

Complete Streets Policy

Revisions to the Initial Study (15177)

Comments and Responses

November 26, 2019

The proposed Initial Study for the Complete Streets Policy was circulated for public comment from October 22, 2019 to November 21, 2019. Written comments were received as follows:

Date	Commenter
	Agency
11/21/2019	Sacramento Air Quality Management District (SMAQMD)

The written comment letter is attached. This document presents, in ~~strike-through~~ and double-underline format, the revisions to the Initial Study for the Complete Streets Policy (proposed policy). The revisions to the Initial Study do not affect the adequacy of the environmental analysis or conclusions in the Initial Study. Because the changes presented below would not result in any new significant impacts or an increase in impact significance from what was identified in the IS/ND, recirculation of the Initial Study is not required. CEQA Guidelines section 15073.5.

Based on staff initiated changes on the Initial Study prepared for the proposed policy (released for public review on October 22, 2019 to November 21, 2019), the following revisions have been made to the Initial Study.

Page 48 of the Initial Study related to the Recreation section is hereby modified as follows:

The Youth, Parks, and Community Enrichment Department (YPCE) maintains more than ~~4368~~ 4,330 acres of parkland, and manages more than ~~248~~ 223 parks, recreation, parkway and open space sites, 88 miles of road bikeways and trails, 21 lakes, ponds or beaches, over 27 aquatic facilities, and provides park and recreation services at City-owned facilities within the city of Sacramento. Several 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. The City of Sacramento Parks and Recreation Master Plan (PRMP) guides park development in the city.

The YPCE generally categorizes parks according to five distinct park types: 1) neighborhood, 2) community, 3) regional, and 4) open Space/parkways (PRO 2012). Several facilities within the city are owned or operated by other jurisdictions, such as the County and the State of California. The City of Sacramento Parks and Recreation Master Plan guides park development in the city. The City maintains 1,535.1 acres of Citywide/Regionally Serving parkland. With a 2010 population of 466,488, the City achieves a service level of approximately 3.3 Citywide/Regionally Serving acres per 1,000 residents. As identified in the City's PRMP, the Citywide/Regionally-serving park service goal is to provide 8.0 acres per 1,000 persons (PRO 2013).

Parks are generally categorized into five distinct park types by the YPCE: urban plazas/pocket parks, neighborhood parks, community parks, regional parks, and open space/parkways. Sacramento's parks contain a variety of recreational facilities, with areas available for active organized sports, including soccer fields, baseball diamonds, tennis courts, volleyball courts, and basketball courts. Additionally, benches, picnic tables, and barbecues are available for informal recreation activities. Tot lots exist for children in many of the play areas in the city's parks. Biking and walking trails are also popular recreational amenities. In addition, swimming pools and wading/play pool facilities are available to the public. Additional recreational resources within the city include community centers, bocce ball courts, dog parks, equestrian trails, four 18-hole golf courses, and two nine-hole golf courses. Specialized recreation facilities include the Shepard Garden & Arts Center, ~~the Southside Jogging Center, the Mangan Rifle and Pistol Range,~~ and the Sacramento Horsemen's Association. Private recreation facilities such as country clubs also provide recreational opportunities in the city of Sacramento.

November 21, 2019

SENT VIA E-MAIL ONLY

Ron Bess, Assistant Planner
City of Sacramento, Community Development Department
300 Richards Boulevard, Third Floor
Sacramento, CA 95811
RBess@cityofsacramento.org

RE: Complete Street Policy-Initial Study & Draft Policy

Dear Mr. Bess,

Thank you for providing the Sacramento Metropolitan Air Quality Management District (Sac Metro Air District) an opportunity to comment on the City of Sacramento's draft *Vision Zero Action Plan*. SMAQMD staff comments on the draft plan follow.

District staff believe that the proposed policy will have a positive effect on regional air quality by encouraging the use of sustainable transportation modes, thereby eliminating motor vehicle trips. Projects that facilitate pedestrian and bicycle transportation for daily use typically provide air quality benefits and greenhouse gas reductions, even when compared to roadway projects that are intended to reduce motor vehicle congestion¹. Livable communities with adequate pedestrian and bicycle infrastructure can result in up to twenty percent reduction in VMT-related emissions².

District staff recommend that policy be expanded to support the implementation of Transit-only lanes and Alley-activation projects. District staff also recommend that the City update Section 15-Street Design Standards, from the City's Design Procedure manual, to include design specifications to allow for the implementation of bus/transit-only lanes and alley-activation projects similar to the Leistal alley pilot project.

Please contact me at 916-874-2694 or jhurley@airquality.org if you have any questions regarding these comments.

Sincerely,

-JJ Hurley

¹ California Governor's Office of Planning and Research's November 2017 Technical Advisory on Evaluating Transportation Impacts in CEQA

(http://opr.ca.gov/docs/20171127_Transportation_Analysis_TA_Nov_2017.pdf)

² SMAQMD's guidance on mitigating the air quality impacts for land use and transportation projects, Recommended Guidance for Land Use Emission Reductions

(<http://www.airquality.org/LandUseTransportation/Documents/SMAQMDLandUseEmissionReductions4.0Final.pdf>)

Joseph James Hurley
Associate Air Quality Planner/Analyst
CEQA & Land Use section
Transportation & Climate Change Division
Sacramento Metropolitan Air Quality Management District
777 12th Street, 3rd Floor
Sacramento, CA 95814
jjhurley@airquality.org

Cc: Paul Philley, AICP, SMAQMD

CITY OF SACRAMENTO

COMPLETE STREETS POLICY

INITIAL STUDY FOR ANTICIPATED SUBSEQUENT PROJECTS UNDER THE 2035 GENERAL PLAN MASTER EIR

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, the date this Initial Study was completed, and a brief statement of the procedure followed by the findings.

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 proposed project was described within the scope of the Master EIR and 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.

DOCUMENT REVIEW: The discussion below includes extensive references to the 2035 General Plan (including its background report) and the 2035 General Plan Master EIR. The reader may benefit from reviewing the 2035 General Plan Technical Background Report (2015). These documents are available for review in printed form at the offices of the City of Sacramento Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento California during normal business hours.

The Master EIR is also available for online review at:

<http://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports>

SECTION I - BACKGROUND

Project Name and File Number: City of Sacramento Complete Streets Policy

Project Location: City of Sacramento, Citywide

Project Applicant: City of Sacramento, Department of Public Works

Project Contact: Jennifer Donlon Wyant, Transportation Planning Manager

Environmental Planner: Ron Bess, Assistant Planner

Date Initial Study Completed: October 2019

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 of Sacramento, Community Development Department, has reviewed the proposed project and, on the basis of the whole record before it, has determined that the proposed project is an anticipated subsequent project identified and described in the 2035 General Plan Master EIR.

The City has prepared the attached Initial Study to (a) review the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the 2035 General Plan Master EIR to determine their adequacy for the project (see CEQA Guidelines Section 15178(b),(c)) and (b) identify any potential new or additional project-specific significant environmental effects that were not analyzed in the Master EIR and any mitigation measures or alternatives that may avoid or mitigate the identified effects to a level of insignificance, if any.

As part of the Master EIR process, the City is required to incorporate all feasible mitigation measures or feasible alternatives appropriate to the project as set forth in the Master EIR (CEQA Guidelines Section 15177(d)) The Master EIR mitigation measures that are identified as appropriate are set forth in the applicable technical sections below.

This analysis incorporates by reference the general discussion portions of the 2035 General Plan Master EIR. (CEQA Guidelines Section 15150(a)). The Master EIR is available for public review at the City of Sacramento, Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, CA 95811, and on the City's web site at:

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

SECTION II - PROJECT DESCRIPTION

Introduction

The Complete Streets Policy will enable the City to better coordinate existing multimodal transportation planning, design and operation activities under a single comprehensive “Complete Streets” framework. Complete Streets refers to roadways planned, designed, and operated to enable safe, attractive, and comfortable access and travel for all roadway users, including pedestrians, bicyclists, persons with disabilities, seniors, children, motorists, goods movement, public transportation, and emergency responders. Currently, the City of Sacramento does not have a formal Complete Streets policy to consistently guide the planning, design, and operation of the City’s streets for all roadway users.

Project Background

The City of Sacramento Public Works received a request from City Council to create a Complete Streets policy (attached as Exhibit A), which if passed would guide future roadway projects. The City currently supports and pursues Complete Streets through the General Plan, the Vision Zero Action Plan, the Bicycle Master Plan, the Pedestrian Master Plan, Grid 3.0, and other plans, projects, and policies, however, there is no formal policy in place. A formal Complete Streets policy will enable the City to better coordinate existing multimodal transportation planning, design, and operation activities under a single comprehensive “Complete Streets” framework. It can also better align and complement existing efforts and initiatives such as Vision Zero and the Mayors’ Commission on Climate Change among others.

Staff developed the draft policy based on Smart Growth America | National Complete Streets Coalition’s *Best Complete Streets Policies of 2018*, which identified specific components needed for a strong Complete Streets policy. The report also provided a scoring methodology to rank and score each policy and identified specific elements needed to create an exemplary policy. Staff also received input from the City of Sacramento’s Active Transportation Commission, the Disabilities Advisory Commission, and conducted interviews with stakeholder organizations to further develop the policy. The draft policy also recognizes equity as a motivation and integrates performance measures for disadvantaged communities and calls for the Department of Public Works to update its work zone detour policy to accommodate walking, bicycling, and transit.

Project Description

Complete Streets describes a comprehensive, integrated transportation network with infrastructure and design to enable safe, attractive, and comfortable access and travel for all users of all ages and abilities, including: pedestrians (includes persons who use personal mobility or assistive devices), bicyclists, persons with disabilities, seniors, children, motorists, movers of commercial goods, operators of public transportation, public transportation users, and emergency responders. Applying the Complete Streets approach and principles to roadways is context sensitive, which means that treatments applied to one street might not be applicable to a different street; it is not a one size fits all approach and the principles are applied on a case by case basis. However, examples of Complete Streets treatments could include shortening crossing distances for pedestrians, adding bike lanes or curb ramps, or designating street space for freight deliveries or staging.

The Complete Streets Policy would provide direction for the City to consistently approach transportation improvement projects and project phases as an opportunity to apply a Complete Streets framework to create safer, more accessible streets for all roadway users, while upholding the City's Design Procedures Manual, including Section 15 – Street Design Standards. All street designs shall comply, at minimum, with the City's Street Design Standards, Pedestrian Crossing Guidelines, Signal Timing Policy, and work zone detour policies. The City of Sacramento shall follow recognized best practices when applying these principles including, but are not limited to, Highway Transportation Officials (AASHTO), the California State Department of Transportation, the Institute of Transportation Engineers (ITE), the Federal Highway Administration (FHWA), and the National Association of City Transportation Officials (NACTO).

Transportation improvements and project phases include, but are not limited to: planning, prioritization, funding, design, approval, and implementation processes for any construction, reconstruction, retrofit, resurfacing, repaving, restriping, rehabilitation, maintenance, operations, alternation, or repair of streets (including streets, roads, highways, bridges, and other portions of the transportation system), including impacts to mobility due to construction or work zone efforts.

SECTION III – ENVIRONMENTAL CHECKLIST AND DISCUSSION

ANTICIPATED SUBSEQUENT PROJECT

CEQA Guidelines section 15176 includes the following provisions relating to the projects included in coverage of the Master EIR:

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

The 2035 General Plan sets forth a policy approach that encourages development within the City limits to encourage multi-modal transportation that reduces vehicle miles traveled, one of the primary generators of greenhouse gas emissions. Specific goals and policies that provide supporting direction for the Complete Streets Policy include:

Goal M 1.1 Comprehensive Transportation System. Provide a multimodal transportation system that supports the social, economic and environmental vision, goals, and objectives of the City, and is effectively planned, funded, managed, operated, and maintained.

Policy M 1.1.1 Right-of-Ways. The City shall preserve and manage rights-of-way consistent with: the circulation diagram, the City Street Design Standards, the goal to provide Complete Streets as described in Goal M 4.2, and the modal priorities for each street segment and intersection established in Policy M 4.4.1: Roadway Network Development, Street Typology System.

Policy M 1.1.2 Transportation System. The City shall manage the travel system to ensure safe operating conditions.

Goal M 1.2 Multimodal System. Increase multimodal accessibility (i.e., the ability to complete desired personal or economic transactions via a range of transportation modes and routes) throughout the city and region with an emphasis on walking, bicycling, and riding transit.

Policy M 1.2.1 Multimodal Choices. The City shall develop an integrated, multimodal transportation system that improves the attractiveness of walking, bicycling, and riding transit over time to increase travel choices and aid in achieving a more balanced transportation system and reducing air pollution and greenhouse gas emissions.

Policy M 1.2.3 Transportation Evaluation. The City shall evaluate discretionary projects for potential impacts to traffic operations, traffic safety, transit service, bicycle facilities, and pedestrian facilities, consistent with the City's Traffic Study Guidelines.

Policy M 1.2.4 Multimodal Access. The City shall facilitate the provision of multimodal access to activity centers such as commercial centers and corridors, employment centers, transit stops/stations, airports, schools, parks, recreation areas, medical centers, and tourist attractions.

Goal M 1.3 Barrier Removal. Improve accessibility and system connectivity by removing physical and operational barriers to safe travel.

Policy 1.3.1 Grid Network. To promote efficient travel for all modes, the City shall require all new residential, commercial, or mixed-use development that proposes or is required to construct or extend streets to develop a transportation network that is well-connected, both internally and to off-site networks preferably with a grid or modified grid form.

The City shall require private developments to provide internal complete streets (see Goal M.4.2) that connect to the existing roadway system.

Policy M 1.3.3 Improve Transit Access. The City shall support the Sacramento Regional Transit District (RT) in addressing identified gaps in public transit networks by working with RT to appropriately locate passenger facilities and stations, pedestrian walkways and bicycle access to transit stations and stops, and public rights of way as necessary for transit-only lanes, transit stops, and transit vehicle stations and layover.

Policy M 1.3.4 Barrier Removal for Accessibility. The City shall remove barriers, where feasible, to allow people of all abilities to move freely and efficiently throughout the city.

Policy 1.3.5 Connections to Transit Stations. The City shall provide and improve connections to transit stations by identifying, roadways, bikeways and pedestrian improvements within walking distance (1/2 mile) of existing and planned transit stations. Such improvements shall emphasize the development of complete streets.

Goal M 2.1 Integrated Pedestrian System. Design, construct, and maintain a universally accessible, safe, convenient, integrated and well-connected pedestrian system that promotes walking.

Policy M 2.1.1 Pedestrian Master Plan. The City shall maintain and implement a Pedestrian Master Plan that carries out the goals and policies of the General Plan. All new development shall be consistent with the applicable provisions of the Pedestrian Master Plan.

Policy M 2.1.2 The City shall require that sidewalks wherever possible be developed at sufficient width to accommodate all users including persons with disabilities and complement the form and function of both the current and planned land use context of each street segment (i.e. necessary buffers, amenities, outdoor seating space).

Policy M 2.1.3 Streetscape Design. The City shall require that pedestrian-oriented streets be designed to provide a pleasant environment for walking and other desirable uses of public space, including such elements as shade trees; plantings; well-designed benches, trash receptacles, news racks, and other furniture; pedestrian-scaled lighting fixtures; wayfinding signage; integrated transit shelters; public art; and other amenities.

Policy M 2.1.4 Cohesive and Continuous Network. The City shall develop a pedestrian network of public sidewalks, street crossings, and other pedestrian paths that makes walking a convenient and safe way to travel citywide. The network should include a dense pattern of routes in pedestrian-oriented areas such as the Central City and include wayfinding where appropriate.

Policy M 2.1.5 Housing and Destination Connections. The City shall require new subdivisions and large-scale developments to include safe pedestrian walkways that provide direct links between streets and major destinations such as transit stops and stations, schools, parks, and shopping centers.

Policy M 2.1.7 Safe Pedestrian Crossings. The City shall improve pedestrian safety at appropriate intersections and midblock locations by providing safe pedestrian crossings.

Policy M 2.1.9 Safe Sidewalks. The City shall require pedestrian facilities to be constructed in compliance with adopted design standards.

Goal M 3.1 Safe, Comprehensive, and Integrated Transit System. Create and maintain a safe, comprehensive, and integrated transit system as an essential component of a multimodal transportation system.

Policy M 3.1.1 Transit for All. The City shall support a well-designed transit system that provides accessibility and mobility for all Sacramento residents, workers and visitors. The City shall enhance bicycle and pedestrian access to stations.

Policy M 3.1.3 Expand Transit Coverage. The City shall work with transit operators and community partners to develop and implement a policy that expands affordable public transportation coverage to within walking distance of all city residents, as funding is available.

Policy M 3.1.9 Transit Amenities. The City shall work with transit providers to incorporate features such as traffic signal priority, queue jumps, and exclusive transit lanes to reduce transit passenger delay, and improve transit speed, reliability and operating efficiency.

Policy M 3.1.12 New Facilities. The City shall work with transit providers and private developers to incorporate transit facilities into new private development and City project designs including incorporation of transit infrastructure (i.e., electricity, fiber-optic cable, etc.), alignments for transit route extensions, new station locations, bus stops, and transit patron waiting area amenities (i.e. benches, real-time traveler information screens).

Policy M 3.1.13 Right-of-Way Preservation The City shall assist Regional Transit in identifying and preserving rights-of-way suitable for transit services and/or non-motorized transportation facilities.

Policy 3.1.14 Direct Access to Stations. The City shall ensure that development projects located in the Central City and within ½ mile walking distance of existing and planned light rail stations provide direct pedestrian and bicycle access to the station area, to the extent feasible.

Policy 3.1.16 Streetcar Facilities. The City shall support the development of streetcar lines and related infrastructure and services in the Central City and other multi-modal districts.

Policy M 3.1.17 Dedicated Bus Facilities. The City shall consider the provision of dedicated bus lanes and related infrastructure where transit is clearly prioritized in the Roadway Network and Street typologies section of this General Plan.

Goal M 4.1 Street and Roadway System. Create a context-sensitive street and roadway system that provides access to all users and recognizes the importance that roads and streets play as public space. As such, the City shall strive to balance the needs for personal travel, goods movement,

parking, social activities, business activities, and revenue generation, when planning, operating, maintaining, and expanding the roadway network.

Policy M 4.1.1 Emergency Access. The City shall develop a roadway system that is redundant (i.e., includes multiple alternative routes) to the extent feasible to ensure mobility in the event of emergencies.

Policy M 4.1.2 Balancing Community, Social, Environmental, and Economic Goals. The City shall evaluate and strive to address community, environmental, and citywide economic development goals when adding or modifying streets, roads, bridges, and other public rights-of-way.

Policy M 4.1.3 Community Outreach. The City shall conduct public outreach to community organizations and members of the general public in corridor planning early in the project development process to identify feasible opportunities to provide community benefits and to lessen any potential impacts of modifications to local streets and roadways.

Policy M 4.1.5 Bridge Crossings. The City shall continue to work with adjacent jurisdictions and other agencies (i.e. Regional Transit) in the context of multimodal corridor planning to determine the appropriate responsibilities to fund, evaluate, plan, design, construct, and maintain new river crossings.

Policy M 4.1.6 Roundabouts. Where feasible, the City shall consider roundabouts as an intersection traffic control option with demonstrated air quality, safety, and mobility benefits.

Goal M 4.2 The City shall plan, design, operate and maintain all streets and roadways to accommodate and promote safe and convenient travel for all users – pedestrians, bicyclists, transit riders, and persons of all abilities, as well as freight and motor vehicle drivers.

Policy M 4.2.1 Accommodate All Users. The City shall ensure that all new roadway projects and any reconstruction projects designate sufficient travel space for all users including bicyclists, pedestrians, transit riders, and motorists except where pedestrians and bicyclists are prohibited by law from using a given facility.

Policy 4.2.5 Multi-Modal Corridors. Consistent with the Roadway Network and Street Typologies established in this General Plan, the City shall designate multimodal corridors in the Central City, within and between urban centers, along major transit lines, and/or along commercial corridors appropriate for comprehensive multimodal corridor planning and targeted investment in transit, bikeway, and pedestrian path improvements if discretionary funds become available.

Policy 4.2.6 Identify and Fill Gaps in Complete Streets. The City shall identify streets that can be made “complete” either through a reduction in the number or width of travel lanes or through two-way conversions, with consideration for emergency vehicle operations. The City shall consider including new bikeways, sidewalks, on-street parking, and exclusive transit lanes on these streets by re-arranging and/or re-allocating how the available space within the public right of way is used. All new street configurations shall provide for adequate emergency vehicle operation.

Goal M 4.3 Neighborhood Traffic. Enhance the quality of life within existing neighborhoods through the use of neighborhood traffic management and traffic calming techniques, while recognizing the City's desire to provide a grid system that creates a high level of connectivity

Policy M 4.3.2 Traffic Calming Measures. Consistent with the Roadway Network and Street Typology policies in this General Plan and Goal M 4.3, the City shall use traffic calming measures to reduce vehicle speeds and volumes while also encouraging walking and bicycling.

Goal M 4.4 Roadway Functional Classification and Street Typology. Maintain an interconnected system of streets that allows travel on multiple routes by multiple modes, balancing access, mobility and place-making functions with sensitivity to the existing and planned land use context of each corridor and major street segment.

Policy M 4.4.3 One-way to Two-way Street Conversions. The City shall consider one-way streets for potential conversion into two-way to make them more transit, bicycle, and pedestrian friendly.

Policy M 4.4.4 Traffic Signal Management. To improve traffic flow and associated fuel economy of vehicles traveling on city streets, the City shall synchronize the remaining estimated 50 percent of the city's eligible traffic signals by 2035, while ensuring that signal timing considers safe and efficient travel for all modes.

Goal M 5.1 Integrated Bicycle System. Create and maintain a safe, comprehensive, and integrated bicycle system and set of support facilities throughout the city that encourage bicycling that is accessible to all. Provide bicycle facilities, programs and services and implement other transportation and land use policies as necessary to achieve the City's bicycle mode share goal as documented in the Bicycle Master Plan.

Policy M 5.1.2 Appropriate Bikeway Facilities. The City shall provide bikeway facilities that are appropriate to the street classifications and type, number of lanes, traffic volume, and speed on all rights-of-way.

Policy M 5.1.3 Continuous Bikeway Network. The City shall provide a continuous bikeway network consisting of bike friendly facilities connecting residential neighborhoods with key destinations and activity centers (e.g., transit facilities, shopping areas, education institutions, employment centers).

Policy M 5.1.4 Conformance to Applicable Standards. The City shall require all bikeways to conform to applicable Federal, State, and City standards while considering a full range of innovative bikeway design best practices.

Policy M 5.1.5 Motorists, Bicyclists, and Pedestrian Conflicts. The City shall develop safe and convenient bikeways, streets, roadways, and intersections that reduce conflicts between bicyclists and motor vehicles on streets, between bicyclists and pedestrians on multi-use trails and sidewalks, and between all users at intersections.

Policy M 5.1.6 Connections between New Development and Bicycle Facilities. The City shall require that new development provides connections to and does not interfere with existing and proposed bicycle facilities.

Policy M 5.1.7 Bikeway Requirements. The City shall provide bike lanes on all repaved and/or reconstructed arterial and collector streets to the maximum extent feasible. The appropriate facility type for each roadway segment shall be consistent with the Roadway Network and Street Typologies defined in this General Plan.

Policy M 5.1.8 Connections between New Development and Bikeways. The City shall ensure that new commercial and residential development projects construct bikeway facilities identified in the Bicycle Master Plan that have a direct nexus with the project.

Policy M 5.1.9 Conversion of Underused Facilities. The City shall convert underused rights-of-way, including drainage canals, freeway easements, railroad corridors, and underutilized travel and parking lanes to bikeways bicycle and/or pedestrian facilities where possible and appropriate.

Policy M 5.1.10 Bike Safety for Children. The City shall support infrastructure improvements and programs that encourage children to bike safely to school.

Policy M 5.1.11 Bike Facilities in New Developments. The City shall require that major new development projects (e.g., employment centers, educational institutions, recreational and retail destinations, and commercial centers) provide bicycle parking (i.e., short-term bicycle parking for visitors and long-term bicycle parking for residents or employees), personal lockers, showers, and other bicycle support facilities.

Policy M 5.1.12 Bicycle Parking at Transit Facilities. The City shall coordinate with transit operators to provide for secure short- and long-term bicycle parking at all light rail stations, bus rapid transit stations, and major bus transfer stations.

Goal ERC 2.1 Integrated Parks and Recreation System. Provide an integrated system of parks, open space areas, and recreational facilities that are safe and connect the diverse communities of Sacramento.

Policy ERC 2.1.2 Connected Network. The City shall connect all parts of Sacramento through integration of recreation and community facilities with other public spaces and rights-of-way (e.g., buffers, medians, bikeways, sidewalks, trails, bridges, and transit routes) that are easily accessible by alternative modes of transportation.

Policy ERC 2.4.3 Connections to Other Trails. The City shall maintain existing and pursue new connections to local, regional, and state trails.

Goal PHS 5.1 Human Services and Healthy Communities. Improve the provision of human services and promote public health and safety.

Policy PHS 5.1.3 Disabled Population. The City shall consider access to transit, housing, and social services when siting facilities to serve the city's disabled population.

Policy PHS 5.1.9 Healthy Communities. The City shall encourage the planning of new communities and revitalization of existing urban areas to achieve improvements in overall public health by encouraging a healthier living environment that includes walkable neighborhoods, access to recreation and open space, healthy foods, medical services, and public transit.

Policy PHS 5.1.13 Active Living. The City shall promote active living (i.e., a lifestyle that incorporates physical activity into the routines of daily life) by establishing pedestrian and bicycle connections between neighborhoods, centers, corridors, and transportation facilities.

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

Policy ER 6.1.7 Greenhouse Gas Reduction in New Development. The City shall reduce greenhouse gas emissions from new development by discouraging auto-dependent sprawl and dependence on the private automobile; promoting water conservation and recycling; promoting development that is compact, mixed use, pedestrian friendly, and transit oriented; promoting energy-efficient building design and site planning; improving the jobs/housing ratio in each community; and other methods of reducing emissions.

Policy ER 6.1.11 Reduced Emissions for City Operations. The City shall promote reduced idling, trip reduction, routing for efficiency, and the use of public transportation, carpooling, and alternate modes of transportation for City operations.

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

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

Goal LU 2.1 City of Neighborhoods. Maintain a city of diverse, distinct, and well-structured neighborhoods that meet the community's needs for complete, sustainable, and high-quality living environments, from the historic downtown core to well-integrated new growth areas.

Policy LU 2.1.3 Complete and Well-Structured Neighborhoods. The City shall promote the design of complete and well-structured neighborhoods whose physical layout and land use mix promote walking to services, biking, and transit use; foster community pride; enhance neighborhood identity; ensure public safety; are family-friendly and address the needs of all ages and abilities.

Goal LU 2.5 City Connected and Accessible. Promote the development of an urban pattern of well-connected, integrated, and accessible neighborhoods corridors, and centers.

Policy LU 2.5.1 Connected Neighborhoods, Corridors, and Centers. The City shall require that new development, both infill and greenfield, maximizes connections and minimizes barriers between neighborhoods corridors, and centers within the city.

Goal LU 2.6 City Sustained and Renewed. Promote sustainable development and land use practices in both new development, reuse, and reinvestment that provide for the transformation of Sacramento into a sustainable urban city while preserving choices (e.g., where to live, work, and recreate) for future generations.

Policy LU 2.6.1 Sustainable Development Patterns. The City shall promote compact development patterns, mixed use, and higher-development intensities that use land efficiently; reduce pollution and automobile dependence and the expenditure of energy and other resources; and facilitate walking, bicycling, and transit use.

Policy LU 2.7.6 Walkable Blocks. The City shall require new development and reuse and reinvestment projects to create walkable, pedestrian-scaled blocks, publicly accessible mid-block and alley pedestrian routes where appropriate, and sidewalks appropriately scaled for the anticipated pedestrian use.

Goal LU 4.1 Neighborhoods. Promote the development and preservation of neighborhoods that provide a variety of housing types, densities, and designs and a mix of uses and services that address the diverse needs of Sacramento residents of all ages, socio-economic groups, and abilities.

Policy LU 4.1.3 Walkable Neighborhoods. The City shall require the design and development of neighborhoods that are pedestrian friendly and include features such as short blocks, broad and well-appointed sidewalks (e.g., lighting, landscaping, adequate width), tree-shaded streets, buildings that define and are oriented to adjacent streets and public spaces, limited driveway curb cuts, paseos and pedestrian lanes, alleys, traffic-calming features, convenient pedestrian street crossings, and access to transit.

Policy LU 4.1.4 Traditional Grid. The City shall require all new neighborhoods to be designed with traditional grid block sizes.

Policy LU 4.1.5 Alley Access. The City shall encourage the use of well-designed and safe alleys to access individual parcels in neighborhoods in order to reduce the number of curb cuts, driveways, garage doors, and associated pedestrian/ automobile conflicts along street frontages.

Policy LU 4.1.6 Connecting Key Destinations. The City shall promote better connections by all travel modes between residential neighborhoods and key commercial, cultural, recreational, and other community-supportive destinations for all travel modes.

Policy LU 4.1.8 Connections to Open Space. The City shall ensure that new and existing neighborhoods contain a diverse mix of parks and open spaces that are connected by trails, bikeways, and other open space networks and are within easy walking distance of residents.

Goal LU 4.2 Suburban Neighborhoods. Encourage the creation of more complete and well-designed suburban neighborhoods that provide a variety of housing choices and mix of uses that encourage walking and biking.

Policy LU 4.2.1 Enhanced Walking and Biking. The City shall pursue opportunities to promote walking and biking in existing suburban neighborhoods through improvements such as: ■ Introducing new pedestrian and bicycle connections ■ Adding bike lanes and designating and signing bike routes ■ Narrowing streets where they are overly wide ■ Introducing planting strips and street trees between the curb and sidewalk ■ Introducing traffic circles, speed humps, traffic tables, and other appropriate traffic-calming improvements.

Goal LU 4.5 New Neighborhoods. Ensure that complete new neighborhoods embody the city's principles of Smart Growth and Sustainability.

Policy LU 4.5.5 Connections to Transit. The City shall encourage new neighborhoods to include transit stops that can be connected to and support a citywide transit system and are within a ½-mile walking distance of all dwellings.

Goal LU 5.2 Suburban Centers. Promote more attractive, pedestrian-friendly suburban centers that serve surrounding neighborhoods and businesses at local gathering places where people shop and socialize.

Policy LU 5.2.3 Public Space. The City shall work with suburban centers to integrate pedestrian amenities, traffic-calming features, plazas and public areas, attractive

streetscapes, shade trees, lighting, and open spaces within the existing center to create destinations for area residents to shop and gather.

Goal LU 5.4 Regional Commercial Centers. Establish major mixed-use activity centers through development and reinvestment in existing regional commercial centers that are vibrant, regionally accessible destinations where people live, work, shop, and congregate in a mix of retail, employment, entertainment, and residential uses.

Policy LU 5.4.3 Connectivity to Regional Centers. The City shall require greater pedestrian and bicycle connections between mixed-use regional commercial centers and surrounding neighborhoods.

Goal LU 6.1 Corridors. Support the development of major circulation corridors that balance their vehicular function with a vibrant mix of uses that contribute to meeting local and citywide needs for retail, services, and housing and provide pedestrian-friendly environments that serve as gathering places for adjacent neighborhoods.

Policy LU 6.1.8 Corridor Transit. The City shall require design and development along mixed-use corridors that promotes the use of public transit and pedestrian and bicycle travel and maximizes personal safety through development features such as: ■ Safe and convenient access for pedestrians between buildings and transit stops, parking areas, and other buildings and facilities ■ Roads designed for automobile use, efficient transit service as well as pedestrian and bicycle travel

Policy LU 6.1.9 Enhanced Pedestrian Environment. The City shall require that sidewalks along mixed-use corridors are wide enough to accommodate significant pedestrian traffic and promote the transformation of existing automobile dominated corridors into boulevards that are attractive, comfortable, and safe for pedestrians by incorporating the following: ■ On-street parking between sidewalk and travel lanes ■ Few curb cuts and driveways ■ Enhanced pedestrian street crossings ■ Building entrances oriented to the street ■ Transparent ground floor frontages ■ Street trees ■ Streetscape furnishings ■ Pedestrian-scaled lighting and signage

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

Policy LU 7.1.4 Urban Design. The City shall require that new and renovated employment center development be designed to accommodate safe and convenient walking, biking, and transit use, and provide an attractive, high-quality "campus environment," characterized by the following: ■ A highly interconnected system of streets and walkable blocks ■ Buildings sited around common plazas, courtyards, walkways, and open spaces ■ Extensive on-site landscaping that emphasizes special, features such as entryways, and screens parking lots and service areas ■ A coordinated and well-designed signage program for tenant identification and way finding ■ Attractive streetscapes and lighting to promote pedestrian activity. Clearly marked entrance drives, pedestrian routes, and building entries that minimize potential conflict between service vehicles, private automobiles, and pedestrians ■ Facilities and services such as childcare, cafes, and convenience retail that address employee needs.

Policy LU 7.1.5 Transitions to Urban Development. The City shall support changes in land use designation from Employment Center Low Rise to higher intensity land uses, on parcels located within a half-mile walking distance of a light rail station or other major transit stop, when appropriate market conditions and infrastructure are in place.

Goal LU 10.1 Growth and Change. Ensure annexation and city expansion is consistent with the Regional Blueprint principles, SACOG MTP/SCS, and the City's Vision and Guiding Principles, and provides regional and community benefits.

Policy LU 10.1.3 Regional and Community Benefits. The City shall require that regional and community benefits are achieved as the result of annexations and development approvals in any Special Study Area or Planned Development Area, consistent with the goals and policies outlined in this Plan. Examples include, but are not limited to, the following: ■ A mix of land uses that results in a full range of jobs, housing, amenities, services, and open space, resulting in complete neighborhoods and dynamic centers that have strong linkages with the city and region. ■ Transportation systems, including transit and roadways that are substantially improved and expanded, in a manner that provides enhanced mobility for all sectors of the community and benefits regional air quality. ■ Sustainable infrastructure and community facilities, where adequate land is provided for such facilities, and construction and ongoing maintenance are funded by proposed development. ■ Conservation of open space, including important agricultural lands, sensitive habitat areas and wildlife corridors, and other non-urbanized areas that serve as buffers or "greenbelts" for public use.

LAND USE, POPULATION AND HOUSING, AGRICULTURAL RESOURCES AND ENERGY

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. Physical environmental impacts that could result from implementing the proposed project are discussed in the appropriate technical sections.

This section of the initial study identifies the applicable land use designations, plans and policies, and permissible densities and intensities of use, and discusses any inconsistencies between these plans and the proposed project. This section also discusses agricultural resources and the effect of the project on these resources.

Discussion

Land Use

The proposed policy consists of a framework for a Complete Streets policy. The policy will not affect general plan land use designations, zoning designations, location or density of housing in the City. As shown above the Complete Streets policy is consistent with numerous policies adopted in the 2035 General Plan.

Population and Housing

The proposed policy would not affect population and housing within the City of Sacramento. The Complete Streets Policy seeks to better coordinate existing multimodal transportation, design, and operations activities under a single "Complete Street" framework. A Complete Streets policy can help achieve the City's goals of encouraging active transportation, eliminating traffic fatalities and serious injuries, reducing vehicle miles traveled and single occupancy trips, and reducing greenhouse gas emissions.

Agricultural Resources

The Master EIR discussed the potential impact of development under the 2035 General Plan on agricultural resources. See Master EIR, Chapter 4.1. In addition to evaluating the effect of the general plan on sites within the City, the Master EIR noted that to the extent the 2035 General

Plan accommodates future growth within the City Limits, the conversion of farmland outside the City Limits is minimized. (Master EIR, page 4.1-2) The Master EIR concluded that the impact of the 2035 General Plan on agricultural resources within the City was less than significant.

The proposed policy goals are consistent with the 2035 General Plan and Master EIR analysis and would result in no new significant effects not evaluated in the Master EIR.

Energy

The proposed policy would result in no changes relating to energy requirements for specific projects. Implementation of the proposed policy would be consistent with the development described in the Master EIR. The Master EIR evaluated the potential impacts on energy and concluded that the effects would be less than significant. (See Impact 4.11-6) The proposed policy would not result in any impacts not identified and evaluated in the Master EIR.

See also Goal M 1.2.1 - Multimodal Choices. (The City shall promote development of an integrated, multi-modal transportation system that offers attractive choices among modes including pedestrian ways, public transportation, roadways, bikeways, rail, waterways, and aviation and reduces air pollution and greenhouse gas emissions.)

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
1. <u>AESTHETICS, LIGHT AND GLARE</u> Would the proposal:			
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

ENVIRONMENTAL SETTING

Aesthetics

The City of Sacramento is a valley floor characterized by flat terrain in a predominantly built-out environment. The average elevation is 25 feet above sea level. Long-range views within the Ordinance Area are generally expansive because of the flat terrain. The western portion of the city lies at an elevation of about 20 feet; the terrain slopes upward to the east. Low rises are occasionally present, probably originating as natural banks of the Sacramento and American Rivers. The American River, Morrison Creek, and other local drainages have downcut through the plain, forming low near-vertical stream banks from place to place. With the exception of these stream banks, ground slope within the city does not exceed 8 percent and is most often between zero and 3 percent.

Views across the city to the east include views of the foothills and mountains. The Sierra Nevada can be seen directly beyond the city skyline as one drives east across the Yolo Causeway on I-80.

Light and Glare

The City of Sacramento includes a wide variety of visual features that include various light and glare levels. The City of Sacramento 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 than the outlying residential areas of artificial light and reflective surfaces that produce glare (City of Sacramento 2008b).

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, aesthetics impacts may be considered significant if the proposed project would result in one or more of the following:

Glare. Glare is considered to be significant if it would be cast in such a way as to cause public hazard or annoyance for a sustained period of time.

Light. Light is considered significant if it would be cast onto oncoming traffic or residential uses.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The Master EIR described the existing visual conditions in the general plan policy area, and the potential changes to those conditions that could result from development consistent with the 2035 General Plan. See Master EIR, Chapter 4.13, Visual Resources.

The Master EIR identified potential impacts for glare (Impact 4.13-1).

Light cast onto oncoming traffic or residential uses was identified as a potential impact (Impact 4.13-1). The Master EIR identified Policy LU 6.1.12 (Compatibility with Adjoining Uses) and its requirement that lighting must be shielded and directed downward as reducing the potential effect to a less-than-significant level.

ANSWERS TO CHECKLIST QUESTIONS

Questions A–B

The proposed policy does not include any new buildings or structures. The policy would outline a path for improvements for street and sidewalk lighting to support safe travel and security consistent with the 2035 General Plan and Master EIR. There is no project development associated with the proposed policy. The proposed policy would not affect or modify existing City policies addressing Aesthetics, Light and Glare.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The proposed policy would have no additional project-specific environmental effects relating to Aesthetics, Light and Glare.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p>2. <u>AIR QUALITY</u></p> <p><i>Would the proposal:</i></p> <p>A) Result in construction emissions of NO_x above 85 pounds per day?</p>			X
<p>B) Result in operational emissions of NO_x or ROG above 65 pounds per day?</p>			X
<p>C) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?</p>			X
<p>C) Result in PM₁₀ concentrations equal to or greater than five percent of the State ambient air quality standard (i.e., 50 micrograms/cubic meter for 24 hours) in areas where there is evidence of existing or projected violations of this standard?</p>			X
<p>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)?</p>			X
<p>F) Result in exposure of sensitive receptors to substantial pollutant concentrations?</p>			X
<p>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?</p>			X
<p>H) Impede the City or State efforts to meet AB32 standards for the reduction of greenhouse gas emissions?</p>			X

ENVIRONMENTAL SETTING

Regional and Local 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.

Stationary and Mobile Sources

Air pollutant emissions within the SVAB are generated by 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.

Ambient Air Quality Standards

Both the Federal and State governments have established ambient air quality standards for outdoor concentrations of various pollutants in order to protect public health and welfare with a margin of safety.

The air pollutants for which Federal and State standards have been promulgated include ozone, nitrogen dioxide (NO₂), carbon monoxide (CO), suspended particulate matter, sulfur dioxide (SO₂), and lead. Each of these pollutants is briefly described below.

- Ozone is a gas that is formed when reactive organic gases (ROG) and nitrogen oxides (NOX), both byproducts of internal combustion engine exhaust and other processes, undergo photochemical reactions in the presence of sunlight. Ozone concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable to the formation of this pollutant.
- NO₂ is a brownish, highly reactive gas that is present in all urban environments. The major human-made sources of NO₂ are combustion devices, such as boilers, gas turbines, and mobile and stationary reciprocating internal combustion engines.
- CO is a colorless, odorless gas produced by the incomplete combustion of fossil fuels. CO concentrations tend to be the highest during the winter morning, with little to no wind, when surface-based inversions trap the pollutant at ground levels. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections, but the SVAB has not experienced a violation of ambient air quality standards for CO in 20 years (ARB 2013a).

- Respirable Particulate Matter (PM10) and Fine Particulate Matter (PM2.5) consist of extremely small, suspended particles 10 microns and 2.5 microns or smaller in diameter. Some sources of suspended particulate matter (e.g., pollen and windblown dust), occur naturally. However, in populated areas, most fine suspended particulate matter is caused by road dust, diesel soot, combustion products, abrasion of tires and brakes, and construction activities.
- SO2 is a colorless, extremely irritating gas or liquid. It enters the atmosphere as a pollutant mainly as a result of the burning of high sulfur-content fuel oils and coal, and from chemical processes occurring at chemical plants and refineries.
- Lead in the atmosphere was primarily associated with combustion of leaded gasoline, which is no longer permitted for on-road motor vehicles. Lead is no longer a pollutant of concern in the SVAB.

Regional Air Quality

Regionally, some portions of the SVAB have fewer air quality problems than others. Only a portion of the SVAB is in nonattainment for Federal ozone standards, and Sacramento County is the only county in the SVAB that has not yet been redesignated to attainment for the Federal PM10 standard. Regarding State standards, the entire SVAB is in nonattainment for ozone and PM standards.

Even though the SVAB does not attain certain standards, air quality has improved over time. Pollutant levels have decreased dramatically since the 1980s even with substantial region-wide population growth. Mobile sources contribute the majority of ozone precursor emissions in Sacramento County, while areawide sources, such as dust entrained from vehicle travel on roadways and construction activities, compose the majority of PM emissions.

Local Air Quality

The ARB collects ambient air quality data through a network of air monitoring stations throughout the state. There are seven monitoring stations in the County of Sacramento, but not all of the stations monitor for all criteria pollutants. There are two monitoring stations in the city of Sacramento. One station is located in the northern portion of Sacramento on Goldenland Court. A second is located downtown on T Street. Table 6 identifies the national and State ambient air quality standards for air pollutants for which Sacramento County is in nonattainment and lists the highest ambient pollutant concentrations that have been measured within the city through the period of 2009 to 2011. As shown, the Sacramento area has a recent history of Federal and State exceedances for the ozone and particulate matter standards. No other ambient air quality standards have been exceeded in Sacramento during the last three years.

Table 6 Summary of Ambient Air Quality Monitoring Data in Ordinance Area				
<i>Pollutant</i>	<i>Air Quality Standards</i>	<i>Year</i>		
		<i>2009</i>	<i>2010</i>	<i>2011</i>
Ozone				
Maximum 1-hour concentration (State)	0.09 ppm	0.102	0.092	0.100
# of days exceeding State 1-hour standard.	n/a	3	0	1
Maximum 8-hour concentration. (State / national)	0.070 / 0.075 ppm	0.089	0.078	0.087

# of days exceeding State 8-hour standard.	n/a	13	2	5
# of days exceeding national 8-hour standard.	n/a	5	1	1
Respirable Particulate Matter (PM10)				
Maximum 24-hour concentration (State / national)	50 / 150 µg/m ³	50.7	53.9	67.0
# of days exceeding State standard	n/a	1	1	1
# of days exceeding national standard	n/a	0	0	0
Fine Particulate Matter (PM2.5)				
Maximum 24-hour concentration measured (State)	35 µg/m ³	50.1	37.0	50.5
# of days exceeding national standard	n/a	1	0	6

Notes: µg/m³ = micrograms per cubic meter of air; ppm = parts by volume per million of air.

Measurements are from Sacramento-Goldenland Court and T Street monitoring stations, whichever is higher.

Source: ARB 2013a.

Toxic Air Contaminant Emissions

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 (ARB 2009), the majority of the estimated health risks from TACs can be attributed to relatively few compounds, the most important being diesel PM. Diesel PM differs from other TACs in that it is not a single substance, but rather 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 engine type, operating conditions, fuel composition, lubricating oil, and whether an emissions control system is being used. 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 (ARB 2009).

Sensitive Receptors

As discussed previously, the Federal and State ambient air quality standards have been set at levels to protect the most sensitive persons from illness or discomfort with a margin of safety. Air pollution regulatory agencies typically define sensitive receptors to include residences, schools, playgrounds, child care centers, athletic facilities, hospitals, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. Each of these land use types is present in the city of Sacramento.

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 General Plan policies or mitigation from the General Plan Master EIR:

- 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;
- Any increase in PM2.5 concentrations, unless all feasible Best Available Control Technology (BACT) and Best Management Practices (BMPs) have been applied, then increases above 82 pounds per day or 15 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.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The Master EIR addressed the potential effects of the 2035 General Plan on ambient air quality and the potential for exposure of people, especially sensitive receptors such as children or the elderly, to unhealthful pollutant concentrations. See Master EIR, Chapter 4.2.

Policies in the 2035 General Plan in Environmental Resources were identified as mitigating potential effects of development that could occur under the 2035 General Plan. For example, Policy ER 6.1.1 calls for the City to work with the California Air Resources Board and the Sacramento Metropolitan Air Quality Management District (SMAQMD) to meet State and Federal air quality standards; Policy ER 6.1.2 requires the City to review proposed development projects to ensure that the projects incorporate feasible measures that reduce construction and operational emissions; Policy ER 6.1.4 calls for coordination of City efforts with SMAQMD; and Policy ER 6.1.15 requires the City to give preference to contractors using reduced-emission equipment.

The Master EIR identified exposure to sources of toxic air contaminants (TAC) as a potential effect. Policies in the 2035 General Plan would reduce the effect to a less-than-significant level. The policies include ER 6.1.1, requiring consideration of current guidance provided by the Air Resources Board and SMAQMD; requiring development adjacent to stationary or mobile TAC sources to be designed with consideration of such exposure in design, landscaping and filters; as well as Policies ER 6.1.1 and ER 6.1.4, referred to above.

The Master EIR found that greenhouse gas emissions that would be generated by development consistent with the 2035 General Plan would be a significant and unavoidable cumulative impact. The discussion of greenhouse gas emissions and climate change in the 2035 General Plan Master EIR are incorporated by reference in this Initial Study. (CEQA Guidelines Section 15150)

The Master EIR identified numerous policies included in the 2035 General Plan that addressed greenhouse gas emissions and climate change. See Master EIR, Chapter 4.2, and pages 1-12 et seq. The Master EIR is available for review at the offices of Development Services Department, 300 Richards Boulevard, 3rd Floor, Sacramento, CA during normal business hours, and is also available online at <http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/>.

Policies identified in the 2035 General Plan include directives relating to sustainable development patterns and practices, and increasing the viability of pedestrian, bicycle and public transit modes. A complete list of policies addressing climate change is included in the Master EIR in Table ES-1, page 6 et seq; the Final Master EIR included additional discussion of greenhouse gas emissions and climate change in response to written comments.

ANSWERS TO CHECKLIST QUESTIONS

Questions A–G

The proposed policy would provide direction for creating a comprehensive, integrated transportation network, with the goal of making the roadways and pathways more amenable to pedestrian and bicycle travel. The proposed policy does not include any land use development that would increase the volume of traffic.

As a result of the direction the policy provides, a decrease emissions could result, but would not increase beyond those utilized in the Master EIR for analysis of cumulative effects, and the policy would not have any additional significant environmental effects.

Question H

Decreasing vehicle miles travelled is a key strategy in the City's efforts to reduce greenhouse gas emissions., The Complete Streets policy would support this effort by providing guidance for improving the ability for travel by alternative modes, including transit, bicycle, and pedestrian modes. The proposed policy would not impede the City's efforts to comply with statewide mandates for reduction of greenhouse gases. The project would not have any additional significant environmental effects.

The proposed policy would provide and improve connections to transit stations by identifying roadway, bikeways, and pedestrian improvements within walking distance of existing and planned transit stations. Such improvements could reduce vehicle miles traveled and single occupancy trips, which will reduce greenhouse gas emissions. The proposed policy is consistent with the goals and policies of the 2035 General Plan and Master EIR.

MITIGATION MEASURES

No mitigation measures are required.

Findings

The proposed policy would have no additional project-specific environmental effects relating to Air Quality.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
3. BIOLOGICAL RESOURCES Would the proposal:			
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			x
C) Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands)?			x

ENVIRONMENTAL SETTING

The city of Sacramento is bordered by farmland to the north, farmland and the Sacramento River to the west, the city of Elk Grove to the south, and developed unincorporated portions of Sacramento County to the east. Historically, the natural habitats within the city of Sacramento included perennial grasslands, riparian woodlands, oak woodlands, and a variety of wetlands—vernal pools, seasonal wetlands, freshwater marshes, ponds, streams, and rivers.

From a biological perspective, the area near the confluence of the Sacramento and American Rivers is a particularly rich and diverse part of the region because of the rich soils and diversity of vegetation it supports. Over the last 150 years, development from agriculture, irrigation, flood control, and urbanization has resulted in the loss or alteration of much of the natural habitat within the boundaries of the city of Sacramento. Nonnative 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.

Although most of the city of Sacramento is made up of residential, commercial, and other urban development, valuable plant and wildlife habitat still exists. These natural habitats are located primarily outside the City Limits in the northern, southern, and eastern portions of the city, but they also occur along river and stream corridors and on a number of undeveloped parcels within the city. Habitats present within the Policy Area include annual grasslands, riparian woodlands, oak woodlands, riverine (rivers and streams) habitats, ponds, freshwater marshes, seasonal wetlands, and vernal pools.

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).

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).

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Chapter 4.3 of the Master EIR evaluated the effects of the 2035 General Plan on biological resources within the General Plan policy area. The Master EIR identified potential impacts in terms of degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status birds, through the loss of both nesting and foraging habitat.

Policies in the 2035 General Plan were identified as mitigating the effects of development that could occur under the provisions of the 2035 General Plan. Policy ER 2.1.5 calls for the City to preserve the ecological integrity of creek corridors and other riparian resources; Policy ER 2.1.10 requires the City to consider the potential impact on sensitive plants for each project and to require pre-construction surveys when appropriate; and Policy 2.1.11 requires the City to coordinate its actions with those of the California Department Fish and Game, U.S. Fish and Wildlife Service, and other agencies in the protection of resources.

The Master EIR concluded that the cumulative effects of development that could occur under the 2035 General Plan would be significant and unavoidable as they related to effects on special-status plant species, reduction of habitat for special-status invertebrates, loss of habitat for special-status birds, loss of habitat for special-status amphibians and reptiles, loss of habitat for special-status mammals, special-status fish and, in general, loss of riparian habitat, wetlands and sensitive natural communities such as elderberry savannah (4.3-12).

MITIGATION MEASURES FROM 2035 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None.

ANSWERS TO CHECKLIST QUESTIONS

Questions A–C

The proposed policy would direct the Public Works Department to review design standards and guidelines. It would not result in development that could affect habitat within the City beyond that which was evaluated within the Master EIR. Implementing the Complete Streets policy would not affect or modify existing City policies addressing biological resources. The proposed policy would not affect City plans for location of development and would not result in impacts relating to biological resources beyond those identified in the Master EIR.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The proposed policy would have no additional project-specific environmental effects relating to Biological Resources.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
4. CULTURAL RESOURCES Would the project:			
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

ENVIRONMENTAL SETTING

The Delta was one of the first regions in California in which intensive archaeological fieldwork was conducted. 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, probably because of recurring natural flood events.

A major portion of the city of Sacramento 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 Ordinance 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 city. The types of archaeological resources discovered include village sites, smaller occupation or special-use sites, and lithic scatters. Native American use of the Ordinance Area focused on higher spots along the rivers, creeks, and sloughs that provided water and sources of food.

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 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. Fifty-seven properties in the city are listed on the National Register of Historic Places.

STANDARDS OF SIGNIFICANCE

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

1. Cause a substantial change in the significance of a historical or archaeological resource as defined in CEQA Guidelines Section 15064.5 or
2. Directly or indirectly destroy a unique paleontological resource.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The Master EIR evaluated the potential effects of development under the 2035 General Plan on prehistoric and historic resources. See Chapter 4.4. The Master EIR identified significant and unavoidable effects on historic resources and archaeological resources.

General plan policies identified as reducing such effects call for identification of resources on project sites (Policy HCR 2.1.1), implementation of applicable laws and regulations (Policy HCR 2.1.2 and HCR 2.1.15), early consultation with owners and land developers to minimize effects (Policy HCR 2.1.10 and encouragement of adaptive reuse of historic resources (Policy HCR 2.1.13). Demolition of historic resources is deemed a last resort. (Policy HCR 1.1.14)

MITIGATION MEASURES FROM 2035 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None.

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

The proposed policy would not affect or modify existing City policies addressing cultural resources. The proposed policy would provide direction for creating a comprehensive, integrated transportation network, with the goal of making the roadways and pathways more amenable to pedestrian and bicycle travel. Implementing the proposed policy would not result in impacts relating to cultural resources beyond those identified in the Master EIR. The proposed policy does not include goals, policies, or programs that could cause an adverse change in the significance of historical buildings and resources.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The proposed policy would have no additional project-specific environmental effects relating to Cultural Resources.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
5. <u>GEOLOGY AND SOILS</u> 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

ENVIRONMENTAL SETTING

Topography and Geology

The city of Sacramento and the area covered under the proposed Complete Streets policy are located in the Great Valley of California. The Great Valley 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.

Seismicity

Although all of California is typically regarded as seismically active, the city does not commonly experience strong groundshaking 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 city during, or in the aftermath of, a major seismic event may include minor groundshaking and liquefaction.

Soils

The Natural Resources Conservation Service (NRCS) has mapped more than 30 individual soil units in the city of Sacramento. The predominant soil units in the city 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 city 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, slope conditions, and inherent soil properties.

Shrink/swell potential refers to soils that expand when wet and shrink when dry. This hazard occurs primarily in soils with high clay content and can cause structural damage to foundations and roads that do not have proper structural engineering. Areas with greater shrink/swell potential are generally less suitable or desirable for development than areas with non-expansive soils. Many of the soil units present within the city of Sacramento exhibit high shrink/swell potential. As with seismic hazards, site-specific geotechnical studies are necessary to identify where such hazards could occur.

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.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Chapter 4.5 of the Master EIR evaluated the potential effects related to seismic hazards, underlying soil characteristics, slope stability, erosion, existing mineral resources and paleontological resources in the General Plan Policy Area. Implementation of identified policies in the 2035 General Plan reduced all effects to a less-than-significant level. Policies EC 1.1.1 and 1.1.2 require regular review of the City's seismic and geologic safety standards, geotechnical investigations for project sites and retrofit of critical facilities such as hospitals and schools.

MITIGATION MEASURES FROM 2035 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None.

ANSWERS TO CHECKLIST QUESTIONS

Question A

The policy consists of the providing direction for creating a comprehensive, integrated transportation network. The proposed policy does not include any buildings or structures or development. The policy does not propose any specific projects for future development beyond what was analyzed in the 2035 General Plan Master EIR. Implementing the Complete Streets policy would not affect or modify existing City policies or development regulations addressing geology and soils.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The proposed policy would have no additional project-specific environmental effects relating to Geology and Soils.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p><u>6. HAZARDS</u></p> <p>Would the project:</p> <p>A) Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities?</p>			x
<p>B) Expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials?</p>			x
<p>C) Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities?</p>			x

ENVIRONMENTAL 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.

Asbestos Surveys

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.

Removal Practices, Removal Plans/Notification and Disposal

If the survey shows that there are asbestos-containing materials present, the SMAQMD recommends leaving it in place.

If it is necessary to disturb the asbestos as part of a renovation, remodel, repair or demolition, Cal OSHA and the Contractors State License Board require a licensed asbestos abatement contractor be used to remove the asbestos-containing material.

There are specific disposal requirements in Rule 902 for friable asbestos-containing material, including disposal at a licensed landfill. If the material is non-friable asbestos, any landfill willing to accept asbestos-containing material may be used to dispose of the material.

Hazardous Materials Use and Waste Generation

Hazardous materials are routinely used, stored, and transported in the city of Sacramento 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 city 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.

The Environmental Compliance Division of the Sacramento County Environmental Department has published Guidelines for Generators of Hazardous Waste (Sacramento County 2008), which summarizes the various requirements for generating, storing, handling, transporting, and disposing of hazardous wastes. In addition to major hazardous waste generators, it should also be noted that hazardous materials (household hazardous materials) such as cleaning products, paints, solvents, motor oil, and gasoline, are used in small quantities by households and businesses every day. The

City of Sacramento operates programs to collect and properly dispose of household hazardous waste.

Safety-Kleen Systems, Inc. operates the Sacramento Accumulation Center in the southeastern portion of the city of Sacramento (6000 88th Street) that handles a variety of hazardous wastes. The facility is permitted by the California Department of Toxic Substances Control (DTSC) to store and transfer hazardous wastes from outside generators, such as automotive repair and maintenance shops, to the Safety-Kleen Reedley Recycling Center for recycling, or to a permitted facility for disposal or treatment (DTSC 2006).

Sites with Known Contamination

The city of Sacramento 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. Below is a brief description of five of the databases that provide information about hazardous materials sites within the city.

Comprehensive Environmental Response, Compensation and Liability Information System

The Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA), is a regulatory or statute law developed to protect the water, air, and land resources from the risks created by past chemical disposal practices. Under CERCLA, the US EPA maintains the Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS). CERCLIS contains information on hazardous waste sites, potential hazardous waste sites, and remedial activities, including sites that are on the National Priorities List (NPL) or being considered for the NPL ("Superfund").

The CERCLIS database lists 13 sites in the Policy Area. Only one of these sites, the Sacramento Army Depot (8350 Fruitridge Road), is on the NPL. Contaminants on this site include metals, polychlorinated biphenyls, petroleum hydrocarbons, and volatile organic compounds. Remediation activities at the Sacramento Army Depot are ongoing, but the threats of human exposure and groundwater contaminant migration are believed under control (US EPA 2009).

California Department of Toxic Substances Control Envirostor Database

The California Department of Toxic Substances Control (DTSC) maintains the Envirostor electronic database, which contains information on properties in California where hazardous substances have been, or have potential to be, released. This database is one of a number of lists that comprise the "Cortese List" (a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5). EnviroStor provides a brief history of cleanup activities, contaminants of concern, and scheduled future cleanup activities.

Regional Water Quality Control Board Spills, Leaks, Investigations and Cleanup

The Spills, Leaks, Investigation and Cleanup (SLIC) Program was established by the State Water Resources Control Board so that Regional Water Quality Boards (RWQCBs) could oversee cleanup of illegal discharges, contaminated properties, and other unregulated releases adversely impacting

the state's waters but not covered by another program. As of December 2012, there were 36 sites in the city that are currently being investigated, monitored, and/or remediated under the oversight of the RWQCB. The sites are industrial facilities including warehouse distribution centers, food processing and packaging plants, truck terminals, and commercial and vacant sites. Some of the sites are also included on lists developed by DTSC and Sacramento County.

Leaking Underground Storage Tanks

Extensive Federal and State legislation addresses leaking underground storage tanks (LUSTs), including replacement and cleanup. The State of California requires that older tanks be replaced with new double-walled tanks with flexible connections and monitoring systems. The State Water Resources Control Board has been designated the lead regulatory agency in the development of LUST regulations and policy. The RWQCB, in cooperation with the Office of Emergency Services (OES), maintains an inventory of LUSTs in a statewide database.

There are hundreds of LUST sites located throughout the City that are under active evaluation and/or remediation under the oversight of the RWQCB and SCEMD. Most of the sites are gasoline stations, but some are industrial or commercial facilities with underground fuel tanks that have leaked hydrocarbons. Some of the sites listed by the RWQCB are also included on the RWQCB Spills, Leaks, Investigation and Cleanup Program list, and most are also on Sacramento County's Toxic Sites list (see below).

County of Sacramento Toxic Sites

Sacramento County maintains county-wide master lists of facilities with potentially hazardous materials and sites where unauthorized releases of potentially hazardous materials have occurred. The November 2012 lists include over 9,000 facilities that use hazardous materials and more than 1,500 unauthorized releases.

In general, contaminated commercial uses are primarily auto-related, including gas stations, repair shops, car washes, service stations, and car sales lots. Industrial uses generally consist of building materials, distribution and warehouses, food processing and packing facilities, fabrication, processing, and construction facilities.

STANDARDS OF SIGNIFICANCE

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

- expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities;
- expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials; or
- expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The Master EIR evaluated effects of development on hazardous materials, emergency response and aircraft crash hazards (see Chapter 4.6). Implementation of the General Plan may result in the exposure of people to hazards and hazardous materials during construction activities, and exposure of people to hazards and hazardous materials during the life of the General Plan. Impacts identified related to construction activities and operations were found to be less than significant. Policies included in the 2035 General Plan, including PHS 3.1.1 (investigation of sites for contamination) and PHS 3.1.2 (preparation of hazardous materials actions plans when appropriate) were effective in reducing the identified impacts.

MITIGATION MEASURES FROM 2035 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None.

ANSWERS TO CHECKLIST QUESTIONS

Questions A–C

The proposed policy would not modify existing City policies or development regulations addressing hazards. Implementing the proposed policy would not cause the release of any hazardous materials into the environment, nor would it create hazardous conditions.

The proposed policy would not encourage use of hazardous materials or increase exposure to such materials. The proposed policy would not result in impacts relating to hazards beyond those identified in the Master EIR.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The policy would have no additional project-specific environmental effects relating to Hazards.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p>7. <u>HYDROLOGY AND WATER QUALITY</u> Would the project:</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

ENVIRONMENTAL SETTING

Precipitation

The city of Sacramento experiences most precipitation between November and April. Essentially all of the precipitation that occurs in the city is rain. Based on data gathered at Sacramento FAA Airport between 1941 and 2012, average annual rainfall is approximately 17.54 inches, but can range from wet to dry years. Between 1941 and 2012, recorded annual rainfall ranged from a low of 6.25 inches in 1976 to a high of 33.44 inches in 1983 (Western Regional Climate Center 2012).

Water Quality

The beneficial uses of the Sacramento and American rivers identified by the Central Valley Regional Water Quality Control Board (CVRWQCB) include municipal, agricultural, and recreational water supply. Other beneficial uses include freshwater habitat, spawning grounds, wildlife habitat, navigation on the Sacramento River, and industrial (power generation) uses on the American River. 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 city of Sacramento, constituents found in urban runoff vary as a result of differences in geographic features, land use, vehicle traffic, and percent of impervious surface. Seasonally, there is a natural weather pattern of a long dry period from May to October in the Sacramento

area. During this seasonal dry period, pollutants contributed by vehicle exhaust, vehicle and tire wear, crankcase drippings, spills, and atmospheric fallout accumulate within the urban watershed. Precipitation during the early portion of the wet season (November) washes these pollutants into the stormwater runoff, which can result in elevated pollutant concentrations in the initial wet weather runoff. This initial runoff with peak pollutant levels is referred to as the "first flush." Concentrations of heavy metals present in dry weather runoff (e.g., runoff during the dry season is generated by landscape irrigation, street washing, etc.) are typically lower than concentrations measured in wet weather runoff (runoff generated during the rainy season primarily by precipitation).

In general, stormwater runoff within the city of Sacramento flows into either the City's CSS or into individual drainage sumps located throughout the city. 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. During dry weather, approximately 25 million gallons per day (mgd) are transported to the SRCSD's SRWWTP. For smaller storms, the City sends up to 60 mgd of wastewater to the SRWWTP. All piping, drains, basins and pumps connected to the CSS are maintained and operated by the City of Sacramento Utilities Department.

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) in order to reduce pollutants in urban runoff to the maximum extent practicable.

Groundwater Resources

The city of Sacramento is underlain by various geologic formations that constitute the water-bearing deposits. These formations include an upper, unconfined aquifer system consisting of the Modesto, Riverbank, Turlock Lake, Victor, Fair Oaks, and Laguna formations, and Arroyo Seco and South Fork Gravels, and a lower, semi-confined aquifer system consisting primarily of the Mehrten Formation. These formations are typically composed of lenses of inter-bedded sand, silt, and clay that are interlaced with coarse-grained stream channel deposits. These deposits form a wedge that generally thickens from east to west to a maximum thickness of about 2,500 feet along the western margin of the subbasins (DWR 2006).

Groundwater occurs in unconfined to semi-confined states throughout the subbasins. Semi-confined conditions occur in localized areas; the degree of confinement typically increases with depth below the ground surface. Groundwater in the upper aquifer formations is typically unconfined. However, due to the mixed nature of the alluvial deposits, semi-confined conditions can be encountered at shallow depths in the upper aquifer.

Groundwater quality in the city of Sacramento is generally within the secondary drinking water standards for municipal use, including levels of iron, manganese, arsenic, chromium, and nitrates. The groundwater in the city is described as a calcium magnesium bicarbonate, with minor fractions of sodium magnesium bicarbonate (DWR 2004). The water quality in the upper aquifer system is regarded as superior to that of the lower aquifer system, principally because the lower

aquifer system (specifically the Mehrten formation) contains higher concentrations of iron and manganese. Water from the upper aquifer generally does not require treatment (other than disinfection) (SGA 2008).

The lower aquifer system also has higher concentrations of total dissolved solids (TDS, a measure of salinity) than the upper aquifer, although it typically meets standards as a potable water supply. The TDS in most wells are within the secondary drinking water standard, but vary quite significantly throughout the city, ranging from 21 to 657 mg/L, with the overall average at 221 mg/L (DWR 2004).

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. As discussed above, this type of flood is referred to as the 100-year or base flood. The hydrologic and hydraulic models that are used to predict the boundaries of the 100-year floodplain and the estimated water surface elevations within the floodplain reflect a worst-case scenario of rate and volume of flow.

The Sacramento Area Flood Control Agency (SAFCA) was formed to address the Sacramento area's vulnerability to catastrophic flooding. This vulnerability was exposed during the record flood of 1986, when Folsom Reservoir exceeded its normal flood control storage capacity and several area levees nearly collapsed under the strain of the storm. In response, 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.

Floodplain Protection

In general, the area adjacent to a stream, river, or other water channel is called the floodplain. The floodplain is the area that is inundated during a flood event and is often physically discernible as a broad, flat area created by historical floods. Floodplains are illustrated on FIRMs produced by FEMA, which show areas of potential flooding. In its most common representation, the floodplain is most often referred to as the area that is inundated by a 100-year flood event. As mentioned above, a 100-year flood event has a 1 percent chance in any given year of being equaled or exceeded. The 100-year flood is the national, federally determined minimum standard to which communities regulate their floodplains through the NFIP.

In February 1996, the City prepared the Comprehensive Flood Management Plan to better protect citizens and property from major flood events. The Comprehensive Flood Management Plan was conceived as an implementation tool for the City Council to use in planning future modifications to policies and ordinances to enhance the level of flood protection in the City. Also in 1996, Congress approved funding of American River levee improvements. In 1999, Congress approved significant flood control projects, including the enlargement of the outlets in Folsom Dam, and raising the lowest levees on the American River, and Morrison Creek and its tributaries in southern areas of the city.

In December of 2008, the Flood Insurance Rate Maps (FIRMs) for the Natomas Basin were remapped by FEMA. The area, which was previously understood to offer between 100-year and

500-year protection (Shaded X Zone) was reclassified as within the 100-year floodplain (AE Zone) after the Corps decertified the levee system protecting the basin. The remap required mandatory flood insurance for property owners and meant all new construction or substantial improvements to structures had to meet a 33-foot base flood elevation requirement. In response to the Corps decertification, SAFCA implemented the Natomas Levee Improvement Program (NLIP) to upgrade the levee system protecting the Natomas Basin (City of Sacramento 2010).

The principal objective of NLIP is providing 200-year flood protection to the Natomas Basin. As of December 2012, most of SAFCA's work under the NLIP had been completed or was planned for completion in 2013. Completion of the Corps' portion of the project was tentatively scheduled for 2014. A report documenting compliance with FEMA Zone A99 (areas subject to inundation by the 1-percent-annual-chance flood event, but which will ultimately be protected upon completion of an under-construction Federal flood protection system) was submitted to FEMA in November of 2012. Congressional authorization will be required to achieve A99 status (SAFCA 2012).

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 or mitigation from the General Plan Master EIR:

- 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.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Chapter 4.7 of the Master EIR evaluates the potential effects of the 2035 General Plan as they relate to surface water, groundwater, flooding, stormwater and water quality. Potential effects include water quality degradation due to construction activities (Impacts 4.7-1, 4.7-2), and exposure of people to flood risks (Impact 4.7-3). Policies included in the 2035 General Plan, including a directive for regional cooperation (Policies ER 1.1.2, EC 2.1.1, EC 2.1.2), comprehensive flood management (Policy EC 2.1.23), and construction of adequate drainage facilities with new development (Policy U 4.1.1) were identified that reduced all impacts to a less-than-significant level.

MITIGATION MEASURES FROM 2035 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None.

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

The proposed policy would not affect or modify existing City policies addressing water quality or flooding. The proposed policy does not include any new buildings or structures. There is no project development associated with the proposed policy. The proposed policy would provide direction for creating a comprehensive, integrated transportation network, with the goal of making the

roadways and pathways more amenable to pedestrian and bicycle travel. Implementing the proposed policy would not affect or modify existing City policies addressing water quality or flooding and are consistent with the 2035 General Plan and analysis contained within the Master EIR.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The policy would have no additional project-specific environmental effects relating to Hydrology or Water quality.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p><u>8. NOISE</u></p> <p>Would the project:</p> <p>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?</p>			x
<p>B) Result in residential interior noise levels of 45 dBA L_{dn} or greater caused by noise level increases due to the project?</p>			x
<p>C) Result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance?</p>			x
<p>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?</p>			x
<p>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?</p>			x
<p>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?</p>			x

ENVIRONMENTAL SETTING

Land uses within the city of Sacramento include a range of residential, commercial, institutional, industrial, recreational, and open space areas. Although there are many noise sources within the city, 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 city of Sacramento. These include Interstate 5, Interstate 80, U.S. Highway 50, State Route 99, and State Route 160. The city 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 city are evaluated to determine whether they will be exposed to noise levels that will exceed applicable noise standards.

Aircraft Noise

Sacramento 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. Of these airports, Sacramento International provides almost all commercial passenger flights. McClellan Airfield, formerly McClellan Air Force Base, features a 10,600 foot lighted runway approved for day/night use, includes a full-service fixed-base operator, and is shared by the U.S. Coast Guard. Mather Airport is used primarily for air shipping purposes, but also includes fixed-base operators and CalFIRE aircraft. Executive Airport is a public-use airport that serves mostly smaller, private planes.

Railway Noise

Rail lines cross through the city of Sacramento 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. It operates 32 trains daily carrying about 120,000 riders per month on average between Sacramento and San Jose, and is the fourth busiest Amtrak-operated route in the nation. Amtrak's San Joaquin

Route provides intercity rail service between the Bay Area and Sacramento and Bakersfield, with bus connections to Los Angeles, Redding, Yosemite National Park and Las Vegas, Nevada. The Sacramento-to-Bakersfield segment has two daily round trips. Four daily round trips between Oakland/San Francisco and Bakersfield are also accessible by Sacramento and Elk Grove riders through Amtrak connecting buses (SACOG 2012). In addition to the noise generated by the trains themselves, noise is generated where trains intersect roadways by the warning bells used to alert motorists of a train's arrival.

Light Rail

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. The Blue Line runs from the Interstate 80/Watt Avenue interchange to the Meadowview area. The Green Line runs from Richards Boulevard through downtown to R Street. The Gold Line runs from Folsom to the Sacramento Valley Station in downtown Sacramento. Light rail service operates daily, beginning on weekdays at 4:00 AM, with service at 15-minute intervals throughout the day and every 30 minutes in the evening. On weekdays, trains operate until 1:00 AM on the Blue Line, until 12:00 AM on the Gold Line between Sacramento Valley Station and Sunrise Station, and until 7:00 PM from Sunrise Station to the terminus at Historic Folsom.

Stationary Sources

A wide variety of stationary noise sources are present in the city of Sacramento. The city 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. Outdoor sporting event facilities that can attract large numbers of spectator, such as high school or college football fields, can also produce noise. The amount of noise produced depends on the size of the facility and the turnout for a specific event.

Roadway Noise Levels

Existing 24-hour noise levels have been calculated for various freeways, highways, and road segments throughout the city of Sacramento. Noise levels were modeled for the roadways with the highest traffic volumes within the city.

Traffic noise modeling was consistent with FHWA and Caltrans Traffic Noise Model (FHWA 2006 and Caltrans 2009) and used traffic volume data developed for the transportation analysis (F&P 2013). The modeling is based on the reference noise emission levels for automobiles, medium trucks, and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and ground attenuation factors. Truck usage and vehicle speeds on study area roadways were provided by the project-specific traffic report (F&P 2013). The modeling conducted does not account for any natural or human-made shielding (e.g., the presence of vegetation, berms, walls, or buildings) and, consequently, represents worst-case noise levels.

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 or mitigation from the General Plan Master EIR:

- 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.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The Master EIR evaluated the potential for development under the 2035 General Plan to increase noise levels in the community. New noise sources include vehicular traffic, aircraft, railways, light rail and stationary sources. The General Plan policies establish exterior (Policy EC 3.1.1) and interior (EC 3.1.3) noise standards. A variety of policies provide standards for the types of development envisioned in the General Plan. See Policy EC 3.1.8, which requires new mixed-use, commercial and industrial development to mitigate the effects of noise from operations on adjoining sensitive land uses, and Policy 3.1.9, which calls for the City to limit hours of operations for parks and active recreation areas to minimize disturbance to nearby residences. Notwithstanding application of the General Plan policies, noise impacts for exterior noise levels (Impact 4.8-1) and interior noise levels (Impact 4.8-2), and vibration impacts (Impact 4.8-4) were found to be significant and unavoidable.

MITIGATION MEASURES FROM 2035 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None.

ANSWERS TO CHECKLIST QUESTIONS

Questions A–F

The proposed policy would not affect the standards for design of residential, multi-family, commercial and office buildings in the City. The proposed policy does not include any buildings or structures. There is no project development associated with the proposed policy. The proposed policy would provide direction for creating a comprehensive, integrated transportation network, with

the goal of making the roadways and pathways more amenable to pedestrian and bicycle travel and transit.

The proposed policy does not encourage or support activities that would be likely to generate noise levels beyond what was analyzed in the 2035 General Plan Master EIR. Implementing the proposed policy would not affect or modify existing City policies or development regulations addressing noise.

MITIGATION MEASURES

No mitigation measures are required.

Findings

The project would have no additional project-specific environmental effects relating to Noise.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p><u>9. 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, roadway maintenance, 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 which includes approximately 99.2 square miles within the existing City Limits, as well as two contract areas that include 47.1 square miles immediately adjacent to the city boundaries within the unincorporated county (SFD 2011a). Contracted areas within SFD’s jurisdiction include the Pacific Fruitridge and Natomas Fire Protection Districts.

Areas outside of SFD’s service area but within the city are served by the Sacramento Metropolitan Fire District (Metro Fire), which provides regional fire protection and emergency services to unincorporated portions of Sacramento County.

Police Protection

The Sacramento Police Department (SPD) is principally responsible for providing police protection services for areas within the city. 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 city.

SPD operates four substations and is staffed by 676 sworn police officers and 240 civilian positions

(SPD 2012). SPD is authorized to fund 700 sworn positions, including: one chief, four deputy chiefs, 12 captains, 23 lieutenants, 102 sergeants, and 662 officers., and 255 civilian positions. There are 44 cadets in the Police Academy, 11 recruits awaiting academy training, and 183 civilian volunteers

SPD does not have an adopted officer-to-resident ratio. The Department uses a variety of data that includes GIS based data, call and crime frequency information, and available personnel to rebalance its deployment on an annual basis to meet the changing demands of the city. SPD maintains an unofficial goal of 2.0 to 2.5 sworn police officers per 1,000 residents and 1 civilian support staff per 2 sworn officers. The Department is currently funded for 1.49 officers per 1,000 residents. Based on a 2011 population of 469,447 people and a current (2011) staffing level of 676 full time sworn officers, the ratio is 1.44 officers per 1,000 residents (DOF 2012). Based on 676 full time sworn officers and 240 civilian employees, the ratio of sworn officers to civilian employees is 2.82, which is just below SPD's goal.

Schools

The Sacramento City Unified School District (SCUSD) is the primary provider of school services within the city. Other districts serving residents 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. It should be noted that on November 6, 2007, north area residents approved Measure B, a proposal to reorganize four north area school districts (North Sacramento, Del Paso Heights, Grant, and Rio Linda) into one unified preschool through adult education district, newly called the Twin Rivers Unified School District (TRUSD).

The SCUSD area covers the Central City, east to the City Limits. SCUSD is bordered on the north by TRUSD. NUSD, SJUSD, and RSD are located further north, extending to the county border. EGUSD covers the southern portion of the city.

Among the city's 297,212 residents aged 25 or over in 2011, 81.5 percent hold a high school diploma or higher and 29.2 percent hold a bachelor's degree or higher (U.S. Census 2011).

More than 150 public schools serve the city of Sacramento. Specifically, SCUSD operates more than 80 schools throughout the city; the District includes traditional elementary, middle, and high schools, as well as alternative education, adult education, and charter school facilities (SCUSD 2012a). TRUSD has 15 elementary schools, four middle schools, and three high schools in the city (TRUSD 2012a; TRUSD 2012b). TRUSD also operates many alternative education, adult education, special education, and charter school facilities. The RSD includes only elementary schools and one preschool, and all six of their schools are located within the City Limits (RSD 2012a; RSD 2012b). NUSD operates two high schools, one middle school, and eight elementary schools serving residents of the Natomas area (NUSD 2010a; NUSD 2010b). NUSD also has a School Readiness and Early Learning Program for preschool services, a science and technology-focused school for elementary and middle school students, a continuation high school, and six charter schools for students from elementary to high school. The SJUSD has one elementary school, one K-8 school, and one high school that serve the city (SJUSD 2012a; SJUSD 2012b; SJUSD 2012c; SJUSD 2012d). EGUSD has five high schools, four middle schools, and seven elementary schools that serve students in the city (EGUSD 2012a; EGUSD 2012b). EGUSD also offers alternative education options through a continuation high school, an independent study high school, and a virtual academy providing education online for elementary and middle school students.

Higher Education

Opportunities for higher education in the city of Sacramento are provided by both public and private colleges and universities including Cosumnes River College, McGeorge School of Law, UC Davis Medical School, Sacramento State University, Sacramento City College, and American River College.

The Los Rios Community College District operates Cosumnes River College (8401 Center Parkway), American River College (4700 College Oak Drive), and the Sacramento City College (3835 Freeport Boulevard) within the city, which provide transfer, general, and career education at the lower division level. The Los Rios Community College District enrolls more than 90,000 students (LRCCD 2012).

The University of the Pacific operates McGeorge School of Law. The private campus is located in Sacramento, at 3200 Fifth Avenue.

The California State University, Sacramento (Sacramento State) campus, provides undergraduate and graduate education to approximately 28,000 students and graduates about 6,500 students each year (CP 2011). The public university is located at 6000 J Street and encompasses approximately 300 acres (CSUS 2012). In fall of 2011, Sacramento State became an “impacted” university, where documented student demand exceeds funded capacity (CSUS 2009). Sacramento State uses supplemental admission criteria to evaluate first-time freshmen and new transfer applicants outside of local areas for admission. Applicants outside local areas for admission are required to meet additional criteria and are offered admission by rank order. As diversity in the Sacramento region continues to increase, Sacramento State anticipates that the student body will continue to diversify even while impacted

Libraries

The Sacramento Public Library (SPL) is a joint powers agency between the cities of Sacramento, Citrus Heights, Elk Grove, Galt, Isleton, Rancho Cordova, and the County of Sacramento (SPL 2007b). SPL serves residents of each of these cities and county.

SPL operates a total of 27 branches, including 11 branches in the city and 16 branches outside the city, and a bookmobile (SPL 2012c). Residents of Sacramento County have access to all library branches both inside and outside the city. Figure 5-6 shows the current locations of libraries located in the city of Sacramento.

Emergency Services

The City and 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. 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, roadway maintenance, or other governmental services beyond what was anticipated in the 2035 General Plan.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The Master EIR evaluated the potential effects of the 2035 General Plan on various public services. These include parks (Chapter 4.9) and police, fire protection, schools, libraries and emergency services (Chapter 4.10).

The General Plan provides that adequate staffing levels for police and fire are important for the long-term health, safety and well-being of the community (Goal PHS 1.1, PHS 2.1). The Master EIR concluded that effects would be less than significant.

General Plan policies that call for the City to consider impacts of new development on schools (see, for example, Policy ERC 1.1.2 setting forth locational criteria, and Policy ERC 1.1.5 that encourages joint-use development of facilities) reduced impacts on schools to a less-than-significant level. Impacts on library facilities were also considered less than significant (Impact 4.10-5).

MITIGATION MEASURES FROM 2035 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None.

ANSWER TO CHECKLIST QUESTION

The proposed policy would not result in new population or housing growth which would require new or expanded services. There is no project development associated with the proposed policy. No impacts to public services would occur. The proposed policy is consistent with the goals and policies of the 2035 General Plan and Master EIR.

The Master EIR evaluated the cumulative effects of development that could occur under the 2035 General Plan, and the project would result in no additional significant environmental effects.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Public Services.

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

ENVIRONMENTAL SETTING

The Youth, Parks, and Community Enrichment Department (YPCE) maintains more than 4,368 acres of parkland, and manages more than 223 parks, recreation, parkway and open space sites, 88 miles of road bikeways and trails, 21 lakes, ponds or beaches, over 27 aquatic facilities, and provides park and recreation services at City-owned facilities within the city of Sacramento. Several 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. The City of Sacramento Parks and Recreation Master Plan (PRMP) guides park development in the city.

The YPCE generally categorizes parks according to five distinct park types: 1) neighborhood, 2) community, 3) regional, and 4) open Space/parkways (PRD 2012). Several facilities within the city are owned or operated by other jurisdictions, such as the County and the State of California. The City of Sacramento Parks and Recreation Master Plan guides park development in the city. The City maintains 1,535.1 acres of Citywide/Regionally Serving parkland. With a 2010 population of 466,488, the City achieves a service level of approximately 3.3 Citywide/Regionally Serving acres per 1,000 residents. As identified in the City's PRMP, the Citywide/Regionally-serving park service goal is to provide 8.0 acres per 1,000 persons (PRD 2013).

Parks are generally categorized into five distinct park types by the YPCE: urban plazas/pocket parks, neighborhood parks, community parks, regional parks, and open space/parkways. Sacramento's parks contain a variety of recreational facilities, with areas available for active organized sports, including soccer fields, baseball diamonds, tennis courts, volleyball courts, and basketball courts. Additionally, benches, picnic tables, and barbecues are available for informal recreation activities. Tot lots exist for children in many of the play areas in the city's parks. Biking and walking trails are also popular recreational amenities. In addition, swimming pools and wading/play pool facilities are available to the public. Additional recreational resources within the city include community centers, bocce ball courts, dog parks, equestrian trails, four 18-hole golf courses, and two nine-hole golf courses. Specialized recreation facilities include the Garden & Art Center, the Southside Jogging Center, the Mangan Rifle and Pistol Range, and the Sacramento Horsemen's Association. Private recreation facilities such as country clubs also provide recreational opportunities in the city of Sacramento.

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.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Chapter 6.9 of the Master EIR considered the effects of the 2035 General Plan on the City's existing parkland, urban forest, recreational facilities and recreational services. The general plan identified a goal of providing an integrated park and recreation system in the City (Goal ERC 2.1). New residential development will be required to dedicate land, pay in-lieu fees or otherwise contribute a fair share to the acquisition and development of parks and recreation facilities. (Policy ERC 2.2.5) Impacts were considered less than significant after application of the applicable policies. (Impacts 4.9-1 and 4.9-2)

MITIGATION MEASURES FROM 2035 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None required.

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

A policy to provide direction for implementing a comprehensive transportation network with improvements to the design, construction and maintenance of roadways, pathways, sidewalks and bike lanes would result in better access to existing park and recreation facilities. The proposed policy does not include or promote new development that would create a need for new recreational facilities beyond what was anticipated in the 2035 General Plan.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Recreation.

Issues:	Effect will be studies in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
11. TRANSPORTATION AND CIRCULATION Would the project: A) Roadway segments: degrade peak period Level of Service (LOS) from A,B,C or D (without the project) to E or F (with project) or the LOS (without project) is E or F, and project generated traffic increases the Volume to Capacity Ratio (V/C ratio) by 0.02 or more.			X
B) Intersections: degrade peak period level of service from A, B, C or D (without project) to E or F (with project) or the LOS (without project) is E or F, and project generated traffic increases the peak period average vehicle delay by five seconds or more.?			X
C) Freeway facilities: off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway; project traffic increases that cause any ramp's merge/diverge level of service to be worse than the freeway's level of service; project traffic increases that cause the freeway level of service to deteriorate beyond level of service threshold defined in the Caltrans Route Concept Report for the facility; or the expected ramp queue is greater than the storage capacity?			X
D) Transit: adversely affect public transit operations or fail to adequately provide for access to public?			X
E) Bicycle facilities: adversely affect bicycle travel, bicycle paths or fail to adequately provide for access by bicycle?			X
F) Pedestrian: adversely affect pedestrian travel, pedestrian paths or fail to adequately provide for access by pedestrians?			X

ENVIRONMENTAL SETTING

Roadways and Access

An established transportation network 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. The Sacramento Regional Transit District's (RT's) 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.

Parking

Sacramento's Zoning Code (Sacramento 2012a) parking requirements were recently updated to help achieve the City's General Plan and Center City goals of increased livability and a sustainable and multimodal transportation system while adequately addressing the rapidly evolving challenges of new development and economic growth. In certain areas Downtown and near other destination centers, on-street parking shortages often occur even as vast amounts of nearby off-street parking is underutilized. In residential neighborhoods adjacent to busy commercial corridors, parking demand spillover can create parking shortages even on otherwise quiet streets (Sacramento 2011).

Previous parking requirements inadvertently created barriers to economic development in many instances, increasing the difficulty, expense, and uncertainty for the City, residents, developers, and businesses. Parking requirements for storefront commercial uses exceeded parking demand rates associated with urban retail, were onerous for in-fill development projects, and were overly specific. The parking entitlement process created uncertainty for developers and absorbed an inordinate amount of time and resources. As a result, parking supply greatly exceeded demand in many facilities at peak hour. Meanwhile, on-street parking shortages continued in several commercial hotspots likely due to a combination of free and low-cost on-street parking that discourages the use of more expensive off-street lots and garages, and inadequate wayfinding signage to off-street garages (Sacramento 2012b).

GENERAL PLAN POLICIES

General Plan Policy M 1.2.2 - LOS Standard: The City shall allow for flexible Level of Service (LOS) standards, which will permit increased densities and mix of uses to increase transit ridership, biking, and walking, which decreases auto travel, thereby reducing air pollution, energy consumption, and greenhouse gas emissions.

a. Core Area Level of Service Exemption-LOS F conditions are acceptable during peak hours in the Core Area bounded by C Street, the Sacramento River, 30th Street, and X Street. If a Traffic Study is prepared and identifies a LOS impact that would otherwise be considered significant to a roadway or intersection that is in the Core Area as described above, the project would not be required in that particular instance to widen roadways in order for the City to find project conformance with the General Plan. Instead, General Plan conformance could still be found if the project provides improvements to other parts of the citywide transportation system in order to improve transportation-system-wide roadway capacity, to make intersection improvements, or to enhance non-auto travel modes in furtherance of the General Plan goals. The improvements would be required within the project site vicinity or within the area affected by the project's vehicular traffic impacts. With the provision of such other transportation infrastructure improvements, the project would not be required to provide any mitigation for vehicular traffic impacts to road segments in order to conform to the General Plan. This exemption does not affect the implementation of previously approved roadway and intersection improvements identified for the Railyards or River District Policy Areas.

b. Level of Service Standard for Multi-Modal Districts-The City shall seek to maintain the following standards in the Central Business District, in areas within 1/2 mile walking distance of light rail stations, and in areas designated for urban scale development (Urban Centers, Urban Corridors, and Urban Neighborhoods as designated in the Land Use and

Urban Form Diagram). These areas are characterized by frequent transit service, enhanced pedestrian and bicycle systems, a mix of uses, and higher-density development.

- Maintain operations on all roadways and intersections at LOS A-E at all times, including peak travel times, unless maintaining this LOS would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals. LOS F conditions may be acceptable, provided that provisions are made to improve the overall system and/or promote non-vehicular transportation and transit as part of a development project or a City-initiated project.

c. Base Level of Service Standard-the City shall seek to maintain the following standards for all areas outside of multi-modal districts.

- Maintain operations on all roadways and intersections at LOS A-D at all times, including peak travel times, unless maintaining this LOS would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals. LOS E or F conditions may be accepted, provided that provisions are made to improve the overall system and/or promote non-vehicular transportation as part of a development project or a City-initiated project.

d. Roadways Exempt from Level of Service Standard-The above LOS standards shall apply to all roads, intersections or interchanges within the City except as specified below. If a Traffic Study is prepared and identifies a significant LOS impact to a roadway or intersection that is located within one of the roadway corridors described below, the project would not be required in that particular instance to widen roadways in order for the City to find project conformance with the General Plan. Instead, General Plan conformance could still be found if the project provides improvements to other parts of the city-wide transportation system in order to improve transportation-system-wide roadway capacity to make intersection improvements, or to enhance non-auto travel modes in furtherance of the General Plan goals. The improvements would be required within the project site vicinity or within the area affected by the project's vehicular traffic impacts. With the provision of such other transportation infrastructure improvements, the project would not be required to provide any mitigation for vehicular traffic impacts to the listed road segment in order to conform to the General Plan.

- 12th/14th Avenue: State Route 99 to 36th Street
- 24th Street: Meadowview Road to Delta Shores Circle
- 65th Street: Folsom Boulevard to 14th Avenue
- Alhambra Boulevard: Folsom Boulevard to P Street
- Arcade Boulevard: Marysville Boulevard to Del Paso Boulevard
- Arden Way: Capital City Freeway to Ethan Way
- Blair Avenue/47th Avenue: S. Land Park Drive to Freeport Boulevard
- Broadway: 15th Street to Franklin Boulevard
- Broadway: 58th to 65th Streets
- El Camino Avenue: Stonecreek Drive to Marysville Boulevard
- El Camino Avenue: Capitol City Freeway to Howe Avenue
- Elder Creek Road: 65th Street to Power Inn Road
- Florin Perkins Road: 14th Avenue to Elder Creek Road
- Florin Road: Greenhaven Drive to 1-5; 24th Street to Franklin Boulevard
- Folsom Boulevard: 34th Street to Watt Avenue
- Freeport Boulevard: Broadway to Seamas Avenue

- Fruitridge Road: Franklin Boulevard to SR 99
- Garden Highway: Truxel Road to Northgate Boulevard
- Howe Avenue: American River Drive to Folsom Boulevard
- J Street: 43rd Street to 56th Street
- Mack Road: Meadowview Road to Stockton Boulevard
- Martin Luther King Boulevard: Broadway to 12th Avenue
- Marysville Boulevard., 1-80 to Arcade Boulevard
- Northgate Boulevard: Del Paso Road to SR 160
- Raley Boulevard: Bell Avenue to 1-80
- Roseville Road: Marconi Avenue to 1-80
- Royal Oaks Drive: SR 160 to Arden Way
- Truxel Road: 1-80 to Gateway Park

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, impacts resulting from changes in transportation or circulation 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 or mitigation from the General Plan Master EIR:

Roadway Segments

- A) the traffic generated by a project degrades peak period Level of Service (LOS) from A,B,C or D (without the project) to E or F (with project) or
- B) the LOS (without project) is E or F, and project generated traffic increases the Volume to Capacity Ratio (V/C ratio) by 0.02 or more.

Intersections

- the traffic generated by a project degrades peak period level of service from A, B, C or D (without project) to E or F (with project) or
- the LOS (without project) is E or F, and project generated traffic increases the peak period average vehicle delay by five seconds or more.

Freeway Facilities

Caltrans considers the following to be significant impacts.

- off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway;
- project traffic increases that cause any ramp's merge/diverge level of service to be worse than the freeway's level of service;
- project traffic increases that cause the freeway level of service to deteriorate beyond level of service threshold defined in the Caltrans Route Concept Report for the facility; or
- the expected ramp queue is greater than the storage capacity.

Transit

- adversely affect public transit operations or

- fail to adequately provide for access to public transit.

Bicycle Facilities

- adversely affect bicycle travel, bicycle paths or
- fail to adequately provide for access by bicycle.

Pedestrian Circulation

- adversely affect pedestrian travel, pedestrian paths or
- fail to adequately provide for access by pedestrians.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Transportation and circulation were discussed in the Master EIR in Chapter 4.12. Various modes of travel were included in the analysis, including vehicular, transit, bicycle, pedestrian and aviation components. The analysis included consideration of roadway capacity and identification of levels of service, and effects of the 2035 General Plan on the public transportation system. Provisions of the 2035 General Plan that provide substantial guidance include Goal Mobility 1.1, calling for a transportation system that is effectively planned, managed, operated and maintained, promotion of multimodal choices (Policy M 1.2.1), identification of level of service standards (Policy M 1.2.2), and development of complete streets (Goal M 4.2).

While the General Plan includes numerous policies that direct the development of the City's transportation system, the Master EIR concluded that the General Plan development would result in significant and unavoidable effects. See Impacts 4.12-3 and 4.12-4 for significant and unavoidable impacts related to road segments of adjacent jurisdictions and freeways.

MITIGATION MEASURES FROM 2035 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None.

ANSWERS TO CHECKLIST QUESTIONS

Questions A - C

The proposed policy would provide direction for creating a comprehensive, integrated transportation network, with the goal of making the roadways and pathways more amenable to pedestrian and bicycle travel. This shall include all modes of transportation, including walking, biking, scooting, transit, goods movement, and vehicles (including electric vehicles). There are no new or additional freeway impacts which were not analyzed in the Master EIR. Implementation of the proposed policy would be consistent with the direction of the 2035 General Plan and the analysis of the Master EIR.

Questions D - F

The proposed policy would provide and improve connections to transit stations by identifying roadway, bikeways, and pedestrian improvements within walking distance of existing and planned transit stations. Such improvements could reduce vehicle miles traveled and single occupancy trips, which will reduce greenhouse gas emissions. Applying the Complete Streets approach and

principles to roadways could include shortening crossing distances for pedestrians, adding bike lanes or curb ramps, or designating street space for freight deliveries or staging. The proposed policy is consistent with the goals and policies of the 2035 General Plan and Master EIR.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Transportation and Circulation.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
12. UTILITIES AND SERVICE SYSTEMS			
Would the project:			
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 Ordinance 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 Sub-basins.

Sewer and Storm Drainage

Wastewater collection 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 master plan – the Sewer System Capacity Plan 2010 Update.

The Sacramento Area Sewer District serves the community plan areas of South Natomas, North Natomas, and portions of Arcade-Arden, portions of East Sacramento (e.g. College/Glen), portions of South Sacramento (e.g. Valley Hi Parkway, Woodbine, Brentwood), and Southeast Sacramento (e.g. Glen Elder, Depot Park, Avondale). The service area is divided into ten trunk sheds, which are based on the collection systems of the individual sewer districts from which CSD-1 was originally formed. For the most part, each trunk shed consists of several hydraulically independent systems, each discharging into the SRCSD interceptor system. According to the District's Sewer System Capacity Plan 2010 Update, there are no existing capacity deficiencies within the Sacramento City Limits.

The community plan areas served by the City's separate sewer system include North Sacramento, and portions of Arden-Arcade, most of South Sacramento (e.g. Pocket, Airport, Meadowview, South Land Park), and most of East Sacramento. The areas served by the City's separate sewer systems are divided into 54 sewer basins, and wastewater from the basins is conveyed to the SRWTP via gravity flow or one of the 40 pumping stations located throughout the city. Twenty-seven of the pumping facilities were constructed between the 1950s and 1970s, with most of them being rebuilt in the past 15 years. The remaining 13 pumping stations were constructed between 1985 and 2004.

The older Central City area is served by a system in which sanitary sewage and storm drainage are collected and conveyed in the same system of pipelines, referred to as the Combined Sewer System (CSS). The area served by the CSS extends from the Sacramento River on the west, to the vicinity of Sutterville Road and 14th Avenue on the south, to about 65th Street on the east, and to North B Street and the American River on the north (see Figure 4-1) and constitutes approximately 7,545 acres or 12 percent of the total area within the current City Limits. There are some local areas within this larger area that have separate sewer and storm drainage systems, but the bulk of the area is served by the combined system. Additionally, there are some peripheral areas that have separate sewer and storm drainage that contribute sewage to the CSS.

Solid Waste

As of September 1994, the City of Sacramento closed its landfill to the acceptance of municipal solid waste. The City is working with Conergy, a solar panel manufacturer and distributor, to create a solar park at the closed landfill site (City of Sacramento 2012b).

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.

On June 26, 2012, the City of Sacramento Recycling and Solid Waste Division presented the 2012 Business Plan to the City Council (SWRD 2012). Staff recommended that the Recycling and Solid Waste Division discontinue commercial waste collection and recycling services in order to focus on residential services and to avoid a 37 percent rate increase. The City discontinued commercial waste services on August 3, 2012. The Business Plan recommended reducing curbside recycling

from weekly to biweekly collection, implementing year-round containerized yard waste collection (Measure T passed on November 6, 2012), providing loose-in-the-street (LITS) yard waste collection service during leaf season, increasing staffing and equipment for the illegal dumping cleanup program, and adding a pilot “dump coupon” program allowing residents to deliver up to five cubic yards of waste to the Sacramento Recycling and Transfer Station at no charge. The Business Plan also recommended restoring the Appointment Based Neighborhood Cleanup Program which allows residents to schedule one appointment per year between February and October for the collection of large refuse items. The City anticipates adopting the changes as part of the City’s Municipal Code in mid-2013, with service changes scheduled to go into effect July 1, 2013. The proposed changes will reduce carbon emissions generated by the City’s solid waste fleet by an estimated five percent, reduce fuel consumption by 83,000 gallons, and reduce truck miles traveled on City streets by 87,000 miles annually.

The City of Sacramento also operates a street sweeping service which sweeps more than 150,000 miles of public right-of-way every year, provides information and resources for residents interested in backyard composting, and offers household hazardous waste drop-off at the Sacramento Recycling and Transfer Station at no charge for most materials (City of Sacramento 2012d). The City provides public outreach for recycling through presentations at schools, clubs, church groups, and community groups.

The Sacramento County Kiefer Landfill is the primary location for the disposal of waste by the City of Sacramento. The landfill accepts municipal waste and industrial waste and is permitted to accept up to 10,815 tons per day, averaging 6,300 tons per day (CalRecycle, Solid Waste Facility Permit 34-AA-0001). This is further limited, however, by Section 17, Condition 26 and Table 2 of Kiefer’s Solid Waste Permit, which limits the 2013 peak to 5,928 TPD and average to 3,487 TPD. The landfill received over 658,000 tons in 2012 (Sacramento County). It is the only landfill facility in Sacramento County permitted to accept household waste from the public. Current peak and average daily disposal is much, much lower than the current permitted amounts. As of 2012, 305 acres of the 660 acres contain waste (County of Sacramento 2012d). As a result, the Kiefer Landfill should be able to serve the area until the year 2065. The landfill facility sits on 1,084 acres.

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.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The Master EIR evaluated the effects of development under the 2035 General Plan on water supply, sewer and storm drainage, solid waste, electricity, natural gas and telecommunications. See Chapter 4.11.

The Master EIR evaluated the impacts of increased demand for water that would occur with development under the 2035 General Plan. Policies in the general plan would reduce the impact

generally to a less-than-significant level (see Impact 4.11-1) but the need for new water supply facilities results in a significant and unavoidable effect (Impact 4.11-2). The potential need for expansion of wastewater treatment facilities was identified as having a less than significant effect (Impact 4.11-4). Impacts on solid waste facilities were less than significant (Impact 4.11-5). Implementation of energy efficient standards as set forth in Titles 20 and 24 of the California Code of Regulations for residential and non-residential buildings, would reduce effects for energy to a less-than-significant level.

MITIGATION MEASURES FROM 2035 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None available.

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

The proposed policy would not affect or modify existing City policies addressing utilities and service systems. There is no project development associated with the proposed policy. The proposed policy would provide direction for creating a comprehensive, integrated transportation network, with the goal of making the roadways and pathways more amenable to pedestrian and bicycle travel and transit. The proposed policy is consistent with the goals and policies of the 2035 General Plan and Master EIR.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Utilities and Service Systems.

MANDATORY FINDINGS OF SIGNIFICANCE

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
13. MANDATORY FINDINGS OF SIGNIFICANCE			
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?			X
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.)			X
C.) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X

ANSWERS TO CHECKLIST QUESTIONS

Question A - C

As described in the preceding sections, the proposed policy would not propose any specific projects for future development or result in any effects beyond what was analyzed in the 2035 General Plan Master EIR. Adoption of the proposed policy would not affect or modify existing City policies or development regulations addressing biological resources, air quality, transportation and traffic, noise, public services, groundwater, utilities, aesthetics, energy, recreation, and cultural resources individually or cumulatively. Any development occurring after the adoption of the proposed policy would be subject to environmental review as well as all existing City and State standards.

The cumulative effects of development consistent with the 2035 General Plan were evaluated in the Master EIR. The proposed policy would have no additional significant environmental effects.

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

- | | |
|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Hazards |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Energy and Mineral Resources | <input type="checkbox"/> Transportation/Circulation |
| <input type="checkbox"/> Geology and Soils | <input type="checkbox"/> Utilities and Service Systems |
| <input type="checkbox"/> Hydrology and Water Quality | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> None Identified | <input type="checkbox"/> |

SECTION V - DETERMINATION

On the basis of the initial study:

- X I find that (a) the proposed project is a subsequent project within the scope of the Master EIR for the City of Sacramento 2035 General Plan and is consistent with the 2035 General Plan land use designation and the permissible densities and intensities of use for the project site; and (b) the proposed project will not have any project-specific additional significant environmental effects not previously examined in the Master EIR, and no new mitigation measures or alternatives will be required. Mitigation measures from the Master EIR will be applied to the proposed project as appropriate. Notice shall be provided pursuant to CEQA Guidelines Section 15087. (CEQA Guidelines Section 15177(b))



Ron Bess, Assistant Planner

October 21, 2019

Date

Ron Bess

Printed Name

Adopted by the Sacramento City Council

[Date Adopted]

Complete Streets Policy of the City of Sacramento

A. Purpose and Intent

The City of Sacramento expresses its commitment to the creation and maintenance of Complete Streets that provide a complete, connected multimodal transportation network that contributes directly to the safety, health, economic vitality, and quality of life of all residents especially the most vulnerable. those walking and rolling.

Under this Complete Streets Policy, the City of Sacramento shall direct the design, construction, use, and maintenance of the City's roadways, pathways, and sidewalks creating a comprehensive, integrated transportation network that is safe, accessible, comfortable, accommodating, and welcoming to all users. This shall include people of all ages, races, ethnicities, incomes, and physical abilities, and all modes of transportation, including walking, biking, scooting, transit, goods movement, and vehicles (including electric vehicles).

The desired outcome of the Complete Streets Policy is to create an equitable, balanced, and effective transportation system where every transportation user can travel safely and comfortably to meet daily needs and where sustainable transportation options are available to everyone.

A Complete Streets approach provides a unique opportunity to thoughtfully integrate and advance multiple short and long-term goals identified in the General Plan, the Vision Zero Action Plan, the Bicycle Master Plan, the Pedestrian Master Plan, and the Mayors' Commission on Climate Change, while delivering maximum benefits from both public and private investments.

B. Diverse Users

In creating this Complete Streets Policy, the City of Sacramento recognizes equity as a motivation and shall prioritize vulnerable roadway users and those residing in Disadvantaged Communities. Disadvantaged Communities are defined under California State Senate Bill 535 as the neighborhoods in Sacramento that are most burdened by pollution and other negative environmental factors, public health concerns, and a lack of equitable economic opportunities. These neighborhoods are the top 25% of census tracts within the State of California with the highest CalEnviroScreen 3.0 score.

C. All Projects and Phases

Complete Streets describes a comprehensive, integrated transportation network with infrastructure and design to enable safe, attractive, and comfortable access and travel for all users of all abilities, including: pedestrians (includes persons who use personal mobility or assistive devices), bicyclists, persons with disabilities, seniors, children, motorists, movers of commercial goods, operators of public transportation, public transportation users, and emergency responders. Applying the Complete Streets approach and principles to roadways could include

shortening crossing distances for pedestrians, adding bike lanes or curb ramps, or designating street space for freight deliveries or staging.

The City of Sacramento shall approach every transportation improvement and project phase as an opportunity to apply a Complete Streets framework to create safer, more accessible streets for all roadway users, while upholding the City's Design Procedures Manual, including [Section 15 – Street Design Standards](#). All street designs shall comply, at minimum, with the City's Street Design Standards, Pedestrian Crossing Guidelines, Signal Timing Policy, and work zone detour policies. The City of Sacramento shall follow recognized best practices when applying these principles including, but are not limited to, Highway Transportation Officials (AASHTO), the California State Department of Transportation, the Institute of Transportation Engineers (ITE), the Federal Highway Administration (FHWA), and the National Association of City Transportation Officials (NACTO).

Transportation improvements and project phases include, but are not limited to: planning, prioritization, funding, design, approval, and implementation processes for any construction, reconstruction, retrofit, resurfacing, repaving, restriping, rehabilitation, maintenance, operations, alternation, or repair of streets (including streets, roads, highways, bridges, and other portions of the transportation system), including impacts to mobility due to construction or work zone efforts.

Exceptions for a given category of users may be excluded if an exception is approved via the process set forth in "D. Exceptions to Policy."

D. Exceptions to Policy

Exceptions shall be made if any of the following criteria render Complete Streets improvements unworkable:

1. Accommodation is not necessary on corridors where specific users are prohibited, such as interstate freeways or pedestrian malls. Exclusion of certain users on particular corridors should not exempt projects from accommodating other permitted users.
2. Cost of accommodation is excessively disproportionate to the need or probable use.
3. A documented absence of current and future need.
4. Emergency repairs such as a water main leak that requires immediate, rapid response; however, temporary accommodations for all modes should still be made. Depending on severity of the repairs, opportunities to improve multimodal access should still be considered where possible.
5. Transit accommodations are not required where there is no existing or planned transit service.
6. Routine maintenance of the transportation network that does not change the roadway geometry or operations, such as mowing, sweeping, and spot repair.
7. Where a reasonable and equivalent project along the same corridor is already programmed to provide facilities exempted from the project at hand.

An exception shall be granted only if:

- a) A request for an exception is submitted in writing, with supporting documentation, and made publicly available through public input; and
- b) The exception is approved in writing by Transportation Division Manager or their delegate.

Exceptions granted shall be included in the annual data report – “G. Performance Measures.”

E. Jurisdiction

All facilities within the public right of way, publicly or privately funded, shall adhere to this Complete Streets Policy. Privately funded projects impacting the public right of way shall submit plans for how Complete Streets will be addressed. Permit approval shall be contingent upon meeting the Complete Street requirements laid out within this policy.

The City shall continue its collaboration and interagency coordination to foster Complete Streets implementation and ensure infrastructure extends when necessary beyond the City's borders. These agencies include, but are not limited to Sacramento County, State Department of General Services, California Department of Transportation, West Sacramento, School Districts, public health departments, higher education institutions, and other entities to further the City's vision of an interconnected and integrated multimodal transportation network.

F. Context Sensitive Design and Street Design Standards

The City will align land use and transportation planning to create Complete Streets solutions that are appropriate to individual contexts; that best serve the needs of all people using streets and the right-of-way; and that support the land-use policies of the City of Sacramento.

Context sensitive design allows roadway design decisions to be more flexible and sensitive to community values, and to better balance economic, social and environmental objectives. In planning and implementing street projects, the City shall take a flexible, innovative, and balanced approach to creating context-sensitive Complete Streets that meet or exceed national best-practice design guidelines. This includes a shift toward designing at a human scale for the needs and comfort of all people and travelers, in considering issues such as street design and width, desired operating speed, hierarchy of streets, mode balance, and connectivity. Design criteria shall not be purely prescriptive but shall be based on the thoughtful application of engineering, planning, and urban design principles. Unintended consequences such as involuntary displacement shall be avoided when possible or addressed with equity and fairness to the affected party.

Because Complete Street design is an evolving field, the best and latest design guidance, standards, and recommendations to maximize design flexibility and innovation while balancing user and modal needs shall be referenced for design guidance including those published from:

1. American Association of State Highway and Transportation Officials (AASHTO)
2. Federal Highway Administration (FHWA)
3. Institute of Transportation Engineers (ITE)
4. National Association of City Transportation Officials (NACTO)
5. Caltrans

G. Implementation and Reporting

The City of Sacramento will take the following next steps to implement this Complete Streets Policy:

1. The Department of Public Works shall incorporate Complete Streets principles into appropriate plans, manuals, checklists, decision trees, rules, regulations, and programs as each document is updated;

2. The Department of Public Works shall review current design standards and specifications, to ensure that they reflect the best available design standards and guidelines, and effectively implement Complete Streets (**Vision Zero Action Plan, Action 2.1**), where feasible including pedestrian through zone widths and allowable encroachment
3. The Department of Public Works shall update the Pedestrian Crossing Guidelines (uncontrolled crossings), update pedestrian crossing standards at controlled crossings, and identify a policy for marking which legs of a crosswalk (**Vision Zero Action Plan, Action 5.2**), and present staff recommendations to the Active Transportation Commission, Disabilities Advisory Commission, and the Vision Zero Task Force;
4. The Department of Public Works shall update its traffic signal timing policies based on national best practices to incorporate policies with the goal to slow traffic as well to consider walking, bicycling and transit (**Vision Zero Action Plan, Action 5.4**); and present staff recommendations to the Active Transportation Commission, Disabilities Advisory Commission, and the Vision Zero Task Force;
5. The Department of Public Works shall update its work zone detour policy to accommodate walking, bicycling, and transit (**Council Member, Active Transportation Commission Request**);
6. The Department of Public Works shall incorporate Complete Streets within the project prioritization process within the Transportation Master Plan;
7. When available, the City shall encourage staff to participate in professional development and training on non-motorized transportation issues through attending conferences, classes, seminars, and workshops;
8. The City of Sacramento recognizes that not all modes can receive the same degree of accommodations on every street, but the City's goal is to apply Complete Streets principles to projects, so that users of all ages and abilities to safely, comfortably, and conveniently travel across and through the network; and
9. The City shall promote inter-departmental project coordination among City departments with an interest in the activities that occur within the public right-of-way to better use fiscal resources.

H. Performance Measures

The Department of Public Works shall be responsible for annually collecting and updating performance measures to comprise the annual data report. The annual data report shall be shared with the City Council showing progress made in implementing this policy. The annual data report shall also include the number of approved exceptions from "D. Exceptions to Policy." The annual data report shall be made available to the public by posting it on the City of Sacramento Public Works Department website. The first annual report shall be due two years after the passage of this Complete Streets Policy.

1. Number of approved exceptions to this Policy
 - a. Share of exceptions in Disadvantaged Communities
2. Linear feet of new or reconstructed sidewalk
 - a. Share within Disadvantaged Communities
3. Lane miles of resurfaced, repaved, or reconstructed roadway
 - a. Share within Disadvantaged Communities
 - b. Share with Complete Streets facilities
4. Lane miles of new bicycle facilities
 - a. Share of separated bikeways, buffered, bike lanes, and routes

- b. Share of bicycle facilities on High Injury Network (HIN from Vision Zero Action Plan)
 - c. Share within Disadvantaged Communities
- 5. Number of new or reconstructed curb ramps installed on streets
 - a. Share within Disadvantaged Communities
- 6. Number of new or repainted crosswalks
 - a. Share within Disadvantaged Communities
- 7. Number of new crosswalk enhancements (rectangular rapid flashing beacon, pedestrian hybrid beacon, signal)
 - a. Share on the High Injury Network (HIN from Vision Zero Action Plan)
 - b. Share within Disadvantaged Communities
- 8. Number of pedestrian crossing treatments on the HIN (**Vision Zero Action Plan/Long-Term Action 5.7**)
 - a. Share on the HIN (**Vision Zero Plan/Long-Term Action 5.8**)
 - b. Share within Disadvantaged Communities
- 9. Upgraded street lighting, including intersection lighting, pedestrian scaled lighting
 - a. Share of HIN with upgraded street lighting (**Vision Zero Action Plan/Long-Term Action 2.6**)
- 10. Number of transit stops and stations that have improved pedestrian and bicycle access at key bus routes and near light rail stations (**Vision Zero Action Plan/Long-Term Action 4.2**)
- 11. Number of projects to improve bicycle and pedestrian safety related to turning vehicles at intersections (**Vision Zero Action Plan/Long-Term Action 5.5**)
 - a. Share within Disadvantaged Communities
- 12. Number of crashes, injuries, and fatalities by mode, gender, age
 - a. Share of crashes in Disadvantaged Communities
- 13. Mode share – as measured by means of transportation data reported in the American Community Survey “Commuting (Journey to Work)”