beyond the projected waste diversion target of 5.9 pounds per person per day set under AB 939 for the City of Sacramento will be quantified and credited to the City during the Climate Action Plan measure development process. As of 2016, Sacramento is meeting both the 5.9 pounds per person per day and 9.5 pounds per job per day diversion targets set by CalRecycle under AB 341 (City of Sacramento 2020: 32).
- **Senate Bill 1383**
SB 1383 established a methane emissions reduction target for short-lived climate pollutants in various sectors of the economy, including waste. Specifically, SB 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025.45 Additionally, SB 1383 requires a 20 percent reduction in "current" edible food disposal by 2025. Although SB 1383 has been signed into law, compliance at the jurisdiction-level has proven difficult (City of Sacramento 2020: 32).

Standards of Significance

For purposes of this Initial Study, air quality impacts may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain significant after implementation of 2035 General Plan policies:

- Construction emissions of NO_x above 85 pounds per day;
- Operational emissions of NO_x or ROG above 65 pounds per day;

- Violation of any air quality standard or contribute substantially to an existing or projected air quality violation;
- Any increase in PM₁₀ concentrations, unless all feasible Best Available Control Technology (BACT) and Best Management Practices (BMPs) have been applied, then increases above 80 pounds per day or 14.6 tons per year;
- CO concentrations that exceed the 1-hour State ambient air quality standard (i.e., 20.0 ppm) or the 8-hour State ambient standard (i.e., 9.0 ppm); or
- Exposure of sensitive receptors to substantial pollutant concentrations.

Ambient air quality standards have not been established for toxic air contaminants (TAC). TAC exposure is deemed to be significant if:

- TAC exposures create a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TACs from mobile sources.

A project is considered to have a significant effect relating to GHG emissions if it fails to satisfy the requirements of the City's Climate Action Plan.

Applicable 2035 General Plan Policies

The following policies from the 2035 General Plan are designed to minimize effects of development on air quality and reduce exposure of sensitive receptors to sources of emissions that may result from development activities, including housing. Policy LU 2.7.5 addresses development along freeways and landscaping measures. Policies Environmental Resource (ER) 6.1.1, ER 6.1.2, ER 6.1.3, ER 6.1.4, are designed to incorporate emission reduction measures for criteria air pollutants into operational and construction emissions associated with new development in the Policy Area, and to continue coordination of air quality planning with CARB and SMAQMD to achieve attainment goals. Policies ER 6.1.12 through ER 6.1.16 would reduce emissions from City operations and support public education about air quality standards, health effects, and emission reduction efforts.

The following policies from the 2035 General Plan are designed to minimize GHG emissions from various sources, including housing and residential emissions.

- Policy LU 2.6.1 to LU 2.6.10, and policies LU 4.2.1, LU 6.1.9, M 1.3.3, M 2.1.1, M 3.1.2, M 3.1.5, and M 5.1.1 require use of land use practices, urban design principles, building practices, improvements to transit infrastructure and accessibility, and improvements to pedestrian and bicycle infrastructure and accessibility to reduce GHG emissions from transportation and commercial sources.
- Policy M 4.3.2 and Policy M 4.4.3 require implementation of traffic calming measures and traffic signal management to improve vehicle fuel economy and improve safety for modes such as biking and walking.
- Policies M 1.5.1, M 1.5.5, and M 1.5.5 require support, such as funding and interagency collaboration, for infrastructure improvements to support adoption of zero and low emissions vehicles, such as electric and hydrogen fuel charging stations for vehicles.
- Policy U 2.1.10, U 5.1.1, and U 5.1.2 require the City to reduce solid waste, encourage the construction of renewable energy systems, and establish water conservation standards to reduce GHG emissions from solid waste disposal, water conveyance, and commercial and residential energy.
- Policies ER 6.1.2 to ER 6.1.15 establish GHG reduction targets for community and municipal operation emissions, require the continuation of climate change assessment and monitoring, require to

interagency coordination with SMAQMD, and promote reduction of GHG resulting from new development, such as water conveyance, transportation, and energy use.

The Sacramento CAP was adopted on February 14, 2012 by the Sacramento City Council and was incorporated into the 2035 General Plan. The Sacramento CAP includes GHG emission reduction targets, strategies, and implementation measures developed to help the City reach these targets. Reduction strategies address GHG emissions associated with transportation and land use, energy, water, waste management and recycling, agriculture, and open space. Policies addressing climate change reduction and adaptation strategies can be found in Appendix B of the 2035 General Plan.

Answers to Checklist Questions

Questions A – I

The Housing Element consists of housing policies and programs designed to facilitate provision of housing to meet State requirements. The Housing Element does not propose new development or housing sites that would result in increased traffic, energy use, equipment use, or other physical changes or environmental effects that would increase criteria air pollutants or GHG, expose sensitive receptors to substantial pollutant concentrations, or result in other emissions adversely affecting a substantial number of people. The Housing Element does not contain any goals, policies, or programs that conflict with or supersede the City's existing development standards or other local plans regarding air quality emissions, greenhouse gas emissions, or increased exposure of sensitive receptors to emissions in the Policy Area. Adoption of the Housing Element would not allow any development that is not currently allowed under the 2035 General Plan and Planning and Development Code. The Housing Element would also not conflict with the City's adopted Climate Action Plan.

Implementing the Housing Element would not affect or modify existing state, City, or other local policies, standards, or development regulations addressing air quality and GHG. All future housing developments in the City would still be subject to environmental review and the City's entitlement process to ensure consistency with local, state, and federal air quality and GHG standards, including policies from the general plan.

For more information regarding the purpose of the Housing Element and the potential for implementation of the Housing Element to result in physical effects to the environment, please refer to the discussion in Section I--Background. Implementing the Housing Element would result in ***no impact*** relating to air quality or GHG emissions.

Mitigation Measures

No mitigation measures are required.

Findings

The project would have no impact relating to air quality and GHG.

BIOLOGICAL RESOURCES

Issues:	Potentially Significant effect	Effect can be mitigated to less than significant	No significant environmental effect
2. <u>BIOLOGICAL RESOURCES</u>			
<i>Would the proposal:</i>			
A) Create a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected?			X
B) Result in substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal species?			X
C) Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands)?			X

Environmental Setting

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

Though the majority of the City is developed with residential, commercial, and other urban development, valuable plant and wildlife habitat still exists. These natural habitats are located primarily in the northern, southern and eastern portions of the City, but also occur along river and stream corridors and on a number of undeveloped parcels. Habitats that are present in the City include annual grasslands, riparian woodlands, oak woodlands, riverine, ponds, freshwater marshes, seasonal wetlands, and vernal pools. These habitats and their general locations are discussed briefly below.

Habitat Types

Annual grassland habitat occurs throughout the undeveloped portions of the Policy Area, primarily as a distinct vegetation community, but also as an understory to oak and riparian woodland habitats. The largest concentration of annual grassland occurs in the northern portion of the Policy Area – in North Sacramento and North Natomas – but concentrations are also present in the southern and eastern portions of the Policy Area. This habitat occupies what was once native perennial bunch grass habitat. Annual grasslands are important habitats to a variety of wildlife, including small rodents and mammals which provide food for larger predators ranging from mammals to raptors and reptiles.

Riparian woodland and scrub habitats are generally associated with rivers, low gradient streams, floodplains, and occasionally ponds and canals. This habitat can be found along many of the perennial and ephemeral drainages and other waterways in the Policy Area, but the largest expanses of riparian vegetation occur along the American and Sacramento rivers, Natomas Main Drainage Canal (NEMDC)

(also known as historic Steelhead Creek), Arcade Creek, and lower Morrison Creek/Beach Lake. The vegetation of the riparian woodland habitat is variable and often structurally diverse. Riparian habitats provide abundant food, cover, and breeding sites for wildlife in close proximity to water.

Oak woodlands are very limited in the Policy Area and occur only in upland areas adjacent to (or integrated with) riparian woodland habitat. The largest concentration of oak woodland is found in North Sacramento, but the habitat is also still present to a limited extent in the southwestern portion of the Policy Area near Beach Lake and the Sacramento Regional Wastewater Treatment Plant buffer lands. Plant species composition in this habitat can be variable but is typically dominated by an overstory of valley oaks and/ or interior live oaks.

Wetlands, including freshwater marshes, river, creeks, and canals, are present throughout the Policy Area and can provide habitat to a range of special status species. Vernal pools and seasonal wetlands are limited within the Policy Area and can primarily be found in undeveloped areas within the City including north Sacramento and Natomas, Airport-Meadowview, and south Sacramento.

Special Status Species

For the purposes of this document, “special-status” has been defined to include those species, which are:

- Listed as endangered or threatened under the federal Endangered Species Act (or formally proposed for, or candidates for, listing);
- Listed as endangered or threatened under the California Endangered Species Act (or proposed for listing);
- Designated as endangered or rare, pursuant to California Fish and Game Code (Section 1901);
- Designated as fully protected, pursuant to California Fish and Game Code (Section 3511, 4700, or 5050);
- Designated as species of concern by U.S. Fish and Wildlife Service (USFWS), or as species of special concern to California Department of Fish and Game (CDFG);
- Plants or animals that meet the definition of rare or endangered under the California Environmental Quality Act (CEQA).

Special status species identified in the Policy Area include 17 plant species, 3 invertebrate species, 7 fish species, one amphibian species, three reptiles, 9 birds, and 4 bird species (City of Sacramento 2015). A list of special status species known to occur within the Policy Area can be found in Appendix C of the 2035 Master EIR prepared for the Master Environmental Impact Report prepared for the 2035 General Plan (2035 General Plan MEIR), located here: https://www.cityofsacramento.org/-/media/Corporate/Files/CDD/Planning/Environmental-Impact-Reports/2035-GP-Update/2035-Draft-MEIR-Appendices_Combined.pdf?la=en

Standards of Significance

For purposes of this environmental document, an impact would be significant if any of the following conditions or potential thereof, would result with implementation of the proposed project:

- Creation of a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected;
- Substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal; or

- Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands).

Applicable 2035 General Plan Policies

The following policies from the 2035 General Plan apply to biological resources in the Policy Area:

Land Use policies:

- Policy Land Use and Design (LU) 1.1.1 encourages higher density development to conserve land resources and protect habitat.
- Policy LU 1.1.11 enables the City to permit development at less than the required Floor Area Ration (FAR) in some situations.
- Policy LU 9.1.1 prioritizes acquiring and preserving land for open space and habitat protection.

Utilities (U) Policies:

- Policy U 1.1.12 requires the City to locate utilities structures to avoid or minimize impacts to environmentally sensitive areas and habitats.

Environmental Resource (ER) Policies:

- Policies ER 1.1.1, ER 1.16, and ER 1.10 direct the City to conserve and protect riparian habitats and water resources, impose requirements to reduce urban runoff, and implement watershed and water quality awareness and education programs for City staff, community groups, and the public.
- Policies ER 2.1.1 to 2.1.4 promote preservation of habitat for native plant and wildlife species, conserve open space, promote conservation and protection of contiguous natural habitat, and retain areas identified as special status species habitat and movement corridors.
- Policies ER 2.1.5 to 2.1.9 foster protection of wetland habitat and riparian corridors, annual grassland habitat, oak woodland habitat, and wildlife corridors of all habitat types in compliance with State and Federal requirements.
- Policy ER 2.1.10 requires habitat assessment for projects requiring discretionary approval.
- Policies ER 2.1.11 to ER 2.1.13 require City coordination with State and Federal resource agencies and compliance with the Natomas Basin Habitat Conservation Plan.
- Policies ER 2.1.13 to 2.1.17 require the City to continue the consideration of climate change- related habitat shifts in habitat conservation and enhancement efforts, public education, and community involvement related to wildlife conservation.
- Policies ER 3.1.1, ER 3.1.3, and ER 3.1.8 require the City to continue implementing the City's Urban Forest Management Plan, prioritize establishment and protection of Trees of Significance, and recommend public education and community involvement.
- Policy ER 4.2.3 requires coordination with the County of Sacramento and other adjacent jurisdictions to support protection of important farmland and critical habitat outside of City.

Environmental Constraints Policies

- EC 2.1.16 encourages use of trees along levees and support for the Sacramento Area Flood Control Agency efforts to develop a levee vegetation policy with the State and U.S. Army Corps of Engineers.

North Natomas Community Plan Policies

- Policy North Natomas (NN) Land Use 1.41: delineates open space requirements within the designated employment center within the North Natomas Community Plan area (plan area)
- Policy NN.LU 1.2: requires implementation of environmental design guidelines and regulatory requirements pertaining to multipurpose land use including wildlife habitat, recreational areas, bike and pedestrian facilities, and open space within the plan area.
- Policy NN.ER 1.6 continues implementation of requirements for the Fisherman's Lake Buffer for protection of Swanson's Hawk special status species.

Answers to Checklist Questions

Questions A – C

The Housing Element consists of housing policies and programs designed to help facilitate provision of housing to meet State requirements. The Housing Element does not propose new development or housing sites that would result in physical changes or environmental effects that may adversely affect the health or success of plant or animal populations, result in degradation of wildlife habitat, or otherwise alter or impact populations of special status species. The Housing Element does not contain any goals, policies, or programs that conflict with or supersede the City's existing development standards or other local plans regarding biological resources in the Policy Area. Adoption of the Housing Element would not allow any development that is not currently allowed.

Implementing the Housing Element would not modify or supersede existing federal, state, City, or other local development standards and regulations addressing preservation and protection of biological resources. All future housing developments would still be subject to environmental review and the City's entitlement process to ensure consistency with local, state, and federal regulations, including applicable 2035 General Plan Policies, that minimize impacts to biological resources.

For more information regarding the purpose of the Housing Element and the potential for implementation of the Housing Element to result in physical effects to the environment, please refer to the discussion in Section I--Background. Implementing the Housing Element would result in **no impact** relating to biological resources.

Mitigation Measures

No mitigation measures are required.

Findings

The project would have no impact relating to biological resources.

CULTURAL RESOURCES

Issues:	Potentially Significant effect	Effect can be mitigated to less than significant	No significant environmental effect
3. CULTURAL RESOURCES			
<i>Would the proposal:</i>			
A) Cause a substantial adverse change in the significance of a historical or archaeological resource as defined in § 15064.5?			X
B) Directly or indirectly destroy a unique paleontological resource?			X
C) Disturb any human remains?			X

Environmental Setting

The first settlements in the Sacramento Valley likely occurred during the late Pleistocene and early Holocene periods (14,000–8,000 years Before Present). Sacramento’s location within a great valley and at the confluence of two rivers, the Sacramento and American Rivers, shaped its early and modern settlements. It is highly likely that Paleo-Indian populations occupied the area with villages located near watercourses. However, the archaeological record of such use is sparse, likely because of recurring natural flood events.

A major portion of the Policy Area lies in the territory attributed to the Nisenan tribe, a branch of the Maidu group of the Penutial language family. Tribes of this language family dominated the Central Valley, San Francisco Bay area, and western Sierra Nevada foothills when European immigrants first arrived. The southern portion of the Policy Area was controlled at the time of contact by the Plains Miwok, one of five separate cultural linguistic groups of the Eastern Miwok.

Previous surveys since 1930 have recorded approximately 80 archaeological sites within the Policy Area. The types of archaeological resources discovered include village sites, smaller occupation or special-use sites, and lithic scatters. Native American use of the Policy Area focused on higher spots along the rivers, creeks, and sloughs that provided water and sources of food.

The 2035 General Plan land use diagram designates a wide swath of land along the American River as Parks, which limits development and impacts on sensitive prehistoric resources. High sensitivity areas may be found in other areas related to the ancient flows of the rivers, with differing meanders than found today. Archaeological discoveries during infill construction in downtown Sacramento have shown that the downtown area is highly sensitive for both historic- and prehistoric-period archaeological resources. Native American burials and artifacts were found in 2005 during construction of the New City Hall and historic period archaeological resources are abundant downtown due to the evolving development of the area and, in part, to the raising of the surface street level in the 1860s and 1870s, which created basements out of the first floors of many buildings.

Over the years the City has undertaken several surveys of historic buildings in an effort to establish historic districts. The majority of the historic resources and landmarks in the City are located within the Central City grid. There are at least 31 City-designated historic districts in the City. There are approximately 104 resources listed as California Points of Historical Interest, California Landmarks, and California Register Historical Resources. At least 57 properties in the City are listed on the National Register of Historic Places (City of Sacramento 2013: 27).

Standards of Significance

For purposes of this Initial Study, cultural resource impacts may be considered significant if construction and/or implementation of the proposed project would result in one or more of the following:

- Cause a substantial change in the significance of a historical or archaeological resource as defined in CEQA Guidelines Section 15064.5; or
- Directly or indirectly destroy a unique paleontological resource; or
- Disturb human remains in a manner that results in permanent damage or other significant change.
- A substantial adverse change in the significance of such resources.

Applicable General Plan Policies

The following policies from the 2035 General Plan apply to cultural resources and human remains in the Policy Area:

Historic and Cultural Resources Policies:

- Policies HCR 1.1.1 to HCR 1.1.3 require the City to maintain a comprehensive City preservation program to identify, protect, and assist in the preservation of Sacramento's historic and cultural resources by incorporating provisions in the City Municipal Code, maintaining a Preservation Office, Commission, and program to administer the City's preservation functions and programs, and maintaining its status as a certified local government (CLG).
- Policies HCR 2.1.1. to 2.1.17 require identification, maintenance, and preservation related protocols of historic, archaeological, and cultural resources.
- Policies 3.1.1 to 3.1.4 address Sacramento's goals of increasing public awareness and education about the City's historic and cultural resources by promoting tourism, coordinating with public and private groups and entities, and by providing publicly available educational materials.

Land Use Policies:

- Policies LU 1.1.4 to LU1.1.6 require the City to facilitate urban infill development within the Policy Area.
- Policies LU 2.1.2, LU 2.1.8, LU 2.4.2, and LU 2.6.5 promote protection and enhancement of existing neighborhoods, reuse of existing structures, and encourage development that is responsive to Sacramento's cultural and historic context.

Education, Recreation, and Cultural Element policies:

- Policies ERC 5.1.4 to ERC 5.1.5 prioritize maintaining and strengthening Sacramento's recreational and cultural attractions including the Historic City Cemetery and the Old Sacramento Historic District.

Central City Community Plan policies

- Policies CC.HCR 1.1 to CC.HCR 1.2 require preservation of historically and architecturally significant properties and continuation of the development of the historic "Old Sacramento" district.

Answers to Checklist Questions

Questions A-C

The Housing Element consists of housing policies and programs designed to help facilitate provision of housing to meet State requirements. The Housing Element does not propose new development or housing sites that would result in physical changes or environmental effects that may cause a substantial adverse change in the significance of a historic or archeological resource, disturb or directly impact a paleontological resource, or disturb human remains. The Housing Element does not contain any goals, policies, or programs that conflict with or supersede the City's existing development standards or other policies regarding cultural resources in the Plan Area. Adoption of the Housing Element would not allow any development that is not currently allowed.

Implementing the Housing Element would not affect or modify existing state, City, or other local policies, standards, or development regulations addressing cultural resources. All future housing developments in the City are still subject to environmental review and the City's entitlement process to ensure consistency with local, state, and federal regulations, including the policies from the general plan, pertaining to cultural resources, paleontological resources, and human remains.

For more information regarding the purpose of the Housing Element and the potential for implementation of the Housing Element to result in physical effects to the environment, please refer to the discussion in Section I--Background. Implementing the Housing Element would result in **no impact** relating to cultural resources.

Mitigation Measures

No mitigation measures are required.

Findings

The project would have no impact to cultural resources.

ENERGY

Issues:	Potentially Significant effect	Effect can be mitigated to less than significant	No significant environmental effect
<p>4. <u>ENERGY</u></p> <p><i>Would the proposal:</i></p> <p>A) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation?</p>			X
<p>B) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?</p>			X

Environmental Setting

Sacramento Municipal Utility District (SMUD) is the primary electricity supplier, and Pacific Gas and Electric (PG&E) is the primary natural gas supplier for the City of Sacramento. SMUD is a community-owned, not-for-profit utility that provides electric services to 900 square miles with a population of approximately 1.5 million as of 2019, including most of Sacramento County (SMUD 2021). PG&E is an investor-owned utility that provides electric and natural gas services to approximately 16 million people within a 70,000-square-mile service area in both northern and central California (PG&E 2021).

Energy Policy and Conservation Act, and CAFE Standards

The Energy Policy and Conservation Act of 1975 established nationwide fuel economy standards to conserve oil. Under this act, the National Highway Traffic and Safety Administration, is responsible for revising existing fuel economy standards and establishing new vehicle economy standards. The Corporate Average Fuel Economy program was established to determine vehicle manufacturer compliance with the government’s fuel economy standards. Three Energy Policy Acts have been passed, in 1992, 2005, to reduce dependence on foreign petroleum, provide tax incentives for alternative fuels, and support energy conservation.

Energy Policy Act of 1992 and 2005

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

State of California Energy Efficiency Action Plan

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

guiding principles and recommendations on how the state would achieve those goals. These recommendations include:

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

California Green Building Standards

The energy consumption of new residential and nonresidential buildings in California is regulated by the state's Title 24, Part 6, Building Energy Efficiency Standards (California Energy Code). The California Energy Code was established by CEC in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption and provide energy efficiency standards for residential and non-residential buildings. CEC updates the California Energy Code every 3 years with more stringent design requirements for reduced energy consumption, which results in the generation of fewer GHG emissions.

CEC is in the process of preparing the 2022 Energy Code, anticipated to come into effect in January 2023 (CEC 2021). The 2019 California Energy Code was adopted by CEC on May 9, 2018 and applies to projects constructed after January 1, 2020. The 2019 California Energy Code is designed to move the State closer to its zero-net energy goals for new residential development. It does so by requiring all new residences to install enough renewable energy to offset all the electricity needs of each residential unit (California Code of Regulations (CCR), Title 24, Part 6, Section 150.1(c)4). CEC estimates that the combination of mandatory on-site renewable energy and prescriptively required energy efficiency standards will result in a 7 percent reduction in energy use for single family homes built under the 2019 standard compared to comparable homes under the 2016 standard; a 53 percent reduction is estimated with the inclusion of rooftop solar electricity generation (CEC 2021). The Energy Code is enforced through the local plan check and building permit process. Local government agencies may adopt and enforce additional energy standards for new buildings as reasonably necessary due to local climatologic, geologic, or topographic conditions, provided that these standards exceed those provided in the California Energy Code.

Transportation-Related Regulations

Various regulatory and planning efforts are aimed at reducing dependency on fossil fuels, increasing the use of alternative fuels, and improving California's vehicle fleet. Senate Bill (SB) 375 aligns regional transportation planning efforts, regional GHG emission reduction targets, and land use and housing allocation. CARB, in consultation with the metropolitan planning organizations, provides each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in their respective regions for 2020 and 2035.

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

AB 1007 (Chapter 371, Statutes of 2005) required CEC to prepare the State Alternative Fuels Plan to increase the use of alternative fuels in California.

In January 2012, CARB approved the Advanced Clean Cars program which combines the control of GHG emissions and criteria air pollutants, as well as requirements for greater numbers of zero-emission vehicles, into a single package of standards for vehicle model years 2017 through 2025. The program's zero-emission vehicle regulation requires battery, fuel cell, and/or plug-in hybrid electric vehicles to account for up to 15 percent of California's new vehicle sales by 2025.

On August 2, 2018, the National Highway Traffic Safety Administration (NHTSA and EPA proposed the Safer Affordable Fuel-Efficient Vehicles Rule (SAFE Rule). Part One of the SAFE Rule revokes a waiver granted by EPA to the State of California under Section 209 of the CAA to enforce more stringent emission standards for motor vehicles than those required by EPA for the explicit purpose of GHG emission reduction, and indirectly, criteria air pollutant and ozone precursor emission reduction. On March 31, 2020, Part Two of the SAFE Rule was published and would amend existing CAFE and tailpipe CO₂ emissions standards for passenger cars and light trucks and establish new standards covering model years 2021 through 2026.

Renewable Energy Regulations

SB X1-2 of 2011 requires all California utilities to generate 33 percent of their electricity from renewables by 2020. SB X1-2 also requires the renewable electricity standard to be met increasingly with renewable energy that is supplied to the California grid from sources within, or directly proximate to, California. SB X1-2 mandates that renewables from these sources make up at least 50 percent of the total renewable energy for the 2011-2013 compliance period, at least 65 percent for the 2014-2016 compliance period, and at least 75 percent for 2016 and beyond.

SB 100, signed in September 2018, requires that all California utilities, including independently owned utilities, energy service providers, and community choice aggregators, supply 44 percent of retail sales from renewable resources by December 31, 2024, 50 percent of all electricity sold by December 31, 2026, 52 percent by December 31, 2027, and 60 percent by December 31, 2030. The law also requires that eligible renewable energy resources and zero-carbon resources supply 100 percent of retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045.

SMUD is in the process of preparing its 2030 Zero Carbon Plan, which delineates several strategies for the utility company to eliminate fossil fuels and achieving net zero emissions from their power supply by 2030 (SMUD 2021).

Applicable 2035 General Plan Policies

Sacramento Climate Action Plan

The Sacramento CAP was adopted on February 14, 2012 by the Sacramento City Council and was incorporated into the 2035 General Plan. The Sacramento CAP includes GHG emission reduction targets, strategies, and implementation measures developed to help the City reach these targets. Reduction strategies address GHG emissions associated with transportation and land use, energy, water, waste management and recycling, agriculture, and open space. Policies addressing climate change reduction and adaptation strategies can be found in Appendix B of the 2035 General Plan.

Standards of Significance

For the purposes of this Initial Study, an impact is considered significant if the proposed project would:

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

Answers to Checklist Questions

Question A

The Housing Element consists of housing policies and programs designed to help facilitate provision of housing to meet State requirements. The Housing Element does not propose new development or housing sites that would result in physical changes or environmental effects resulting in wasteful, excessive, or unnecessary energy consumption. Adoption of the Housing Element would not allow any development that is not currently allowed. Thus, no operational- or construction-related energy use associated with additional development would result from the project.

All future housing developments in the City would still be subject to environmental review and the City's entitlement and permitting processes to ensure consistency with local, state, and federal regulations—including policies from the general plan and building code requirements—that pertain to energy use or consumption.

For more information regarding the purpose of the Housing Element and the potential for implementation of the Housing Element to result in physical effects to the environment, please refer to the discussion in Section I--Background. Implementing the Housing Element would not result in wasteful, inefficient, or excessive energy resources and would have **no impact** related to wasteful or inefficient energy consumption.

Question B

The Housing Element consists of housing policies and programs designed to help facilitate provision of housing to meet State requirements. The Housing Element does not propose new development or housing sites that would conflict with or supersede any existing state or local plans for renewable energy or energy efficiency. Any future housing developments would still be subject to environmental review as well as existing federal, state, and local efficiency standards and energy-related regulations, which are enforced by the City's existing entitlement and permitting processes. Adoption of the Housing Element would not allow any development that is not currently allowed. Implementing the Housing Element would not conflict with existing state or local requirements and would therefore have **no impact related** to conflicts with plans promoting energy efficiency.

Mitigation Measures

No mitigation measures are required.

Findings

The project would have no impact relating to energy.

GEOLOGY AND SOILS

Issues:	Potentially Significant effect	Effect can be mitigated to less than significant	No significant environmental effect
5. <u>GEOLOGY AND SOILS</u> <i>Would the proposal:</i> A) Would the project allow a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards?			X
B) Result in a substantial loss of an important mineral resource?			X

Environmental Setting

Topography and Geology

The Policy Area is located in the Great Valley of California, which is an alluvial plain approximately 400 miles long and 50 miles wide. The northern and southern portions of the Great Valley are drained by the Sacramento and San Joaquin Rivers, respectively. Topography in the Sacramento area is relatively flat, with elevations as low as sea level gradually increasing to approximately 75 feet above sea level in the northeastern portion (City of Sacramento 2015)

Seismicity and Seismic Hazards

Although all of California is typically regarded as seismically active, the Policy Area does not commonly experience strong ground shaking resulting from earthquakes along known or previously unknown active faults. There are, however, isolated areas within the City that have soils and other conditions which could result in structural damage induced by seismic activity. Seismic hazards that may affect portions of the Policy Area during, or in the aftermath of, a major seismic event may include minor ground shaking and liquefaction. There are no known faults within the Policy Area or the greater Sacramento region.

Potentially active faults are faults that have experienced movement in the last 11,000 to 750,000 years, and conditionally active faults are faults that have not had any fault activity in over 750,000 years. However, significant earthquakes have occurred on previously undetected faults. Known faults located nearest to the Policy Area are Foothills fault system to the east, the Midland Fault to the west, and the Dunnigan Hills Fault to the northwest. The Foothills fault system is located on the western edge of the Sierra Nevada Range over 20 miles from the Policy Area. The Sacramento region has experienced ground shaking originating from faults in the Foothills fault system in the past. The Midland fault zone is considered inactive with no evidence of movement for the last 24 million years. The Dunnigan Hills Fault is located approximately 20 miles northwest of the City of Sacramento. The active fault is not within an Alquist-Priolo Earthquake Fault Zone.

Faults located further than 50 miles from the City that are considered to be “active” as defined by the Alquist-Priolo Earthquake Fault Zoning Act include the San Andreas, Calaveras, Concord, and Hayward faults, located to the southwest of the Policy Area. (City of Sacramento 2015)

Soils

The Natural Resources Conservation Service (NRCS) has mapped more than 30 individual soil units in the Policy Area. The predominant soil units in the Policy Area are San Joaquin, Clear Lake, Galt, Cosumnes, and Sailboat soils, which account for over 60 percent 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 City. The Clear Lake and Cosumnes soils occur in the northern part of the City. Galt soils are in the southwestern part of the City, in an area generally bound by Interstate 5 and State Route 99. The Sailboat soils occur along the American and Sacramento rivers.

Portions of the Policy Area may be susceptible to soil hazards such as erosion, shrink/swell potential (expansive soils), and subsidence. Erosion refers to the removal of soil from exposed bedrock surfaces by water or wind. Although erosion occurs naturally, it is often accelerated by human activities that disturb soil and vegetation. Erosion potential is generally identified on a case-by-case basis, depending on factors such as climate, soil cover, and slope conditions (City of Sacramento 2015).

Applicable Regulation and Design Standards

Title 15 of the City of Sacramento Municipal Code (City Code) addresses requirements pertaining to buildings and constructions, including seismic considerations. State regulations such as the California Building Code address seismic considerations and design standards to minimize related risks.

Mineral Resources

Existing mineral extraction activities in and around Sacramento include fine (sand) and coarse (gravel) construction aggregates, as well as clay. Other mineral resources include gold. The City of Sacramento had one permitted mining operation in the southeastern portion of the Policy Area; however, active mining has ceased at this location, which was owned and operated by Granite Land Company.

Areas designated as Mineral Resource Zones (MRZ) pursuant to the Surface Mining and Reclamation Act are present within the Policy Area. Of four MRZ classifications, the MRZ-2 classification is recognized in land use planning due to an increased likelihood for occurrence if significant mineral resources. Areas classified MRZ-2 have been mapped by the CGS in the area between SR 99 and SR 16, in the southeastern portion of the Policy Area. The MRZ-2 area begins just east of Sacramento Executive Airport as a relatively narrow band extending northwest toward the American River. MRZ-2 zones in Sacramento are generally urbanized or actively mined, so access to new mineral resources would be limited (City of Sacramento 2015).

Standards of Significance

For the purposes of this Initial Study, an impact is considered significant if it allows a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards.

Applicable 2035 General Plan Policies

The following policies from the 2035 General Plan apply to geology and soils in the Policy Area:

Public Health and Safety Policies:

- Policy PHS 3.1.8: requires the City to review proposed facilities that would produce or store hazardous materials and enables the City to require feasible mitigation for any significant risks.
- Policy PHS 4.1.2 requires the City to maintain the functioning of critical facilities following geologic or seismic disasters.

Environmental Constraints Policies:

- Policy EC 1.1.1 to Policy EC 1.1.2 require the City to revive and enforce seismic and geologic safety standards for protection against seismic and geologic hazards.

Environmental Resources Policies:

- Policies ER 5.1.1 to ER 5.1.3 require conservation of designated MRZ-2 mineral resources zones, compatibility of adjacent uses, and support of continued existing mining activities until mineral resources are depleted.

Answers to Checklist Questions

Questions A and B:

The Housing Element consists of housing policies and programs designed to help facilitate provision of housing to meet State requirements. The Housing Element does not propose new development or housing sites that would result in physical changes or environmental effects resulting in introduction of seismic hazards, erosion of topsoil, and ground failure, or loss of mineral resources. Adoption of the Housing Element would not allow any development that is not currently allowed. All future housing developments in the City would still be subject to environmental review and the City's entitlement process to ensure consistency with federal, state, and local regulations, including the policies from the general plan, that pertain to geology, geologic hazards, or mineral resources. Soils susceptible to liquefaction are present within the Policy Area; however, the Housing Element does not propose new housing developments and would therefore not have a physical impact on soil stability or contribute to erosion.

For more information regarding the purpose of the Housing Element and the potential for implementation of the Housing Element to result in physical effects to the environment, please refer to the discussion in Section I--Background. Implementing the Housing Element would not introduce seismic hazards, result in erosion of topsoil, effect soil stability, or effect availability of mineral resources. Therefore, the project would have **no impact** relating to geology and soils.

Mitigation Measures:

No mitigation measures are required.

Findings

The project would have no impact relating to geology and soils.

HAZARDS

Issues:	Potentially Significant effect	Effect can be mitigated to less than significant	No significant environmental effect
6. HAZARDS Would the proposal:			X
A) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X
B) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X
C) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X
D) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X

Environmental Setting and Regulatory Setting

Federal regulations and regulations adopted by the Sacramento Metropolitan Air Quality Management District (SMAQMD) apply to the identification and treatment of hazardous materials during demolition and construction activities. Failure to comply with these regulations respecting asbestos may result in a Notice of Violation being issued by the AQMD and civil penalties under state and/or federal law, in addition to possible action by U.S. EPA under federal law.

Federal law covers a number of different activities involving asbestos, including demolition and renovation of structures (40 CFR § 61.145).

SMAQMD Rule 902 and Commercial Structures

The work practices and administrative requirements of Rule 902 apply to all commercial renovations and demolitions where the amount of Regulated Asbestos-Containing Material (RACM) is greater than:

- 260 lineal feet of RACM on pipes, or
- 160 square feet of RACM on other facility components, or
- 35 cubic feet of RACM that could not be measured otherwise.

The administrative requirements of Rule 902 apply to any demolition of commercial structures, regardless of the amount of RACM. To determine the amount of RACM in a structure, Rule 902 requires that a survey be conducted prior to demolition or renovation unless:

- the structure is otherwise exempt from the rule, or
- any material that has a propensity to contain asbestos (so-called "suspect material") is treated as if it is RACM.

Surveys must be done by a licensed asbestos consultant and require laboratory analysis. Asbestos consultants are listed in the phone book under "Asbestos Consultants." Large industrial facilities may use non-licensed employees if those employees are trained by the U.S. EPA. Questions regarding the use of non-licensed employees should be directed to the AQMD.

Hazardous Materials Use and Waste Generation

Hazardous materials are routinely used, stored, and transported in the Policy 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 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). The "Master List of Facilities within Sacramento County with Potentially Hazardous Materials" is downloadable from the County's website (<http://www.emd.saccounty.net/Documents/lists/mstr.pdf>) and is readily available to the public (Sacramento County 2013). Businesses in the Policy Area that use and store hazardous materials in quantities subject to Federal and State regulations that require community notification are required to prepare and submit a Hazardous Materials Management Plan (or "Business Plan") and/or Risk Management Plans (RMPs), as appropriate, to the SCEMD.

Sites with Known Contamination

The Policy Area contains sites that were historically contaminated but have been remediated and sites that are known, or believed to be, contaminated that are currently being characterized or cleaned-up. 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. Sites listed on hazardous site tracker databases such as The Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA), California Department of Toxic Substances Control Envirostor, Regional Water Quality Control Board Spills, Leaks, Investigations and Cleanup (SLIC), Leaking Underground Storage Tanks (LUST), and County of Sacramento Toxic sites, are present in the Policy Area. A master list of listed sites within the Policy Area can be found in Appendix C of the 2035 General Plan EIR (City of Sacramento 2015).

Standards of Significance

For the purposes of this Initial Study, an impact is considered significant if the proposed project would:

- create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; or
- emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; or
- be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.

Applicable 2035 General Plan Policies

The following policies from the 2035 General Plan are applicable to hazard and hazardous materials:

Land use and Design Policies:

- Policy LU 2.8.5, Policy LU 7.2.8 require the City to discourage expansion of potentially hazardous uses that may disproportionately affect minority or low-income populations and locate hazardous industries away from incompatible uses that would require the preparation of Hazardous Substance Management Plans to limit the possibility of contamination.
- PHS 2.2.9 requires the City to include emergency responders in the development review process.
- Policies PHS 3.1.1 to PHS 3.1.8 are designed to reduce exposure to hazardous materials and waste through waste collection programs, coordination with owners of contaminated sites, compatibility of land uses, and education programs.
- Policies PHS 4.1.1 to PHS 4.1.6 require the City to maintain plans, facilities, educational programs, and interagency coordination practices to ensure adequate preparedness for response to natural and human-made disasters.
- Policy PHS 5.1.8 requires information about climate change to be incorporated into public emergency preparedness education programs.
- Policy EC 2.1.21 and EC 2.1.23: require the City to minimize risk from flood events by designated escape routes on levee-protected streets and to continue maintaining, updating, and making publicly available the local Comprehensive Flood Management Plan, emergency plans, and evacuation plans.

South Area Community Plan Policies:

- Policies SA.M 1.11, SA.M 1.12, and SA.PHS 1.1 address airport planning processes to decrease noise and safety hazards to surrounding communities, and emergency service coverage to portions within this plan area.

North Sacramento Community Plan Policies:

- Policy NS.LU 1.30 allows low intensity office, industrial, and manufacturing land uses within the plan area given proximity to airport safety zones.

Answers to Checklist Questions

Questions A- D:

The Housing Element consists of housing policies and programs designed to help facilitate provision of housing to meet State requirements. The Housing Element does not propose new development or housing sites that would result in physical changes or environmental effects that may result in exposure of people to contaminated soil, ACM, or expose people to contaminated ground water. All future housing developments in the City would still be subject to environmental review and the City's entitlement process to ensure consistency with federal, state, and local regulations, including the policies from the general plan, pertaining to hazards and hazardous materials. Adoption of the Housing Element would not allow any development that is not currently allowed.

For more information regarding the purpose of the Housing Element and the potential for implementation of the Housing Element to result in physical effects to the environment, please refer to the discussion in Section I--Background. Implementing the Housing Element would not expose people to contaminated soil,

ACM, or contaminated groundwater. Therefore, the project would have ***no impact*** relating to hazards and hazardous materials.

Mitigation Measures

No mitigation measures are required.

Findings

The project would have no impact relating to hazards or hazardous materials.

HYDROLOGY AND WATER QUALITY

Issues:	Potentially Significant effect	Effect can be mitigated to less than significant	No significant environmental effect
<p>7. <u>HYDROLOGY AND WATER QUALITY</u></p> <p><i>Would the proposal:</i></p>			
<p>A) Substantially degrade water quality and violate 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 development of the project?</p>			X
<p>B) Substantially increase the exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood?</p>			X
<p>C) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?</p>			X

Environmental Setting

Precipitation

The Policy Area experiences most precipitation between November and April. Essentially all of the precipitation that occurs in the Policy Area is rain. Based on data gathered at Sacramento FAA Airport between 1941 and 2016, average annual rainfall is approximately 17.24 inches, but can range from wet to dry years (Western Regional Climate Center 2016).

Groundwater Resources

The Policy Area is located in two subbasins of the Sacramento Valley Groundwater Basin. Groundwater levels in northern Sacramento County have generally decreased, declining as much as 1.5 feet since the 1970s. Ground water elevation in the Policy Area is generally 10 to 20 feet below mean sea level. There are many groundwater extraction wells in, and adjacent to, the Policy Area. Intensive use of the groundwater basin has resulted in a general lowering of groundwater elevations near the center of the basin. Groundwater containing elevated levels of contaminants is present within or near the Policy Area. Contaminant plumes are associated with the former Southern Pacific and Union Pacific Railyards east of the Capitol Building along the American River (downtown Sacramento), former McClellan Air Force Base (AFB) north of the Policy Area, former Mather AFB east of the Policy Area, and the Aerojet site along the American River in Rancho Cordova east of the Policy Area (City of Sacramento 2015: 4.7-2).

Water Quality

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 for certain fish consumption and aquatic habitat and are listed on the EPA approved 2006 section 303(d) list of water quality limited segments. The Sacramento River is listed as impaired under the 303(d) list for mercury and unknown toxicity, and the American River is listed for mercury and unknown toxicity. Other major creeks, drainage canals, and sloughs in the City boundaries are also listed for

pesticides and copper. The Natomas East Main Drainage Canal is listed for the pesticide diazinon and polychlorinated biphenyls (PCBs).

Urban Runoff

Within the Policy Area, constituents found in urban runoff vary as a result of differences in geographic features, land use, vehicle traffic, and percent of impervious surface. In general, stormwater runoff within the City of Sacramento flows into either the City's CSS or into individual drainage sumps located throughout the Policy Area. Water collected by the CSS is transported to the Sacramento Regional County Sanitation District's (SRCSD's) Sacramento Regional Wastewater Treatment Plant (SRWWTP), where it is treated prior to discharge into the Sacramento River. When the flows in the CSS exceed 60 mgd, flows are routed to Pioneer Reservoir, a 28-million-gallon storage and primary treatment facility located near the intersection of I-5 and US 50 in the City of Sacramento. Once capacity of Pioneer Reservoir has been reached, an additional volume of stormwater - up to 350 mgd - can receive primary treatment with disinfection and be discharged to the Sacramento River. The City also operates its Combined Wastewater Treatment Plant (CWTP) on 35th Avenue, where an additional 130 mgd of combined wastewater can receive primary treatment with disinfection prior to discharging to the Sacramento River. The CWTP operates under a National Pollutant Discharge Elimination System (NPDES) permits (NPDES No. CA 0079111), which requires permittees to develop, administer, implement, and enforce a comprehensive Stormwater Quality Improvement Plan (SQIP) to reduce pollutants in urban runoff to the maximum extent practicable.

Flooding

The Federal Emergency Management Agency (FEMA) administers the National Flood Insurance Program (NFIP) and delineates areas subject to flood hazard on flood insurance rate maps (FIRMs) for each community participating in the NFIP. The FIRMs show the area subject to inundation by a flood that has a 1 percent or greater chance of being equaled or exceeded in any given year, referred to as the 100-year or base flood. FIRM maps for the City are available at the following URL: <https://www.cityofsacramento.org/Utilities/Drainage/Flood-Ready/Map> (City of Sacramento 2021b).

The Sacramento Area Flood Control Agency (SAFCA) was formed to address the Sacramento area's vulnerability to catastrophic flooding. The City, Sacramento and Sutter Counties, Sutter County, the American River Flood Control District, and Reclamation District 1000 created SAFCA through a joint exercise of powers agreement to provide the Sacramento region with increased flood protection along the American and Sacramento Rivers. Further, the City has implemented a CIP that includes improvement of stormwater drainage facilities within the City to lessen localized flooding.

The City prepared a Comprehensive Flood Management Plan (CFMP) in 2016 - updated in 2017 (City of Sacramento 2017) - identifying tools for reducing flood risk in the City including levee improvements, emergency management policies, and land use guidelines. The plan can be found here: <https://www.cityofsacramento.org/-/media/Corporate/Files/DOU/Flood-Ready/2017-CFMP-2.pdf?la=en>. The CFMP is generally updated every five years in conjunction with the Sacramento County Local Hazard Mitigation Plan (LHMP).

Standards of Significance

For purposes of this Initial Study, impacts to hydrology and water quality may be considered significant if construction and/or implementation of the Proposed Project would result in the following impacts that remain significant after implementation of general plan policies:

- substantially degrade water quality and violate 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 development of the Specific Plan; or
- substantially increase the exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood; or

- Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

Applicable 2035 General Plan Policies

The following policies from the 2035 General Plan are applicable to hydrology and water quality:

Environmental Resources Element:

- Policies ER 1.1.1 to ER 1.1.10 address water quality protection with measures and policies addressing open space conservation, regional planning efforts with watershed agencies, implementation of the City's NDPES permit, development guidelines, maintaining stormwater peak flows, post development run-off control, construction site impacts, groundwater recharge policies, and educational programs for the public, city staff, and other community groups. Specifically, Policy ER 1.1.9 requires the City to protect open space areas that are used as groundwater recharge basins.

Environmental Constraints Policies

- Policies EC 2.1.1 to EC 2.1.28 require the City to provide flood protection through mechanisms including: interagency coordination for risk assessments, levee management, information maintenance, and strategy identification; securing funding for 200 year flood protection; development regulations within floodplains and coordination of flood risk planning with land use planning efforts; levee improvement and maintenance policies; flood risk emergency plans; and climate change related flood risk considerations.

Utilities Policies

- Policies U 1.1.1 to U 1.1.6 address stormwater drainage policies including provision of adequate utilities, Citywide water service Level of Service standards, funding, and coordination with urban expansion.

Answers to Checklist Questions

Questions A and B

The Housing Element consists of housing policies and programs designed to help facilitate provision of housing to meet State requirements. The Housing Element does not propose new development or housing sites that would result in physical changes or environmental effects that would violate water quality standards, increase runoff, expose people to increased 100-year flood risk, or affect groundwater supply, quality, or recharge. All future housing developments in the City would still be subject to environmental review and the City's entitlement process to ensure consistency with local, state, and federal regulations and development standards, including the policies from the general plan and the City's NDPES permit, pertaining to water quality and hydrology. Adoption of the Housing Element would not allow any development that is not currently allowed.

For more information regarding the purpose of the Housing Element and the potential for implementation of the Housing Element to result in physical effects to the environment, please refer to the discussion in Section I--Background. Implementing the Housing Element would not violate water quality standards, increase runoff, expose people to increased 100-year flood risk, or adversely affect groundwater. Therefore, the project would have **no impact** relating to hydrology and water quality.

Mitigation Measures

No mitigation measures are required.

Findings

The project would have no impact related to hydrology and water quality.

NOISE

Issues:	Potentially Significant effect	Effect can be mitigated to less than significant	No significant environmental effect
8. NOISE			
<i>Would the proposal:</i>			
A) Result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project's noise level increases?			X
B) Result in residential interior noise levels of 45 dBA L _{dn} or greater caused by noise level increases due to the project?			X
C) Result in construction noise levels that exceed the standards in the City of Sacramento general plan or Noise Ordinance?			X
D) Permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction?			X
E) Permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations?			X
F) Permit historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction and highway traffic?			X

Environmental Setting

Land uses within the Policy Area include a range of residential, commercial, institutional, industrial, recreational, and open space areas. Although there are many noise sources within the Policy Area, the primary noise source is traffic. Significant noise also occurs from airplane traffic, railroads, and various stationary sources, as described below.

Freeways and Highways in the Policy Area

Motor vehicle noise commonly causes sustained noise levels in the vicinity of busy roadways or freeways. Several major freeways traverse the Policy Area. These include Interstate 5, Interstate 80, U.S. Highway 50, State Route 99, and State Route 160. The Policy Area also has many local roads that experience very high traffic volumes and contribute traffic noise. Most noise receptors, such as residences, built near these high-traffic corridors have some level of noise attenuation such as a sound wall or barrier. These receptors also have built-in interior noise attenuation that is the result of the building construction and insulation.

Noise levels affecting proposed new residences are reviewed on a project-by-project basis during the environmental review process. Residential projects that are proposed near major noise sources within the

Policy Area are evaluated to determine whether they will be exposed to noise levels that will exceed applicable noise standards. Traffic noise related regulations are found in 23 CFR 772.

Aircraft Noise

The Policy Area is served by four airports, the Sacramento International Airport, Executive Airport, McClellan Airfield, Mather Airport. The County owns and operates the airports as part of the Sacramento County Airport System.

Railway and Transit Noise Sources

Rail lines cross through the Policy Area in a number of locations. Union Pacific trains traverse three routes:

- Generally north/south past California State University at Sacramento. This route averages approximately 17 trains per day;
- Generally north/south through downtown Sacramento. This route averages approximately 20 trains per day;
- Generally east/west through West Sacramento to the Union Pacific depot. This route averages approximately 10-12 freight trains per day.

Aside from freight trains, Amtrak passenger trains also arrive and depart from the Amtrak station located at 3rd and I streets in downtown Sacramento. The Capitol Corridor service operated by Amtrak is an intercity passenger train system serving Placer, Sacramento, and Yolo counties.

Light rail transit, which is a major component of the City's transit system, also runs through the City of Sacramento along three routes: the Blue Line, the Green Line, and the Gold Line.

Stationary Sources

A wide variety of stationary noise sources are present in the Policy Area. The Policy Area contains many different land uses, all of which can produce noise. 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 can generate noise as well, especially those that use heavy equipment as part of normal operations such as shipping and loading, concrete crushing, and recycling.

Regulatory Setting

Federal Noise Control Act of 1972

The basic motivating legislation for noise control in the U.S. was provided by the Federal Noise Control Act (1972). EPA found that sleep, speech, and other types of essential activity interference could be avoided in residential areas if the L_{dn} did not exceed 55 dBA outdoors and 45 dBA indoors. The EPA Levels report also identified 5 dBA as an adequate margin of safety before an increase in noise level would produce a significant increase provided that the existing baseline noise exposure did not exceed 55 dBA L_{dn} .

State Regulation

In 2004, the California Department of Transportation (Caltrans) published the Transportation-and Construction-Induced Vibration Manual, which provides general guidance on vibration issues associated with construction and operation of projects in relation to human perception and structural damage.

The California DOT Noise Policy Protocol PDF presents Caltrans policies and procedures for traffic noise studies in conformance with 23 CFR 772. The Protocol is required to obtain FHWA approval for transportation

projects authorized under title 23, United States Code. The 2011 Protocol is in effect as of July 13, 2011. Caltrans is in the process of preparing updated Protocol documents as of April 2020 (Caltrans 2021).

Standards of Significance

For purposes of this Initial Study, impacts due to noise may be considered significant if construction and/or implementation of the Proposed Project would result in the following impacts that remain significant after implementation of general plan policies:

- result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project's noise level increases;
- result in residential interior noise levels of 45 dBA L_{dn} or greater caused by noise level increases due to the project;
- result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance;
- permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction;
- permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations; or
- permit historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction and highway traffic.

Applicable 2035 General Plan Policies

The following policies from the 2035 General Plan relate to noise:

Environmental Constraints Policies

- Policies EC 3.1.1 to EC 3.1.11 require minimization of development related noise impacts to human health including: interior and exterior noise standards, noise review for events, interior vibration standards, operational noise thresholds, construction noise, compatibility of land uses, and alternatives to soundwalls for noise minimization.

Aircraft Noise Policies

- Policies EC 3.2.1 and EC 3.2.2 restrict incompatible land uses within noise contours of airports and provide guidelines for implementing hazard protection such as restricting incompatible activities in areas with hazardous noise levels.

Land Use and Mobility Policies

- Policy LU 2.7.5 requires implementation of development character and landscaping requirements to address freeway impacts relating to noise, vibration, and air emissions.
- Policies M 7.1.4 and M 7.1.6 require implementation of noise minimization from rail and truck traffic, including policies to coordinate with railroad operators and prioritizing minimization of truck traffic impacts including noise and emissions, in residential neighborhoods.

North Sacramento Community Plan Policies

- Policies NS.LU 1.5 and NS.LU 1.29 restrict incompatible land uses, such as residential development, in proximity to the 65 CNEL McClellan Airport noise exposure contour. And Western Pacific and Union Pacific railroad lines

South Natomas Community Plan Policies

- Policy SN.PHS 1.2: establishes requirements for noise assessments for residential developments west of the I-5 freeway.

Answers to Checklist Questions

Questions A – F:

The Housing Element consists of housing policies and programs designed to help facilitate provision of housing to meet State requirements. The Housing Element does not propose new development or housing sites that would increase traffic and traffic-generated noise or add stationary noise sources. Therefore, implementation of the Housing Element would not result in exceedances of interior or exterior noise or vibration standards; result in construction related noise or vibration; or permit residences, commercial land use, or historical and archeological buildings to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second resulting from construction or transportation activities. Adoption of the Housing Element would not allow any development that is not currently allowed.

For more information regarding the purpose of the Housing Element and the potential for implementation of the Housing Element to result in physical effects to the environment, please refer to the discussion in Section I--Background. All future housing developments in the City would still be subject to environmental review and the City's entitlement and permitting processes to ensure consistency with federal, state, and local regulations, including the policies from the general plan that pertain to noise. Therefore, the project would have **no impact** relating to noise.

Mitigation Measures

No mitigation measures are required.

Findings

The project would have no impact relating to noise.

PUBLIC SERVICES

Issues:	Potentially Significant effect	Effect can be mitigated to less than significant	No significant environmental effect
<p>9. <u>PUBLIC SERVICES</u></p> <p>Would the project result in the need for new or altered services related to fire protection, police protection, school facilities, or other governmental services beyond what was anticipated in the 2035 General Plan?</p>			X

Environmental Setting

Fire Protection

The Sacramento Fire Department (SFD) provides fire protection services to the entire City and two additional contract areas in the Pacific/Fruitridge and Natomas fire districts, for a total of 146 square miles of service area. The City comprises approximately 100 square miles of the total service area (City of Sacramento 2021c).

Areas outside of SFD's service area but within the Policy Area are served by the Sacramento Metropolitan Fire District (Metro Fire), which provides regional fire protection and emergency services to unincorporated portions of Sacramento County. SPD has identified the need for a permanent facility in the downtown core and two substations in the Meadowview and North Natomas areas.

Police Protection

The Sacramento Police Department (SPD) is principally responsible for providing police protection services for areas within the City and Policy Area. The County Sheriff's Department; the California Highway Patrol (CHP); the University of California, Davis, Medical Center Police Department; and the RT Police Department support SPD to provide police protection within the Policy Area. SPD operates four substations within the City and the Policy Area.

Schools

The Sacramento City Unified School District (SCUSD) is the primary provider of school services within the City. SCUSD operates 76 k-12 campuses and serves approximately 43,000 students (SCUSD 2021). SCUSD includes traditional elementary, middle, and high schools, as well as alternative education, adult education, and charter school facilities (City of Sacramento, Year; 4.10-8)

Other districts serving residents within the Policy 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 but within the Policy Area. In total, more than 150 public schools in total serve the Policy Area.

Single-family generation rates within the Policy Area are 0.44 grades K-6 students and 0.12 grades 7-8, and 0.23 grades 9-12 students per unit. Multi-family generation rates are 0.19 grades K-6, 0.03 grades 7-8, and 0.04 grades 9-12 students per unit (City of Sacramento 2015; 4.10-12).

Libraries

The Sacramento Public Library (SPL) serves the cities of Sacramento, Citrus Heights, Elk Grove, Galt, Isleton, Rancho Cordova, and the County of Sacramento. The Sacramento Public Library Authority is

governed by a Joint Exercise of Powers Agreement between these cities and counties to provide public library services that provide open access to diverse resources and ideas that inspire learning, promote reading, and enhance community life to all citizens in the jurisdictions. In 2005, the library maintained 0.56 square feet of library space per capita, and 1.72 library volumes per capita ((City of Sacramento, 2013, 4.10-8).)

The 2007-2025 Facility Master Plan establishes thresholds, targets, and prime goals for library standards. The 2016 to 2018 Strategic Plan was adopted in 2015 to engage the community and establish goals and commitments to guide library services development.

Emergency Services

The City and Sacramento County both implement programs to facilitate emergency preparedness. Specifically, the City of Sacramento Multi-Hazard Emergency Plan addresses the City's planned response to extraordinary emergency situations associated with natural disasters, technological incidents, and nuclear defense operations for areas within the City's jurisdictional boundaries. It provides operational concepts related to various emergency situations, identifies components of the local emergency management organization, and describes the City's overall responsibilities for protecting life and property during an emergency. The plan also identifies possible sources of outside support (through mutual aid and specific statutory authorities) from other jurisdictions, and the private sector. The Sacramento County Multi-Hazard Mitigation Plan, a multijurisdictional plan that aims to reduce or eliminate long-term risk to people or property from natural disasters and their effects, is also applicable to the City of Sacramento and areas that are outside of the City but within the Policy Area. Both plans provide an overview of operational concepts, identify components of the County's and City's emergency management organization within the Standardized Emergency Management System, and describe the overall responsibilities of Federal, State, and local agencies for protecting life and property and assuring the overall well-being of the population.

Standards of Significance

For the purposes of this Initial Study, an impact would be considered significant if the project resulted in the need for new or altered services related to fire protection, police protection, school facilities, or other governmental services beyond what was anticipated in the 2035 General Plan.

Applicable General Plan Policies

The following policies from the 2035 General Plan relate to public services:

Public Health and Safety Policies

(Police Services)

- Policies PHS 1.1.1 to 1.1.6, and PHS 1.1.9 delineate police standards, resource requirements, and facilities including: maintaining and implementing a police master plan, maintenance of response time standards, maintenance of staffing levels, coordinating growth of police force with growth and development in the City, the distribution and co-location of City facilities (such as fire stations and police stations), and incorporation of technology in public and private development to increase public and personal safety.
- PHS 1.1.7 to PHS 1.1.8, and PHS1.1.10 to PHS 1.1.12 provide programs and practices pertaining to maintenance of police services including: inclusion of the Police Department in the review of development proposals to incorporate crime prevention through environmental design, continuation of development fees for police services, reduction of crime in neighborhoods, communication with public community members, and cooperation between local, state, and federal criminal justice agencies.

(Fire Protection and Emergency Medical services):

- Policy PHS 4.1.1: to Policy PHS 4.1.7: requires City response to manmade and natural disasters including policies to maintain: a Multi-Hazard Emergency Plan, post-disaster facilities and response maintenance, maintenance of an emergency operation center, coordination of emergency and disaster preparedness exercises, coordination of mutual aid agreements to ensure adequate emergency responses, and support of community organizations that address social equity issues related to climate change and guidance of relevant policies and programs.
- Policies PHS 2.2.1 to PHS 2.2.8 provide programs and requirements for fire prevention and suppression including: education efforts, development review to ensure fire-safety and code compliance, fire sprinkler systems requirements, ensuring adequate water supplies, and requires safe development of high rises, fire safety inspections, removal of vegetation and wildland hazard minimization measures on private and City -owned properties.

(Emergency Services)

- Policy PHS 4.1.1: to Policy PHS 4.1.7: require City response to manmade and natural disasters including policies to maintain: a Multi-Hazard emergency Plan, post disaster facilities and response, maintenance of an emergency operation center, coordination of emergency and disaster preparedness exercises, coordination of mutual aid agreements to ensure adequate emergency responses, and support of community organizations that address social equity issues related to climate change and guidance of relevant policies and programs.
- Policy PHS 5.1. requires identification of adequate sites for health and human services throughout the City.

Education, Recreation, and Culture Policies:

(Schools)

- Policies ERC 1.1.1 to ERC 1.1.4 address location of school facilities, locational criteria, urban school density, joint use development with recreation and cultural facilities.
- Policies ERC 1.1.5 to ERC 1.1.8 address higher education planning and programs.
- Policy ERC 1.1.9 addresses school financing plans.

(Libraries)

- Policies ERC 3.1.1 to ERC 3.1.7 address provision of adequate library facilities with programs and practices including: promotion of libraries in high density areas, prioritizing construction of libraries in underserved areas, joint use facilities including schools, community centers, and public private partnership venues, access to digital resources, educational awareness, and funding.

Answers to Checklist Question

The Housing Element consists of housing policies and programs designed to help facilitate provision of housing to meet State requirements. The Housing Element does not propose new development or housing sites that would result in physical changes or environmental effects requiring new or altered provision of public services such as police, schools, libraries, emergency services, fire protection, and disaster response and preparedness.

During the development of the City's 2035 General Plan, the City coordinated with public service agencies to determine the expansion of public services required to support population growth anticipated through the

year 2035. Policies addressing needs for public service expansions within the Policy Area are incorporated into the 2035 General Plan and are listed in the discussion sections above.

The Housing Element does not propose new development or housing sites that would result in demand for public services beyond that estimated in the 2035 General Plan. The proposed Housing Element does not supersede, modify, or exceed existing public service provisions or policies that apply to growth and development anticipated in the 2035 General Plan. Adoption of the Housing Element would not allow any development that is not currently allowed.

For more information regarding the purpose of the Housing Element and the potential for implementation of the Housing Element to result in physical effects to the environment, please refer to the discussion in Section I--Background. Any future housing developments would still be subject to environmental review, local development fees and policies, and the City's entitlement process. Adoption of the Housing Element would not result in direct physical effects or indirect effects requiring new or altered public services. Therefore, ***no impact*** pertaining to public services would occur.

Mitigation Measures

No mitigation measures are required.

Findings

The project would have no impact relating to public services.

RECREATION

Issues:	Potentially Significant effect	Effect can be mitigated to less than significant	No significant environmental effect
10. <u>RECREATION</u> <i>Would the proposal:</i>			
A) Cause or accelerate substantial physical deterioration of existing area parks or recreational facilities?			X
B) Create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2035 General Plan?			X

Environmental Setting

Parks in the Policy Area are mainly managed by the Sacramento Youth, Parks, and Community Enrichment Department (YPCE), formerly the Parks and Recreation Department. The City contains approximately 4,265 acres of park space, including regional parks, community parks, neighborhood parks, and parkways. Parks are used for recreation, trails and bikeways, and natural resource benefits (YPCE 2021). As of 2013 the City currently contains 222 developed and undeveloped park sites, 88 miles of road bikeways and trails, 21 lakes/ponds or beaches, over 20 aquatic facilities, and extensive recreation facilities in the City parks (City of Sacramento 2015).

As of 2013, the City approved approximately 3.4 acres of community and neighborhood parks per 1000 persons in the City. The 2035 General Plan implemented a requirement of 1.75 acres of neighborhood and community parks per 1,000 population within the Central City, and 3.5 acres of neighborhood and community parks per 1,000 population outside the Central City area. Several park facilities within the City of Sacramento are owned or operated by other jurisdictions, such as the County of Sacramento, the State of California, and Sacramento City Unified School District (City of Sacramento 2013; 4.9-1).

The City of Sacramento Parks and Recreation Master Plan (PRMP) guides park development in the City. The Parks and Recreation Master Plan 2005-2010 Technical Update was approved in 2009. Currently, YPCE is in the process of preparing the YPCE Master Plan 2040 as part of its 2040 General Plan update (YPCE 2021). The 2040 PRMP is anticipated to come into effect April 2022.

Standards of Significance

For purposes of this Initial Study, impacts to recreational resources are considered significant if the proposed project would do either of the following:

- cause or accelerate substantial physical deterioration of existing area parks or recreational facilities; or
- create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2035 General Plan.

Applicable 2035 General Plan Policies

The following policies from the 2035 General Plan relate to recreation:

Education, Recreation, and Culture Policies

- Policies ERC 2.1.1 and ERC 2.1.2 promote integration and interconnectedness of the City's park system.
- Policies ERC 2.2.9 to ERC 2.2.13 address adequacy of parks and recreational space.
- Policies ERC 2.2.14 to ERC 2.2.15 address accessibility of park spaces.
- Policies ERC 2.2.16 to ERC 2.2.20 promote organized sports facilities, private recreational facilities, golf courses, and community engagement.
- Policies 2.4.1 to ERC 2.4.1 identify service levels and promote waterway recreation and access, trail connectivity, and setbacks from rivers and creeks.
- Policies ERC 2.5.1 to ERC 2.5.4 provide guidance for funding sources, capital funding, and property acquisition to support developments of adequate park space.

Land Use and Urban Design Policies:

- Policies LU 9.1.1 to LU 9.1.6: address preservation of open space, private boat docks, and the American River Parkway Plan.

Answers to Checklist Questions

Questions A and B:

The 2035 General Plan anticipated 165,000 new residents within the Policy Area. Furthermore, the 2035 General Plan policies required 1.75 acres of neighborhood and community parks per 1,000 population within the Central City, and 3.5 acres of neighborhood and community parks per 1,000 population outside the Central City area, which was an increase from conditions prior to the plan period. The 2035 Plan determined that additional park facilities would also be required to serve the residents, and to meet new requirements for adequate park facilities. The 2035 General Plan policies listed in the section above were included to address anticipated demand for additional park space and recreational facilities.

The Housing Element consists of housing policies and programs designed to help facilitate provision of housing to meet State requirements. The Housing Element does not propose new development or housing sites that would increase demand for recreational facilities such that deterioration of park facilities could result or new or expanded recreational facilities, beyond that anticipated in the 2035 General Plan, would be required.

The Housing Element does not propose new development or housing sites that would result in demand for public services beyond that estimated in the 2035 General Plan because the Housing Element would not result in physical impacts that could cause an exceedance in population beyond that in the General Plan. The proposed Housing Element does not supersede, modify, or exceed existing public service provisions or policies that apply to growth and development within the Policy Area through 2035. Adoption of the Housing Element would not allow any development that is not currently allowed.

Any future housing developments would still be subject to environmental review, local development fees and policies, and to the City's entitlement process. Adoption and implementation of the Housing Element would not result in damage to existing park facilities or require additional demand for park space beyond that identified in the 2035 General Plan. Therefore, **no impact** pertaining to recreation would occur.

Mitigation Measures

No mitigation measures are required.

Findings

The project would have no impacts relating to recreation.

TRANSPORTATION AND CIRCULATION

Issues:	Potentially Significant effect	Effect can be mitigated to less than significant	No significant environmental effect
11. <u>TRANSPORTATION AND CIRCULATION</u>			
<i>Would the proposal:</i>			
A) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?			X
B) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?			X
C) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X
D) Result in inadequate emergency access?			X

Environmental Setting

Roadways and Automobile Traffic

An established transportation network in the Policy Area offers local and regional access within and around the City. Major highways include Capital City Freeway (SR 51), I-5, SR 99, and SR 160. Sacramento also contains numerous arterial, collector, and neighborhood streets, some of which include bicycle lanes. Sacramento is relatively well served by regional and intercity transit facilities.

City Parking regulations and requirements for the City of Sacramento Can be found in Title 10 of the Sacramento City Code, Vehicles and Traffic. In 2012, the City approved significant changes to the planning and development code parking section designed to maximize the use of existing off-street parking, ease demand on constrained on-street parking, address concerns regarding spillover parking in residential neighborhoods adjacent to commercial areas and make parking a less onerous component of the (re)development process.

Rail and Transit

The Sacramento Regional Transit District’s (RT’s) fixed light rail system and series of bus routes serve the City and help to accommodate pedestrian traffic, particularly to and from the Central City area. SacRT operates approximately 80 bus routes, 43 miles of light rail serving 52 light rail stations, and ADA paratransit services with the service area. Annual ridership was approximately 21 million passengers in FY 2019. Weekday light rail ridership averages about 40,000 while weekday bus ridership averages approximately 37,000 passengers per day. Bus weekday ridership has reached an average of approximately 35,000 passengers per day (note: during the COVID-19 pandemic due to shelter in place orders, distance learning and telecommuting, ridership is averaging around 40 percent but is increasing monthly) (SacRT 2020).

Aviation and Waterborne Transport

Aviation and waterborne transport also serve the City. Six airports that host both military and civilian operations are located in or close to the City of Sacramento. Executive Airport in south Sacramento is the only facility located within the city limits. Waterways within the City serve as recreational facilities and as a means to transport goods. The Sacramento River and American River are used by City residents and

tourists for recreation and are vital parts of the community. The Port of Sacramento, located just west of the city limits, imports and exports goods into the City and region.

Planning

The City of Sacramento is under the jurisdiction of the Sacramento Area Council of Governments, which is the agency responsible for administering funding and regional transportation planning in the Sacramento metropolitan area.

The 2020 Regional Transportation Plan/Sustainable Communities Strategy was adopted in November 2018 and highlights the region's funding priorities, programs, and transportation policies through 2040 and is updated every five years (SACOG 2021).

The City of Sacramento adopted the Bicycle Master Plan in 2016 and amended the plan in 2018. The Bicycle Master Plan is intended to guide and influence bikeway policies, programs, and standards and promote and increase the accessibility of pedestrian and bicycle facilities in the City (City of Sacramento 2016).

Standards of Significance

For purposes of this Initial Study, impacts to recreational resources are considered significant if the proposed project would do either of the following:

- Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?
- Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?
- Substantially increase hazards due to a geometric design feature or incompatible uses (e.g., farm equipment)
- Result in inadequate emergency access

Applicable 2035 General Plan Policies

The following policies from the 2035 General Plan relate to transportation:

Mobility Policies

- Policies M1.1.1 to M 1.1.4 and Goal M2.1 address provision of a multimodal transportation system including automobile rights-of-way, prioritize emergency services during the planning process, and address facilities and infrastructure.
- Policy M 1.2.1 promotes development of a multimodal transportation system.
- Policies M 1.2.3 to M 1.2.5 provide guidance on transportation evaluation and roadway network capacity and set limitations on roadway expansion.
- Policies M1.4.1 to M1.4.4 require the City to study and implement Transportation Demand Management measures to reduce reliance on automobile transport.
- Policies M 1.5.1 to M 1.5.7 and Goal M2.1 encourage use of emerging technology and design standards to increase transportation system efficiency and reduce emissions.
- Policies M 4.1.1 to Policy M 4.1.7 address emergency access, community engagement, coordination with other transportation agencies, bridge crossing and roundabout design, and the Sutter's Landing Interchange.

- Policies M 4.2.1 to M 4.2.6: Require the City to implement “complete streets” design standards, including accommodating adequate space for all travel modes including bicycling and walking, transit, and automobile use on applicable facilities such as roadways and bridges.
- Goals M 4.3, M 4.4, M 5.1, M 6.1, M 7.1, M 8.1, and M 9.1 address neighborhood traffic, street classification, parking management, goods movement, aviation facilities, and provision of transportation funding.

Land Use and Urban Design policies

- Policies LU 1.1.1, and LU 1.1.5 direct the City to support infill development and creation of a sustainable transportation system through policy mechanisms including rezoning, updating regulations, preserving integrity of historic districts; and through funding and development related mechanisms such as habitat conservation, promoting a multimodal transportation system, increasing housing diversity, and encouraging infill housing.
- Policies LU 2.5.1: LU 2.5.2, LU 2.6.1, LU 2.7.6, LU 4.1.3, LU 4.1.6. Address neighborhood connectivity, neighborhood walkability, sustainable development patterns, and reducing barriers to connectivity amongst neighborhoods and the City center.
- Goal LU 4.2 and Policy LU 4.2.1 promote enhanced walkability, mixed land uses, and a variety of housing choices in suburban neighborhoods.

Public Health and Safety

- Policy PHS 3.1.4: Requires the City to restrict transport of hazardous materials within Sacramento to designated routes.

Answers to Checklist Questions

Questions A – D:

The Housing Element consists of housing policies and programs designed to help facilitate provision of housing to meet State requirements. The Housing Element does not propose new development or housing sites that would result in physical changes or environmental effects. The Housing Element does not propose any specific projects for future development. Facilitation of housing associated with the Housing Element would be consistent with what is allowed under the 2035 General Plan. Implementing the Housing Element would not affect or modify existing City policies or development regulations addressing Vehicle Miles Traveled (VMT) metrics, conflict with existing plans or policies, increase hazards due to road design, or result in inadequate emergency access.

The Housing Element consists of programs and policies and would not result in increased demand for automobile use. Transportation demand anticipated in the 2035 General Plan is minimized through implementation of the general plan policies described above. Any housing developed after the adoption of the Housing Element would be subject to environmental review as well as all existing City and State standards.

Roadway improvements made necessary by the development of residential or commercial uses are determined when such uses are proposed. Transportation impacts resulting from new developments, including impacts on VMT is considered as part of the environmental review for each project, with appropriate design requirements and mitigation specified in Title 12 of the City Code set forth at that time.

Implementing the Housing Element would result *in no impact* transportation and circulation.

Mitigation Measures

No mitigation measures are required.

Findings

The project would have no impacts relating to Transportation and Circulation.

TRIBAL CULTURAL RESOURCES

Issues:	Potentially Significant effect	Effect can be mitigated to less than significant	No significant environmental effect
<p>12. <u>TRIBAL CULTURAL RESOURCES</u></p> <p><i>Would the proposal:</i></p> <p>A) Cause a substantial adverse change in the significance of a tribal cultural resource, as defined in Public Resources Code 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe and that is:</p> <p>i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources code section 5020.1(k) or</p>			X
<p>ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p>			X

Environmental Setting

The City of Sacramento and the surrounding area are known to have been occupied by Native American groups for thousands of years prior to settlement by non-Native peoples. Archaeological materials, including human burials, have been found throughout the City. Human burials outside of formal cemeteries often occur in prehistoric contexts. Areas of high sensitivity for tribal cultural resources are located within close proximity to the Sacramento and American rivers and other watercourses.

The proposed project area is situated within the lands traditionally occupied by the Valley Nisenan, or Southern Maidu. The language of the Nisenan includes several dialects and is classified within the Maiduan family of the Penutian linguistic stock (Kroeber 1925). Valley Nisenan territory was divided into politically autonomous “triblet” areas, each including several large villages (Moratto 1984). Two important villages were located near the project area, on the south bank of the American River, Momol, to the west of the project area, and Yalisumni, to the east (Wilson and Towne 1978:388).

Nisenan houses were domed structures covered with earth and tule or grass that measured 10–15 feet in diameter. Brush shelters were used in the summer and at temporary camps during food-gathering rounds. Larger villages often had semi-subterranean dance houses that were covered in earth and tule or brush and had a central smoke hole at the top and an east-facing entrance. Another common village structure was a granary, which was used for storing acorns (Wilson and Towne 1978).

Valley Nisenan people followed a seasonal round of food gathering, as did most California Indians. Food staples included acorns, buckeyes, pine nuts, hazelnuts, various roots, seeds, mushrooms, greens, berries, and herbs. Game was roasted, baked, or dried and included mule deer, elk, antelope, black bear, beaver, squirrels, rabbits, and other small animals and insects. Salmon, whitefish, sturgeon, and suckers, as well as freshwater shellfish, were all caught and eaten (Wilson and Towne 1978).

Euro-American contact with the Nisenan began with infrequent excursions by Spanish explorers and Hudson's Bay Company trappers traveling through the Sacramento-San Joaquin Valley in the early 1800s (Wilson and Towne 1978). With the coming of Russian trappers, Spanish missionaries, and Euro-American settlers, traditional lifeways were threatened by competition for land and resources, and by the introduction of new diseases. The malaria epidemic of 1833 decimated the Valley Nisenan population, killing an estimated 75 percent of the population. The influx of Euro-Americans during the Gold Rush-era further reduced the population due to forced relocations and violent retribution from the miners for real or imagined affronts.

Despite these major and devastating historical setbacks, today many Native Americans in the proposed project area are maintaining traditional cultural practices. Sometimes supported by thriving business enterprises, Tribal groups maintain governments, historic preservation programs, education programs, cultural events, and numerous other programs that sustain a vibrant culture.

Data Sources/Methodology

Under PRC section 21080.3.1 and 21082.3, the City must consult with tribes traditionally and culturally affiliated with the project area that have requested formal notification and responded with a request for consultation. The parties must consult in good faith. Consultation is deemed concluded when the parties agree to measures to mitigate or avoid a significant effect on a tribal cultural resource when one is present or when a party concludes that mutual agreement cannot be reached. Mitigation measures agreed on during the consultation process must be recommended for inclusion in the environmental document.

Native American Consultation

On March 9, 2021, The City of Sacramento sent notification letters that the proposed Housing Element was being addressed under CEQA, as required by PRC 21080.3.1, to four Native American tribes that had previously requested such notifications: Wilton Rancheria, Buena Vista Rancheria, Shingle Springs, and United Auburn Indian Community of the Auburn Rancheria. The County received no responses by the close of the 30-day response period for AB 52 as defined in PRC Section 21080.3.1. Therefore, no tribal cultural resources were identified as described under AB 52 and defined in PRC Section 21074.

Regulatory Setting

Federal

There are no Federal plans, policies, or regulations related to Tribal Cultural Resources that are directly applicable to the proposed project, however Section 106 of the National Historic Preservation Act does require consultation with Native Americans to identify and consider certain types of cultural resources. Cultural resources of Native American origin identified as a result of the identification efforts conducted under Section 106 may also qualify as tribal cultural resources under CEQA.

State

California Environmental Quality Act — Statute and Guidelines. CEQA requires that public agencies that finance or approve public or private projects must assess the effects of the project on tribal cultural resources. Tribal cultural resources are defined in Public Resources Code (PRC) 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe that is (1) listed or determined eligible for listing on the California Register of Historical Resources (CRHR) or a local register, or (2) that are determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying

the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.

California Public Resources Code Section 5024. PRC Section 5024.1 establishes the CRHR, which is the authoritative guide for identifying the State's historical resources to indicate what properties are to be protected, if feasible, from substantial adverse change. For a resource to be eligible for the CRHR, it must be more than 50 years old, retain its historic integrity, and satisfy one or more of the following criteria:

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

Standards of Significance

For the purposes of this Initial Study, a tribal cultural resource is considered to be a significant resource if the resource is: 1) listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources; or 2) the resource has been determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. For purposes of this Initial Study, impacts on tribal cultural resources may be considered significant if construction and/or implementation of the proposed project would result in the following:

- cause a substantial change in the significance of a tribal cultural resource as defined in Public Resources Code 21074.

Applicable 2035 General Plan Policies

The following policies from the 2035 General Plan are pertinent to tribal cultural resources:

Historic and Cultural Resources Policies

- Policy HCR 2.1.3: requires the City to consult with appropriate organizations and individuals (e.g., California Historical Resources Information System (CHRIS) Information Centers, the Native American Heritage Commission (NAHC), the CA Office of Planning and Research (OPR) "Tribal City of Sacramento Cultural Resources Sacramento 2035 General Plan Draft Master Environmental Impact Report 4.4-3 Consultation Guidelines," etc.) and establish a public outreach policy to minimize potential impacts to historic and cultural resources.
- Policy HCR 2.1.16: requires compliance with protocols that protect or mitigate impacts to archaeological and cultural resources including prehistoric resources.
- Policy HCR 3.1.2: promotes coordination with and support of public, quasi-public, and private entities (e.g., SHRA, CADA, Native American Tribes) in their preservation programs and efforts.
- Policy LU 2.4.2: requires building design that respects and responds to the local context, including use of local materials where feasible, responsiveness to Sacramento's climate, and consideration of cultural and historic context of Sacramento's neighborhoods and centers.
- Policy HCR 3.1.1: requires the City to work with agencies, organizations, property owners and business interests to develop and promote Heritage Tourism opportunities.

- Policy HCR 2.1.16: requires compliance with protocols that protect or mitigate impacts to archaeological and cultural resources including prehistoric resources.
- Policy HCR 2.1.17: requires the City to review and evaluate proposed development projects to minimize impacts on identified historic and cultural resources, including projects on Landmark parcels and parcels within Historic Districts, based on applicable adopted criteria and standards.

Answers to Checklist Question

The Housing Element consists of housing policies and programs designed to help facilitate provision of housing to meet State requirements. The Housing Element does not propose new development or housing sites that would result in physical changes or environmental effects that would result ground disturbing activities or other physical environmental changes that could cause a substantial adverse change in the significance of a tribal cultural resource, or impact resources determined to be significant to a California Native Tribe pursuant to criteria set forth in subdivision C of Public Resources Code Section 5024.1.

The Housing Element does not contain any goals, policies, or programs that conflict with or supersede the City's existing development standards, agreements, or other policies regarding tribal cultural resources in the Plan Area. Adoption of the Housing Element would not allow any development that is not currently allowed.

All future housing developments in the City are still subject to environmental review, including AB 52 consultation, and the City's entitlement process to ensure consistency with local, state, and federal regulations, including the policies from the general plan, pertaining to tribal cultural resources.

For more information regarding the purpose of the Housing Element and the potential for implementation of the Housing Element to result in physical effects to the environment, please refer to the discussion in Section I—Background. Implementing the Housing Element would result in **no impact** relating to tribal cultural resources.

Mitigation Measures

No mitigation measures are required.

Findings

The project would have no impacts relating to tribal cultural resources.

UTILITIES AND SERVICE SYSTEMS

Issues:	Potentially Significant effect	Effect can be mitigated to less than significant	No significant environmental effect
13. <u>UTILITIES AND SERVICE SYSTEMS</u> <i>Would the proposal:</i> A) Result in the determination that adequate capacity is not available to serve the project's demand in addition to existing commitments?			X
B) 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?			X

Environmental Setting

Communication Systems

Telecommunication service to the City is provided by AT&T, Sprint, Comcast, Surewest, MetroPCS Wireless, Verizon Communications, Inc., Integra Telecom Holdings, Inc. (ITH), Digital Path, Inc., Frontier Communications Corporation, Level 3 Communications, LLC, and Earthlink Business. To minimize interference with public use of City streets, reduce the attendant loss of parking and business, and avoid shortening the life span of public roads, the City adopted Ordinance No. 97-537, which imposes a nondiscriminatory fee on telecommunications providers using the right-of-way to install facilities.

Water Supply

Domestic water services within the Policy Area are provided by the City and other water purveyors. The City provides domestic water service to the area within the City Limits and to several small areas within Sacramento County. The City's water facilities also include water storage reservoirs, pumping facilities, and a system of transmission and distribution mains.

The City's water supply comes from the American and Sacramento Rivers and groundwater pumped from the North and South American Subbasins.

Sewer and Storm Drainage

Wastewater collection in the Policy Area is provided by both the City and the County, depending on location. The City provides wastewater collection to about two-thirds of the area within the City Limits. Within the City, there are two distinct areas: areas served by a separate sewer system, and an area served by a combined sewer system, which is described in more detail later in this section.

The Sacramento Regional County Sanitation District (SRCSD) and the Sacramento Area Sewer District (SASD) [formerly County Services District CSD-1] provide both collection and treatment services within their service area for the portions of the City served by the separate sewer system. Wastewater generated in this area is collected by trunk facilities in the Sacramento Area Sewer District and then conveyed via interceptors to the Sacramento Regional Wastewater Treatment Plant (SRWTP). The SRCSD has prepared and is implementing its master plan related to wastewater conveyance – the Interceptor Master Plan 2000, and the SASD is implementing its Sewer System Capacity Plan, which was updated in December 2020.

Solid Waste

The City collects all residential solid waste for customers within the City. Refuse from the south region of the City is transported to the Sacramento Recycling and Transfer Station (SRTS) at 8491 Fruitridge Road and refuse collected in the north region is transported to the Sacramento County North Area Recovery Station (NARS). Refuse is then hauled from both locations to the Sacramento County Kiefer Landfill. Commercial solid waste is collected by private franchised haulers and disposed of at various facilities including the SRTS, the Sacramento County Kiefer Landfill, the Yolo County Landfill, L and D Landfill, Florin Perkins Landfill, Elder Creek Transfer Station, and the Sacramento County North Area Recovery Station. In addition to collecting municipal refuse every week, the City collects garden refuse on a weekly basis, which is delivered to the SRTS and the Elder Creek Transfer Station; collects curbside recycling every other week (as of July 1, 2013), which is brought to the SRTS; and offers a neighborhood cleanup collection and one dump coupon a year to each household.

Standards of Significance

For the purposes of this Initial Study, an impact would be considered significant if the project resulted in the need for new or altered services related to fire protection, police protection, or school facilities beyond what was anticipated in the 2035 General Plan:

- result in the determination that adequate capacity is not available to serve the project's demand in addition to existing commitments or
- require or result in either the construction of new utilities or the expansion of existing utilities, the construction of which could cause significant environmental impacts.

Applicable 2035 General Plan Policies

The following policies from the 2035 General Plan relate to utilities:

Environmental Resources Policies

- Policy ER 1.1.1 to ER 1.1.10: Provide water quality conservation measures including: storm water quality and peak flows assessment, minimization of construction impacts, and post development run-off measures.

Environmental Constraints Policies:

- Policy EC 2.1.1 to EC 2.1.28 require adequate flood management including 200-year flood protection; levee development, management, and safety; reservoir capacity; critical emergency services facilities, and climate change related flood risks.

Utilities Policies:

- Policy U 1.1.1 to U 1.1.6 require provision of adequate stormwater drainage, including timing of services, level of service standards.

Answers to Checklist Questions

Questions A and B:

The Housing Element consists of housing policies and programs designed to help facilitate provision of housing to meet State requirements. The Housing Element does not propose new development or housing sites that would result in physical changes or environmental effects that may exceed capacity of existing utility infrastructure and would not require construction of new utilities infrastructure.

The Housing Element does not propose any specific projects for future development beyond what was identified in the 2035 General Plan. Implementing the Housing Element would not affect or modify existing City policies or development regulations addressing utilities and service systems. Additionally, it is not anticipated that the Housing Element would result in a substantial increased demand for water, solid waste disposal, or sewer needs that have not already been anticipated and addressed in the 2035 General Plan.

Any future housing developed would be subject to environmental review as well as all existing City and State standards.

For more information regarding the purpose of the Housing Element and the potential for implementation of the Housing Element to result in physical effects to the environment, please refer to the discussion in Section I—Background. Implementing the Housing Element would result in *no impact* relating to utilities.

Mitigation Measures

No mitigation measures are required.

Findings

The proposed housing element would have no impacts pertaining to utilities and service systems.

WILDFIRE

Issues:	Potentially Significant effect	Effect can be mitigated to less than significant	No significant environmental effect
14. <u>WILDFIRE</u> : If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:			
A) Substantially impair an adopted emergency response plan or emergency evacuation plan?			X
B) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			X
C) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			X
D) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			X

Environmental Setting

Major fires are generally classified either as an urban fire or a wildland fire. Generally, the fire season extends from early spring to late fall. Hazards arise from a combination of hot weather, an accumulation of vegetation, and low moisture content of the air. These conditions, if coupled with high winds and years of drought, can compound the potential impact of a fire. Due to urban expansion into rural areas adjacent to and within Sacramento communities, these trends have increased the number of people living in heavily vegetated areas where wildlands meet urban development, also referred to as the wildland/urban interface. Generally, there are three major factors that sustain wildfires and allow for predictions of a given area's potential to burn. These factors include fuel, topography, and weather.

Urban Wildfire Hazard

Although structural fires can occur in any developed areas within the City, there are two areas in particular that SFD has identified that are especially susceptible to this hazard. In particular, the non-sprinklered commercial buildings in the Downtown area and dwelling units in lower-income housing appear to be more susceptible to fires. In older buildings, outdated building standards and fire codes may have been applied, non-fire-resistive construction materials used, and internal sprinklers or other fire safety systems may not be in place.

Wildland Fire Hazard

Generally, Sacramento is a developed city with relatively flat topography and has relatively few remaining wildland areas. However, some areas of the City have been identified as susceptible to an urban wildfire. The areas are generally located along the American River Parkway from Watt Avenue to the Sacramento River and along the Garden Highway in the Natomas area. The American River Parkway is a stretch of dense trees and brush on both sides of the American River. The property is owned by the County and City of Sacramento, the State of California, and private parties, maintained by the Sacramento County Parks Department, and protected from fire by the Sacramento Fire Department. The area consists of natural habitat with natural and man-made fire break areas. Access for fire equipment is provided by paved stretches of the bicycle path and service/emergency roads.

Some of the potential fire areas within the Policy Area are not accessible to vehicular traffic. The following locations appear particularly vulnerable:

- Watt Avenue West to Business 80 (Capital City Freeway). This area has been the scene of a number of fires. The University Avenue section of Sacramento is heavily populated and could be affected by a similar fire along this stretch of the American River Parkway.
- The section of River Park on the south side of the river across from Bushy Lake. This area is densely populated and could become an exposure risk should a fire occur in the area of Paradise Beach or along the bicycle path. The roof coverage in this area consists primarily of untreated wood shake and could contribute to the spread of a fast-moving fire.
- Northgate Boulevard along the American River Parkway. In 1992, a wildland fire occurred in this area, and extended into a commercial building. This fire could have resulted in a major urban wildfire condition. (City of Sacramento, 2015: 5-22)

Emergency response within the Policy Area, including response to fires and wildfires, is guided by the 2018 Emergency Operations Plan, the 2008 Sacramento County Evacuation Plan, and the 2004 Multi-Hazard Mitigation Plan.

Standards of Significance

For the purposes of this Initial Study, an impact is considered significant if the proposed project would:

- substantially impair an adopted emergency response plan or emergency evacuation plan;
- exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire due to slope, prevailing winds, or other factors;
- require the installation or maintenance of associated infrastructure that may result in temporary or ongoing impacts to the environment; or
- expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

Applicable 2035 General Plan Policies

The following policies from the 2035 General Plan relate to wildfire:

Public Health and Safety Policies:

- Policies PHS 2.1.1 to PHS 2.1.11 require fire protection and emergency medical services including: development of a fire strategic plan, maintaining response times, maintenance of staffing standards, maintenance of response times and facilities based on call volumes, coordination of development and

growth with growth of fire protection services and facilities, location and colocation of fire service facilities, utilizing technological advances to improve fire services, cooperation with other fire districts and agencies, and requiring development fees to fund fire protection and emergency medical services. Specifically, Policies PHS 2.2.7 and PHS 2.2.8 require the City to continue to remove excessive and overgrown vegetation on City owned spaces and private property to prevent and minimize fire risk. Policy 2.1.10 requires the City to cooperate with various fire protection districts and other agencies to promote regional, cooperative delivery of fire emergencies and medical services.

- Policies PHS 2.2.1 to PHS 2.2.8 provide programs and requirements for fire prevention and suppression including: education efforts, development review to ensure fire-safety and code compliance, fire sprinkler systems requirements, ensuring adequate water supplies, and requires safe development of high rises, fire safety inspections, removal of vegetation and wildland hazard minimization measures on private and City -owned properties.

Emergency Services Policies:

- Policy PHS 4.1.1: to Policy PHS 4.1.7: Requires City response to manmade and natural disasters including policies to maintain: a Multi-Hazard Emergency Plan, post-disaster facilities and response maintenance, maintenance of an emergency operation center, coordination of emergency and disaster preparedness exercises, coordination of mutual aid agreements to ensure adequate emergency responses, and support of community organizations that address social equity issues related to climate change and guidance of relevant policies and programs.
- Policy PHS 5.1. Requires identification of adequate sites for health and human services throughout the City, including fire service stations.

Mobility Policies:

- Policy M 4.1.1: requires the City to develop and maintain an adequate and redundant roadway system to the extent feasible to ensure mobility in the case of emergencies.

Answers to Checklist Questions

Questions A – D:

The Housing Element consists of housing policies and programs designed to help facilitate provision of housing to meet State requirements. The Housing Element does not propose new development or housing sites that would result in physical changes or environmental effects that may result in conflict with emergency plans, exposure of people to wildfire or wildfire related risks, or require construction of additional infrastructure.

All future housing developments in the City would still be subject to environmental review and the City's entitlement process to ensure consistency with federal, state, and local regulations, including the policies from the general plan, pertaining to wildfire risks. Adoption of the Housing Element would not allow any development that is not currently allowed.

For more information regarding the purpose of the Housing Element and the potential for implementation of the Housing Element to result in physical effects to the environment, please refer to the discussion in Section I--Background. Implementing the Housing Element would not result in increased risk of wildfire. Therefore, the project would have **no impact** related to wildfire.

Mitigation Measures

No mitigation measures are required.

Findings

The proposed housing element would have no impacts pertaining to wildfires.

MANDATORY FINDINGS OF SIGNIFICANCE

Issues:	Potentially Significant effect	Effect can be mitigated to less than significant	No significant environmental effect
<p>15. <u>MANDATORY FINDINGS OF SIGNIFICANCE</u></p> <p><i>Would the proposal:</i></p> <p>A) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?</p>			X
<p>B) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)</p>			X
<p>C) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p>			X

Answers to Checklist Questions

Question A and B

As described in the preceding sections, The Housing Element consists of housing policies and programs designed to help facilitate provision of housing to meet State requirements. The Housing Element does not propose new development or housing sites that would result in physical changes or environmental effects. The Housing Element does not propose any specific projects for future development. Facilitation of housing associated with the Housing Element would be consistent with what is allowed under the 2035 General Plan. Implementing the proposed project would not affect or modify existing City policies, development regulations such as land use designations or zoning, or design standards addressing biological resources, air quality, greenhouse gas emission, hazards/hazardous materials, transportation and traffic, noise, public services, groundwater, utilities, wildfire, aesthetics, energy, recreation, and cultural and tribal cultural resources individually or cumulatively. Any development occurring after the adoption of the Housing Element would be subject to all existing City and State standards. Implementing the Housing Element would result in no additional significant cumulative impacts.

Question C

As described in the previous sections, the Housing Element does not have the potential to cause impacts on biological resources, air quality, greenhouse gas emission, hazards/hazardous materials, transportation and traffic, noise, public services, groundwater, utilities, wildfire, aesthetics, energy, cultural and tribal cultural resources, and recreation that could result in substantial adverse effects on human beings either directly or indirectly. Implementing the Housing Element would result in no impacts.

SECTION IV – ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would potentially be affected by this project.

- | | |
|------------------------------|-------------------------------|
| Aesthetics | Hazards |
| Air Quality | Noise |
| Biological Resources | Public Services |
| Cultural Resources | Recreation |
| Energy and Mineral Resources | Transportation/Circulation |
| Geology and Soils | Tribal Cultural Resources |
| Hydrology and Water Quality | Utilities and Service Systems |

X None Identified

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