

# **CITY OF WEST SACRAMENTO GENERAL PLAN MOBILITY ELEMENT AND BRIDGE DISTRICT SPECIFIC PLAN UPDATE DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT**

## **P R E P A R E D F O R :**

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## ACRONYMS AND OTHER ABBREVIATIONS

µg/m <sup>3</sup>	micrograms per cubic meter
2016 General Plan EIR	City of West Sacramento General Plan EIR
ANSI S1.4	American National Standards Institute for Class 1 sound level meters
AQAP	air quality attainment plan
Btu/h	British thermal units per hour
CAAQS	California Ambient Air Quality Standards
CAL 200	meters were calibrated prior to the measurements using an LDL Model
CAL FIRE	California Department of Forestry and Fire Protection
CALGreen Code	California Green Building Standards Code
Cal-OSHA	California Occupational Safety and Health Administration
Caltrans	California Department of Transportation
CALVENO	California Vehicle Noise
CAP	climate action plan
CARB	California Air Resources Board
CCR	California Code of Regulations
CEE	Consortium for Energy Efficiency
CEQA	California Environmental Quality Act
CEQA Guidelines	State California Environmental Quality Act guidelines
CFR	Code of Federal Register
CH <sub>4</sub>	methane
City	City of West Sacramento
City General Plan	<i>City of West Sacramento General Plan Update</i>
CNEL	community noise equivalent level
CO	carbon monoxide
CO <sub>2</sub>	carbon dioxide
CO <sub>2</sub> e	carbon dioxide equivalent
CRHR	California Register of Historical Resources
dB	decibels
dBA	A-weighted decibel
EER	Energy Efficiency Ratio
EIR	environmental impact report
EPA	U.S. Environmental Protection Agency
FAA	Federal Aviation Administration
FHWA	Federal Highway Administration
FHWA-RD-77-108	Federal Highway Administration Highway Traffic Noise Prediction Model
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
General Plan EIR	City of West Sacramento General Plan EIR
GHG	greenhouse gas
H <sub>2</sub> S	hydrogen sulfide
HUD	U.S. Department of Housing and Urban Development
HVAC	heating, ventilation and air conditioning
I-80	Interstate 80
in/sec	inches per second

IPCC	Intergovernmental Panel on Climate Change
LDL	Larson Davis Laboratories
$L_{dn}$	day-night average sound level
LEED	Leadership in Energy and Environmental Design
$L_{eq}$	equivalent sound level
$L_{eq}(h)$	equivalent sound level per hour
$L_{max}$	maximum noise level
LOS	level of service
LRT	light rail transit
$mg/m^3$	milligrams per cubic meter
MLD	most likely descendant
MT CO <sub>2</sub> e	metric tons of carbon dioxide equivalent
MTP	Metropolitan Transportation Plan
N <sub>2</sub> O	nitrous oxide
NA	not applicable
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NHPA	National Historic Preservation Act
NO <sub>2</sub>	nitrogen dioxide
NOP	notice of preparation
NO <sub>x</sub>	nitrogen oxides
OPR	Governor's Office of Planning and Research
OSHA	federal Occupational Safety and Health Administration
PG&E	Pacific Gas & Electric Company
PM	particulate matter
PM <sub>10</sub>	PM less than or equal to 10 microns in diameter
PM <sub>2.5</sub>	PM 2.5 microns in diameter or less
ppb	parts per billion
ppm	parts per million
PPV	peak particle velocity
proposed project	General Plan Mobility Element update and Bridge District Specific Plan update
RMS	root-mean-square
ROG	reactive organic gases
RPS	Renewables Portfolio Standard
SACOG	Sacramento Area Council of Government
SB	Senate Bill
SCS	Sustainable Communities Strategy
SEER	Seasonal Energy Efficiency Ratio
SEIR	Supplemental Environmental Impact Report
SIP	State Implementation Plan
SO <sub>2</sub>	sulfur dioxide
Specific Plan	Bridge District Specific Plan
Specific Plan EIR	Bridge District Specific Plan EIR
U.S. 50	U.S. Highway 50
VdB	velocity level in decibel units
VMT	vehicle miles traveled

WSAFCA  
YSAQMD  
ZEV

West Sacramento Area Flood Control Agency  
Yolo-Solano Air Quality Management District  
zero emission vehicles



# EXECUTIVE SUMMARY

## ES.1 INTRODUCTION

This summary is provided in accordance with Section 15123 of the California Environmental Quality Act Guidelines (CEQA Guidelines). As stated in Section 15123(a), “an Environmental Impact Report (EIR) shall contain a brief summary of the proposed action and its consequences. The language of the summary should be as clear and simple as reasonably practical.” As required by the CEQA Guidelines, this chapter includes (1) a summary description of the proposed project, (2) a synopsis of environmental impacts and recommended mitigation measures, (3) identification of the alternatives evaluated and of the environmentally superior alternative, and (4) a discussion of the areas of controversy associated with the project.

As explained in more detail in Chapter 1, this is a Supplemental EIR (SEIR) that supplements the previously certified City of West Sacramento (City) General Plan EIR (2016 General Plan EIR) and the Bridge District Specific Plan EIR (Specific Plan EIR).<sup>1</sup> The 2016 General Plan EIR and Specific Plan EIR continue to have utility in addressing direct, reasonably foreseeable indirect, and cumulative impacts associated with implementing the General Plan and Specific Plan and cited mitigation measures continue to apply to implementation of the City’s General Plan and Specific Plan. As provided in CEQA Guidelines Section 15163, this SEIR provides the information necessary to make the previous EIRs adequate for the proposed project. The proposed project evaluated in this SEIR includes updates to the City’s General Plan and Specific Plan, as described below in more detail.

## ES.2 PROJECT OVERVIEW

The City has proposed an update to the Mobility Element of the General Plan Update and the Bridge District Specific Plan (“the proposed project”). The City is proposing amendments to the Circulation Diagram in the Mobility Element to incorporate geometries identified in the Pioneer Bluff and Stone Lock Reuse Master Plan, the Washington Realized Sustainable Community Strategy, and the Bridge District Specific Plan, including changes in functional classification system currently depicted on pages 2-56 through 2-58 of the existing General Plan, including new Collectors, extensions to Collectors, new intersections, and one new Arterial.

Aside from changes to the Circulation Diagram and functional classification system, the City proposes certain text changes to the Mobility Element. These include revisions that reflect the City’s progress instituting changes that were proposed as a part of the original Mobility Element, as well as revisions that reflect an updated vision for transit service, and a renewed focus on strategies to reduce vehicular travel demand (vehicle miles traveled, or “VMT”) and increase the safety, convenience, and practicality of pedestrian, bicycle, and transit modes for reaching daily destinations. Other proposed text changes affirm the City’s commitment to involve the public in transportation improvements, particularly those that have traditionally been underserved by transportation services and the city’s disadvantaged communities. Still other changes focus on addressing gaps in pedestrian,

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<sup>1</sup> The EIR for the City’s existing General Plan was titled “City of West Sacramento General Plan Update Draft Environmental Impact Report” and “City of West Sacramento General Plan Update Final Environmental Impact Report.” For this SEIR, to be clear that this was the previous EIR, the year 2016 has been added, and the previous General Plan EIR is referenced throughout this SEIR as the “2016 General Plan EIR.”

bicycle, and transit access, particularly in areas where development patterns are relatively more supportive of these non-vehicular travel modes.

The City proposes to amend the planned transportation facilities described in the Bridge District Specific Plan, including Volume 2, Section 2.2, the Regulating Plan, which identifies the backbone circulation infrastructure and functional classifications, as well as the “order” (combined streetscape and building design standards guidance). The proposed amendment includes revised exhibits showing typical cross sections to augment the streetscape standards for new roadway segments. Section 3.7.6, Bicycle Network, is proposed for an update, along with Volume 3, Exhibit 5: Through Streets and Exhibit 7: Public Roadways and Traffic Signals, Exhibit 9: Transit Facilities, and Exhibit 10: Bikeway Facilities.

### **ES.3 PROJECT OBJECTIVES**

The proposed General Plan Mobility Element Update and proposed revisions to the Bridge District Specific Plan are consistent with the Project Objectives that were included in the City’s 2016 General Plan EIR, which was circulated for public review in August of 2016, with the following non-substantive change shown in ~~strikeout~~ and underline, below:

- ▶ Incorporate goals, policies, and implementation measures into the General Plan that are consistent with current state law, including changes to California Planning Law enacted since the last major update of the General Plan in ~~1999~~ 2016.
- ▶ Adopt goals, policies, and implementation measures that reflect the City’s commitment to community sustainability. Specific examples include a vital central business district; compact, mixed-use developments near transit nodes; encouragement of urban infill where practical; revitalization of areas such as Stone Lock, Pioneer Bluff, and Seaway; flood protection; and passive and active recreation opportunities along the Sacramento River.
- ▶ Reflect the land use pattern and intensity set out in the Sustainable Communities Strategy (SCS) adopted by Sacramento Area Council of Governments (SACOG).
- ▶ Adopt a climate action plan (CAP) to reduce the city’s emissions of greenhouse gases and conform to State CEQA Guidelines Section 15183.5 allowing the streamlining of CEQA analyses of projects that are consistent with the CAP.

Regarding the last Project Objective bullet above, the City is currently, as of the drafting of this document, in the process of preparing a climate action plan.

### **ES.4 PROJECT IMPACTS AND MITIGATION MEASURES**

Implementation of the City’s existing General Plan would result in a number of significant impacts on the environment. At the same time, the General Plan includes many policies that are intended to minimize or mitigate these potential impacts. Table ES-1 in the 2016 General Plan EIR summarized the impacts and mitigation measures of the City’s existing General Plan (prior to the proposed update). Please see Appendix B of this SEIR,

which is the executive summary table from the 2016 General Plan EIR.<sup>2</sup> Each of the mitigation measures identified in the 2016 General Plan EIR, as applicable, would continue to apply to projects implemented under the proposed General Plan update.

The analysis in this SEIR considers the policies set forth in the existing and proposed General Plan update in evaluating impacts and providing supplementation information necessary to address the impacts of the General Plan, as proposed for update. The analysis in this SEIR shows the updates to the General Plan and the Bridge District Specific Plan will have no new significant impacts and no increase in severity in impacts from the 2016 General Plan EIR.

## **ES.4.1 Summary of Project Impacts**

Table ES-1 in the 2016 General Plan EIR summarized the impacts and mitigation measures of the City's existing General Plan (prior to the proposed update) (see Appendix B). This SEIR provides information necessary to address the impacts of the proposed General Plan update.

The following environmental topic areas are not the focus of this SEIR as there would be no new significant impacts and no increase in severity in impacts (discussed further in Section 1.1.4, *Other Environmental Topics Not Discussed in Detail in this Supplemental EIR*).

- ▶ Agricultural and Forestry Resources
- ▶ Biological Resources
- ▶ Geology, Soils, and Paleontological Resources
- ▶ Hazards and Hazardous Materials
- ▶ Hydrology and Water Quality
- ▶ Land Use and Planning
- ▶ Mineral Resources
- ▶ Population and Housing
- ▶ Public Services
- ▶ Recreation
- ▶ Utilities and Service Systems
- ▶ Wildfire
- ▶ Alternatives

## **ES.4.2 Significant and Unavoidable Impacts**

The City's 2016 General Plan EIR identified the following areas where, after implementation of feasible mitigation measures, implementation of the General Plan may nonetheless result in impacts that cannot be fully mitigated to a less-than-significant level.

- ▶ Aesthetics

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<sup>2</sup> The version of the 2016 General Plan EIR executive summary table that appears as Appendix B to this SEIR includes one minor change described in the 2016 General Plan Final EIR: "As discussed under Section 3.9 Hydrology and Water Quality, hydromodification plans as standard parts of MS4 permits and therefore will be required without the need for a mitting measure. Therefore, Mitigation Measure WQ-3 was deleted from the proposed Mitigation Measure(s) column in the Executive Summary table [of the 2016 Draft General Plan EIR] under Public Services on page ES-13 and under Recreation on page ES-14.

- Impact AES-1: Substantial degradation of the existing visual character or quality of the site and its surroundings, including scenic vistas
- Impact AES-3: Creation of a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area
- ▶ Agricultural Resources
  - Impact AG-1: Conversion of Important Farmland to nonagricultural use
- ▶ Air Quality
  - Impact AQ-2: Potential to violate any air quality standard or contribute substantially to an existing or projected air quality violation
- ▶ Cultural Resources
  - Impact CUL-1: Potential to cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5
  - Impact CUL-2: Potential to cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5
  - Impact CUL-3: Disturbance of any human remains, including those interred outside of formal cemeteries
- ▶ Greenhouse Gas Emissions
  - Impact GHG-1: Generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment
  - Impact GHG-2: Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases
- ▶ Hydrology and Water Quality
  - Impact WQ-7: Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map
- ▶ Noise and Vibration
  - Impact NOI-1: Exposure of persons to or generation of noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies
  - Impact NOI-3: Potential to result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project
  - Impact NOI-4: Potential to result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project

► Population and Housing

- Impact POP-1: Potential to induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)

► Transportation and Traffic

- Impact TRA-1: Deterioration of intersection level of service
- Impact TRA-3: Increase in daily traffic volumes on arterial or non-residential collector road segments to from an acceptable level to a level greater than the maximum desirable daily volume
- Impact TRA-4: Increase in daily traffic volumes on residential streets from an acceptable level to an unacceptable level

► Utilities and Service Systems

- Impact UT-3: Potential to require new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects
- Impact UT-4: Potential to result in insufficient water supplies to serve the project from existing entitlements and resources, or a need for new or expanded entitlements

The Bridge District Specific Plan EIR, consistent with the 2016 General Plan EIR, found significant and unavoidable impacts related to aesthetics and visual resources, criteria air pollutant emissions, greenhouse gas emissions, and temporary construction noise.<sup>3</sup> Additionally, the Bridge District Specific Plan EIR identified a significant and unavoidable impact related to temporary vibration impacts from the operation of heavy equipment near vibration-sensitive uses, along with a range of impacts related to traffic congestion, which are no longer considered to be an impact under CEQA. Appendix C to this SEIR is the executive summary table from the Bridge District Specific Plan EIR. As with the General Plan, projects within the Specific Plan Area would be required to implement applicable mitigation measures outlined in the Bridge District Specific Plan EIR and mitigation monitoring and reporting program.

Neither the proposed update to the Mobility Element nor changes to typical cross sections or transportation diagrams in the Bridge District Specific Plan would increase the severity of any of these significant and unavoidable impacts disclosed in the 2016 General Plan EIR.

## ES.5 ALTERNATIVES

CEQA requires the EIR to analyze a reasonable range of alternatives to the proposed project that (1) meet most or all of the project's objectives; (2) substantially reduce one or more of its significant effects; and (3) are potentially feasible. Pursuant to CEQA Guidelines Section 15163, the supplement to the EIR need contain only the information necessary to make the previous EIR adequate for the project as revised. The proposed Mobility Element updates and changes to typical cross sections and diagrams for transportation facilities in the Bridge

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<sup>3</sup> When the CEQA review was completed for the Specific Plan, it was called the "Triangle Specific Plan," which was since changed to the Bridge District Specific Plan. This SEIR was developed based on the March 2009 Draft Supplemental Triangle Specific Plan EIR and the June 2009 Final Triangle Supplemental Specific Plan EIR, which in turn also summarize the results of a 1993 Draft and Final EIR for this Specific Plan.

District Specific Plan would not increase the severity of any impacts as they were disclosed in the 2016 General Plan EIR. The Mobility Element and Specific Plan updates included as a part of the proposed project would generally have beneficial environmental impacts, as presented in more detail throughout this SEIR. For example, the Mobility Element updates related to reducing vehicular travel demand or VMT would also reduce associated adverse physical environmental impacts related to criteria air pollutant emissions, greenhouse gas emissions, and transportation noise. Since there are no new impacts associated with the proposed project and since there are no impacts that would increase in severity with implementation of the proposed project, this SEIR does not include any new alternatives for analysis. There are no alternatives that were determined to be infeasible at the time of drafting the 2016 General Plan EIR (Alternative Locations, Reduced Density Alternative, 2016 General Plan EIR page 4-3) that would address any potentially significant impact, and that are now feasible. Therefore, the proposed project would not make the alternatives analysis provided in Section 4.4 of the 2016 General Plan EIR inadequate, and no changes to Chapter 4 are needed.

## **ES.6 POTENTIAL AREAS OF CONTROVERSY/ISSUES TO BE RESOLVED**

CEQA Guidelines Section 15123 recommends that the Executive Summary include a brief summary of areas of controversy known to the lead agency. The 2016 General Plan EIR includes a list of topics where there could be potentially significant effects that would be examined in that EIR (2035 General Plan, page ES-4).

A notice of preparation (NOP) on this SEIR was prepared that requested comments from affected agencies and the public regarding the scope and content of the SEIR. The City circulated the NOP for a 30-day review period starting on July 20, 2022. The City invited additional comments on the scope of the SEIR at virtual public meeting held on August 9, 2022 at 11:00 am. Appendix A of this SEIR includes each comment received on the NOP, along with comments received at the scoping meeting. NOP comments have been considered and addressed in the respective technical sections in Chapter 3, “Environmental Setting, Impacts, and Mitigation Measures,” of this SEIR and are summarized in Section 1.3, “Scope and Focus of the Supplemental EIR” of this SEIR. Topics mentioned in response to the NOP and at the scoping meeting include:

- ▶ Rare, threatened, endangered, and other sensitive species and habitats
- ▶ Appropriate and adequate avoidance, minimization, and/or mitigation measures for all direct, indirect, and cumulative impacts
- ▶ Cultural and tribal cultural resources and consultation
- ▶ Surface and groundwater quality and existing regulatory requirements
- ▶ Design for pedestrian connection
- ▶ Greenhouse gas embodied within electricity generation

## **ES.7 HOW TO COMMENT ON THIS DRAFT SEIR**

This Supplemental EIR is being circulated for a 45-day public review period. During this time, members of public and agencies can submit written comments on the Supplemental EIR to the address provided below.

Seamus Laffey, AICP, Senior Planner  
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1110 West Capitol Avenue, 2nd Floor  
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[seamusl@cityofwestsacramento.org](mailto:seamusl@cityofwestsacramento.org)

Comments should be focused on the adequacy and completeness of the SEIR. “Adequacy” is defined as the thoroughness of the EIR in addressing significant adverse physical environmental effects, identifying mitigation measures for those impacts, feasible alternatives that would reduce or avoid potentially significant effects, and supplying enough information for public officials to make decisions about the merits of the project.

After the end of the public review period and as part of preparing the Final SEIR, the City will prepare written responses to all comments pertaining to the adequacy of the Draft SEIR in addressing potentially significant adverse environmental effects associated with the proposed project. The Final SEIR will consist of the Draft SEIR, comments received, written responses to comments, and a list of commenters. It may also contain additional information necessary to respond to the comments.

The City Council will consider certification of the Final SEIR prior to taking action on the proposed General Plan Mobility Element update and changes to the Bridge District Specific Plan. At that time, the Council will adopt findings regarding the disposition of each significant effect identified in the Final SEIR, as well as a statement of overriding considerations describing the specific benefits that outweigh the proposed project’s significant and unavoidable impacts.

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# 1 INTRODUCTION

The City of West Sacramento (City) is proposing to update the General Plan Mobility Element and the Bridge District Specific Plan (“the proposed project”). Updates are needed to reflect changes in needs for transportation facilities, an increased focus on managing vehicular travel demand (VMT), continued emphasis on a multi-modal transportation system and supportive development patterns, a commitment to continue to involve the public in transportation improvements, particularly those that have traditionally been underserved by transportation services and the city’s disadvantaged communities, and a renewed focus on addressing gaps in pedestrian, bicycle, and transit access, particularly in areas where development patterns are relatively more supportive of these non-vehicular travel modes.

This Supplemental General Plan Environmental Impact Report (SEIR) has been prepared to provide additional information needed to address the proposed project, in addition to that which was provided in the City’s 2016 General Plan Environmental Impact Report (EIR) and the Bridge District Specific Plan EIR.

## 1.1 THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

This SEIR was prepared in compliance with the California Environmental Quality Act (CEQA) of 1970 (Public Resources Code Section 21000 *et seq.*) and the CEQA Guidelines (California Code of Regulations, Title 14, Section 15000 *et seq.*).

The lead agency is the public agency with primary responsibility over the proposed project. In accordance with CEQA Guidelines Section 15051(b)(1), “the lead agency will normally be the agency with general governmental powers, such as a city or county, rather than an agency with a single or limited purpose.” The City of West Sacramento, as the lead agency, directed the preparation of this SEIR to evaluate the environmental impacts of implementation of the proposed project.

### 1.1.1 TYPE OF EIR

CEQA Guidelines Sections 15162 through 15164 set forth the criteria for determining the appropriate additional environmental documentation, if any, to be completed when there is a previously certified EIR covering the project for which a subsequent discretionary action is required. According to CEQA Guidelines Sections 15162(a) and 15163, when an EIR has been certified for a project, no subsequent or supplement to an EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole public record, one or more of the following:

- (1) substantial changes are proposed in the project that will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects;
- (2) substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

- (3) new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:
  - (A) The project will have one or more significant effects not discussed in the previous EIR.
  - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR.
  - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives.
  - (D) Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Section 15163 of the CEQA Guidelines states that a lead agency may choose to prepare a supplement to an EIR rather than a subsequent EIR if:

- (1) any of the conditions described above for Section 15162 would require the preparation of an SEIR, and
- (2) only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.

Section 15163 of the CEQA Guidelines also identifies that a supplemental EIR need contain only the information necessary to make the previous EIR adequate for the project as revised. A supplemental EIR may also be circulated for public and agency review by itself without recirculating the previous draft or final EIR.

This SEIR supplements the previously certified City of West Sacramento General Plan EIR (General Plan EIR) and the Bridge District Specific Plan EIR (Specific Plan EIR) (State Clearinghouse #2015082061 and 2008072024, respectively). The 2016 General Plan EIR and Specific Plan EIR continue to have utility in addressing direct, reasonably foreseeable indirect, and cumulative impacts associated with implementing the General Plan and the proposed updates to the General Plan and Specific Plan. Mitigation measures imposed as a part of the 2016 General Plan EIR and the Specific Plan EIR continue to apply to implementation of the City's General Plan and the Bridge District Specific Plan.

## **1.1.2 PURPOSE OF THIS ENVIRONMENTAL IMPACT REPORT**

The CEQA Guidelines charge public agencies with the responsibility of avoiding or minimizing environmental damage that could result from implementation of a project, where feasible. As part of this responsibility, public agencies are required to balance various public objectives, including economic and social issues, in addition to the environmental issues addressed in a CEQA document.

The purpose of an EIR is neither to recommend approval nor denial of a project. An EIR is an informational document used in the planning and decision-making process by the lead agency and responsible and trustee

agencies. An EIR describes the significant environmental impacts of a project, identifies potentially feasible measures to mitigate significant impacts, and describes potentially feasible alternatives to the project that can reduce or avoid significant environmental effects. CEQA requires decision-makers to balance the benefits of a project against its unavoidable environmental effects in deciding whether to carry out a project.

If significant environmental effects are identified, the lead agency must adopt findings indicating whether feasible mitigation measures or alternatives exist that can avoid or reduce those effects. If the environmental impacts are identified as significant and unavoidable, the lead agency may still approve the project if it determines that social, economic, legal, technological, or other factors override the unavoidable impacts. The lead agency would then be required to prepare a “Statement of Overriding Considerations” that discusses the specific reasons for approving the project.

In making its decision about the proposed project, the City considers the information in this SEIR, comments received on the SEIR, and responses to those comments, information in the 2016 General Plan EIR and technical appendices, along with materials cited in the 2016 General Plan EIR and this SEIR, and the Specific Plan EIR and cited technical documents to support the analysis presented herein.

### **1.1.3 SCOPE AND FOCUS OF THIS SUPPLEMENTAL EIR**

Pursuant to Section 15143 of the CEQA Guidelines, a lead agency may limit an EIR’s discussion of environmental impacts to specific issue areas where significant impacts on the environment may occur. This principle has been used to organize the information presented in this SEIR.

The City used a variety of information to determine which issue areas may require relatively more or less information in supplement to the General Plan EIR and Bridge District Specific Plan EIR in order to address the proposed project. This information included review of proposed project characteristics, the General Plan and General Plan EIR, the Bridge District Specific Plan and EIR, the Mobility Element Update, and comments received from members of the public and from agencies.

A notice of preparation (NOP) on the SEIR was prepared that requested comments from affected agencies and the public regarding the scope and content of the SEIR. The City circulated an NOP for this SEIR starting on July 20, 2022 ending on August 19, 2022. In addition, the City invited additional comments on the scope of the SEIR at a virtual public meeting held on August 9, 2022 at 11:00 am. Appendix A of this SEIR includes each comment received on the NOP, along with comments received at the scoping meeting. NOP comments have been considered and those relevant to the environmental analysis have been addressed in this SEIR, as appropriate.

As a result of the review of existing information and the scoping process, it was determined that the following resource areas would have dedicated sections in this SEIR where supplementary information will be provided:

- ▶ Aesthetics
- ▶ Air Quality
- ▶ Cultural Resources
- ▶ Greenhouse Gas Emissions
- ▶ Noise
- ▶ Transportation/Traffic

#### 1.1.4 OTHER ENVIRONMENTAL TOPICS NOT DISCUSSED IN DETAIL IN THIS SUPPLEMENTAL EIR

As discussed above, the focus of this SEIR is on those environmental topics listed above where additional information is needed as a supplement to the 2016 General Plan EIR and Bridge District Specific Plan EIR to address the proposed project. The following discussion describes other environmental topics that are not the focus of this SEIR, since the proposed changes to the Mobility Element and Bridge District Specific Plan would clearly have no bearing on these environmental impacts. Implementation of the proposed project would not change impacts related to the following environmental topics from what has already been analyzed in the General Plan EIR and Bridge District Specific Plan EIR. Therefore, these environmental topics are briefly discussed below and are not discussed further in this SEIR.

- ▶ **Agricultural and Forestry Resources:** The 2016 General Plan EIR determined there would be a significant and unavoidable impact related to conversion of Important Farmland to nonagricultural uses. The 2016 General Plan EIR also determined there would be less-than-significant impacts related to conflicting with existing zoning for agricultural use and other changes that could result in conversion of farmland to nonagricultural uses. Neither the Mobility Element Update nor the proposed revisions to the Bridge District Specific Plan streetscape diagrams involve any changes to existing land use or zoning that would result in additional conversion of agricultural land to nonagricultural uses or preclude agricultural uses. All of the changes to functional classifications, Circulation Diagram revisions, and proposed streetscape cross sections are in locations that were assumed to be urbanized in the 2016 General Plan EIR, and there are no areas now proposed for conservation of farmland that were not already considered in the 2016 General Plan EIR. Proposed updates to the Mobility Element focus on reducing VMT, encouraging non-vehicular travel, and facilitating broad public input on transportation facilities. Proposed revisions to the Bridge District Specific Plan are needed to reflect changes in physical conditions and future complete street sections needed to support future infill development. Revisions to the Mobility Element would not result in any new significant impacts or a change to the conclusions identified in the prior 2016 General Plan EIR with respect to agriculture and forestry resources. There is no farmland nor are there forestry resources in the Specific Plan Area. Therefore, this topic is not discussed further in this SEIR.
- ▶ **Biological Resources:** The 2016 General Plan EIR identified Mitigation Measures BIO-6, BIO-7, and BIO-12 to ensure impacts to special-status fish and habitats, oak woodland and valley foothill riparian habitat, and invasive plants species would be reduced to less than significant. Impacts related to special-status species, special-status wildlife and their habitats, protected wetlands and other waters, native resident, migratory fish, or wildlife species, are less than significant with implementation of General Plan policies and adherences to local and state regulations. There would be no impacts related to conflicts with existing City ordinances protecting biological resources or adopted conservation plans. Implementation of the Mobility Element Update does not involve any land use changes in areas beyond what was considered in the 2016 General Plan EIR, such as in open space or agricultural areas. There would be no significant direct or indirect effects on special-status species, habitats, wildlife migratory corridors, or any sensitive natural communities as a result of proposed revisions to the Mobility Element. Further, the revisions to the Mobility Element would not result in direct disturbance to the physical environment, since it is focused on reducing VMT and supporting infill development. Therefore, implementation of the Mobility Element would not result in any new significant impacts or a change to the conclusions identified in the prior 2016 General Plan EIR with respect to biological resources, and this topic is not discussed further in this SEIR. Similarly, the Specific Plan EIR identified

potential impacts and mitigation measures for riparian portions of the Specific Plan Area addressing wetlands (1993 Impact 4.3-3), Swainson's hawk nesting (1993 Impact 4.3-5), Valley Elderberry Longhorn Beetle (Impact BIO-1), construction near nesting birds (Impact BIO-2), and special-status bats (Impact BIO-3). Since the proposed project includes changes to transportation diagrams and typical cross sections, and since these changes are not in or near riparian portions of the Specific Plan Area, the proposed project does not change any of the impact analysis or mitigation related to biological resources for the Specific Plan.

- ▶ **Geology, Soils, and Paleontological Resources:** The 2016 General Plan EIR and Bridge District Specific Plan EIR concluded that implementation of General Plan policies and adherence to federal and local regulations would reduce impacts to geologic units and soils to less than significant. The 2016 General Plan EIR identified Mitigation Measure GEO-7 to reduce impacts to paleontological resources or sites to a less-than-significant level and the Bridge District Specific Plan EIR included 1993 Mitigation Measure 4.20-2(a) to reduce impacts to paleontological resources or sites to a less-than-significant level. Implementation of the Mobility Element update and updated to the Bridge District Specific Plan would not change anything related to direct or indirect effects on existing geologic units, features, and soils in the city compared to that already disclosed in the previous EIRs. The Mobility Element and Bridge District Specific Plan updates do not propose any changes that could result in seismic, geologic, or paleontological related hazards in areas beyond what was considered in the previous EIRs. Pertinent mitigation measures and applicable policies and standards would continue to apply to the implementation of the updated General Plan and updated Bridge District Specific Plan. Therefore, implementation of the proposed project would not result in any new significant impacts or a change to the conclusions identified in the 2016 General Plan EIR or Bridge District Specific Plan EIR with respect to geology, soils, and paleontological resources, and this topic is not discussed further in this SEIR.
- ▶ **Hazards and Hazardous Materials:** The 2016 General Plan EIR determined that compliance with existing regulations, and these regulations would ensure that hazardous materials are handled in safe manner. Reasonably foreseeable spills under operational conditions would be handled according to the specifications of the County Hazardous Waste Management Plan, which governs the preparation and implementation the County's Area Plan for emergency response to chemical spills in the community, and would ensure less than significant impacts. The City also routinely consults with the school district prior to discretionary approval of new businesses and industry that use hazardous materials near existing school sites as part of the project review process. The Bridge District Specific Plan included Mitigation Measure HAZ-1 that describes compliance with existing hazardous materials regulations, Mitigation Measure TRA-8 to further ensure that there would be no significant impacts related to hazardous materials associated with buildout of the Specific Plan Area and Mitigation Measures 1993 4.19-1(a) through 4.19-1(h) to address potential impacts related to groundwater contamination. The Specific Plan EIR also includes Mitigation Measure 4.19-2(c) to address potential issues related to lead based paint and asbestos containing materials. The Mobility Element update and Bridge District Specific Plan update would not change existing provisions regarding hazardous material sites. Impacts related to airport and aircraft hazards would continue to be less than significant based on the City's classification as a low-risk priority. Implementation of the Mobility Element update and Bridge District Specific Plan update would not result in any new significant impacts or a change to the conclusions identified in the 2016 General Plan EIR or Bridge District Specific Plan EIR with respect to hazards and hazardous materials because projects implemented under the proposed project would implement the same federal, State, and City regulations, permits, and programs; City ordinances; and policies of the City related to hazards and hazardous materials, along with implementing Mitigation Measure TRA-8 and Mitigation Measures 1993

4.19-1(a) through 4.19-1(h), Mitigation Measure 4.19-2(c), and Mitigation Measure HAZ-1 within the Specific Plan Area. Therefore, this topic is not discussed further in this SEIR.

- ▶ **Hydrology and Water Quality:** The 2016 General Plan EIR determined that there would be significant and unavoidable impacts related to placing housing within a 100-year flood hazard area until the West Sacramento Levee Improvement Program is complete and the required flood protection for development protected by the levee system is obtained. The West Sacramento Area Flood Control Agency (WSAFCA) is a Joint Exercise of Powers Agreement among the City of West Sacramento, Reclamation District 900, and Reclamation District 537. WSAFCA has completed four distinct flood risk reduction projects, amounting to approximately eight miles of levee rehabilitation that achieves 200-year flood protection. WSAFCA is working to achieve 200-year flood protection by 2030 (Dirksen, pers. comm. 2023). Impacts related to water quality, water quality standards, runoff water, altering drainage patterns, groundwater recharge/existing supplies, impeding/redirecting flood flows, flooding, and inundation by seiche, tsunami, or mudflow are less than significant with implementation of General Plan policies and adherences to local and state regulations. Levee roads have been removed from the Circulation Diagram. Implementation of the Mobility Element update and Bridge District Specific Plan update would not change any of the description of direct or indirect impacts in the previous EIRs related to hydrology and water quality since the proposed project is focused on changes to the Circulation Diagram and functional classification system, an updated vision for transit service, a renewed focus on strategies to reduce vehicular travel demand and increase the safety, convenience, and practicality of pedestrian, bicycle, and transit modes for reaching daily destinations. Hydrological impacts would not be any different than those reported under the 2016 General Plan EIR and Bridge District Specific Plan EIR. Future projects would adhere to existing State, regional, and City regulations and permits related to hydrology and drainage. Therefore, implementation of the Mobility Element update and Bridge District Specific Plan update would not result in any new significant impacts or a change to the conclusions identified in the previous EIRs with respect to hydrology and water quality, and this topic is not discussed further in this SEIR.
- ▶ **Land Use and Planning:** The 2016 General Plan EIR determined that impacts related to land use and planning would be less than significant. In the 2016 General Plan EIR, the City determined that the General Plan would not result in the physical division of existing communities, or reduce the effectiveness of any plan or regulation that protects the environment based on implementation of several policies identified in the Urban Design, Mobility, Safety, and Natural and Cultural Resources Elements. The Mobility Element update and Bridge District Specific Plan update would not result in any physical divisions of any West Sacramento communities. There are changes in the location of certain transportation facilities, expressed both in the updated Circulation Diagram and in updated exhibits in the Bridge District Specific Plan. These changes reflect development that has occurred in the intervening period between when each of these plans was previously adopted and present day. These changes also reflect improved connections within and between neighborhoods and mixed-use districts to be made in association with new development, as well as improvements for bicycle and pedestrian connectivity. The Mobility Element update and Bridge District Specific Plan update also do not conflict with any plan, policy, or regulation adopted with the purpose of reducing any environmental impact. The proposed changes are focused on improving multi-modal access; promoting infill development; reflecting progress that has been made in implementing the 2016 Mobility Element; reducing VMT, increasing the safety, convenience, and practicality of pedestrian, bicycle, and transit modes for reaching daily destinations; affirming the City's commitment to involve the public in transportation improvements, particularly those that have traditionally been underserved by transportation services and the city's disadvantaged communities; and addressing gaps in pedestrian, bicycle, and transit

access, particularly in areas where development patterns are relatively more supportive of these non-vehicular travel modes. Therefore, implementation of the Mobility Element update and Bridge District Specific Plan update would not result in any new significant impacts or a change to the conclusions identified in the 2016 General Plan EIR. This topic is not discussed further in this SEIR.

- ▶ **Mineral Resources:** The 2016 General Plan EIR determined there would be no impacts to mineral resources. The Mobility Element update and Bridge District Specific Plan update do not propose any new areas for development, including areas that may otherwise be available for mineral resource extraction. Therefore, the revisions to the Mobility Element and Bridge District Specific Plan would not result in any new significant impacts or a change to the conclusions identified in the 2016 General Plan EIR with respect to mineral resources. This topic is not discussed further in this SEIR.
- ▶ **Population and Housing:** The 2016 General Plan EIR determined there would be a significant and unavoidable impact related to substantial population growth related to implementation of the General Plan. The 2016 General Plan EIR also determined there would be less than significant impacts related to displacement of substantial numbers of housing and people. While the Mobility Element update includes policies to encourage and facilitate infill development, it would not propose any direct changes to existing land use designations or zoning that would result in additional population growth or any displacement. Proposed revisions to the Bridge District Specific Plan are limited to transportation facility diagrams and typical cross sections and are unrelated to population and housing. Implementation of the Mobility Element update and Bridge District Specific Plan update would not result in any new significant impacts or a change to the conclusions identified in the 2016 General Plan EIR with respect to population and housing. Therefore, this topic is not discussed further in this SEIR.
- ▶ **Public Services:** The 2016 General Plan EIR concluded that there would be potentially significant adverse physical impacts associated with the provision of new or physically altered governmental facilities that would be reduced to less than significant with implementation of Mitigation Measures CUL-2, CUL-3, and WQ-3 identified in the 2016 General Plan EIR. While the Mobility Element Update includes policies to encourage and facilitate infill development, it would not propose any direct changes to existing land use designations or zoning that would result in any increased demand for fire, police, school, park, or library facilities or services. Proposed revisions to the Bridge District Specific Plan are limited to transportation facility diagrams and typical cross sections and are unrelated to public services and facilities. Therefore, implementation of the Mobility Element update and Bridge District Specific Plan update would not result in any new significant impacts or a change to the conclusions identified in the 2016 General Plan EIR with respect to public services, and this topic is not discussed further in this SEIR.
- ▶ **Recreation:** The 2016 General Plan EIR describes how General Plan policies would allow the City to prevent future growth from causing a shortfall in parks and associated deterioration of existing facilities, finding a less-than-significant impact. The 2016 General Plan EIR did identify potentially significant impacts associated with construction and operation of aquatic recreation facilities. However, this potential impact would be reduced to less than significant with implementation of Mitigation Measures BIO-6, CUL-2, CUL-3, and WQ-3 identified in the 2016 General Plan EIR. The Mobility Element Update does not propose any changes to existing land use designations or zoning that would result in demand for existing or additional recreation facilities. The Mobility Element Update is intended to reduce VMT, facilitate pedestrian and bicycle travel, and encourage infill development. Proposed revisions to the Bridge District Specific Plan are

limited to transportation facility diagrams and typical cross sections and are unrelated to demand for, or use of recreational facilities. Therefore, implementation of the Mobility Element update and Bridge District Specific Plan update would not result in any new significant impacts or a change to the conclusions identified in the 2016 General Plan EIR with respect to recreational facilities, and this topic is not discussed further in this SEIR.

- ▶ **Utilities and Service Systems:** The 2016 General Plan EIR determined there would be less than significant impacts related to wastewater treatment requirements, new or expanded of water or wastewater treatment facilities, capacity of wastewater facilities, and solid waste disposal. The 2016 General Plan EIR did identify significant and unavoidable impacts associated with the need for new or expanded of stormwater drainage facilities and potential to result in insufficient water supplies. While the Mobility Element update includes policies to encourage and facilitate infill development, it does not propose any changes to existing land use designations or zoning that would require new connections to existing utilities or necessitate construction of water, wastewater, stormwater, electric, natural gas, or telecommunication facilities. Therefore, implementation of the Mobility Element update and Bridge District Specific Plan update would not result in any new significant impacts or a change to the conclusions identified in the 2016 General Plan EIR with respect to utilities and service systems, and this topic is not discussed further in this SEIR.
- ▶ **Wildfire:** The 2016 General Plan EIR evaluated the potential for wildfire risk in Impact HAZ-8, finding a less-than-significant impact. The 2016 General Plan explains how Goal PFS-9 and Policies PFS-9.1 and 9.2, which relate to the provision of adequate fire protection facilities and services, work to avoid a significant impact. The City has been designated by the California Department of Forestry and Fire Protection (CALFIRE) as a Local Responsibility Area, and there are no moderate, high, or very high fire hazard severity zones in the city (CALFIRE 2022). The City is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. Neither the Mobility Element update nor the Bridge District Specific Plan update propose changes to the transportation system that would limit or reduce emergency access. The proposed project would have no impact on exacerbating wildfire risk and it would not result in any new significant impacts or a change to the conclusions identified in the prior 2016 General Plan EIR with respect to wildfire risk. This topic is not discussed further in this SEIR.
- ▶ **Alternatives:** The proposed revisions to the Mobility Element and Bridge District Specific Plan do not change the findings regarding potentially significant impacts associated with implementing the General Plan and Specific Plan. As such, there is no need for any new alternative that would reduce potential impacts that have arisen based on the proposed changes. The alternatives analysis in the 2016 General Plan EIR remains adequate for addressing the General Plan and Specific Plan and a supplemental alternatives analysis is not included as part of this SEIR.

### 1.1.5 DOCUMENT FORMAT

The content and format of this SEIR is designed to meet the requirements of CEQA and the CEQA Guidelines (California Code of Regulations Sections 15122 through 15132). This SEIR is organized into the following chapters so that the reader can easily obtain information about the proposed project and its environmental issues:



- ▶ **The “Executive Summary”** presents an overview of the project and alternatives and associated environmental impacts/consequences; a listing of environmental impacts/consequences and mitigation measures; and known areas of controversy and issues to be resolved.
- ▶ **Chapter 1, “Introduction,”** explains the purpose and intended use of this SEIR, provides a brief summary of the project that is being evaluated, identifies the scope and focus of this SEIR, outlines the organization of the document, and provides information on public review process.
- ▶ **Chapter 2, “Project Description,”** describes the regional location and setting, background and history, project objectives, project characteristics, and the relationship of the proposed project to related plans and regulations.
- ▶ **Chapter 3, “Environmental Setting, Impacts, and Mitigation Measures,”** is divided into sections corresponding to the environmental topics listed above. The introduction to Chapter 3 explains the approach to the environmental setting, identifies the documents incorporated by reference, presents the section contents, and provides definitions of the types of environmental impacts. The impact analysis examines the impacts that would occur with implementation of the General Plan Mobility Element Update and compares the impacts of the General Plan Mobility Element Update to those previously analyzed in the General Plan EIR. The analysis incorporates by reference applicable portions of the General Plan EIR. Each of the remaining sections is devoted to a particular environmental topic area and describes the baseline, or existing environmental setting; regulatory setting; thresholds for determining significance; and then provides an analysis of environmental impacts, identifies mitigation measures that would avoid, eliminate, or reduce potentially significant or significant impacts to a less-than-significant level, where available and feasible; and identifies the significance of the proposed project after implementation of mitigation.
- ▶ **Chapter 4, “Alternatives”** addresses the relative impacts of alternatives to the proposed project.
- ▶ **Chapter 5, “Other CEQA Considerations,”** addresses cumulative impacts, the potential for the project to foster economic or population growth, or remove obstacles to growth, discusses any significant and unavoidable adverse impacts that would result from project implementation, and discusses any irreversible or irretrievable commitment of resources that could be caused by the project.
- ▶ **Chapter 6, “List of Preparers,”** lists individuals who were involved in preparing this SEIR.
- ▶ **Chapter 7, “References,”** provides a bibliography of sources cited in the SEIR.

## 1.2 INTENDED USE OF THIS EIR

The West Sacramento Planning Commission and City Council will use the EIR to inform themselves of the impacts of the proposed project before considering a recommendation or an action on the proposed project. The Planning Commission and City Council will also consider other information and testimony submitted during deliberations on the proposed project. This EIR is prepared for the purpose of analyzing the environmental impacts of the proposed General Plan Mobility Element and Bridge District Specific Plan update.

## **1.2.1 MAKING EFFECTIVE COMMENTS**

The City will accept written comments during the review period described below. Please focus your comments on the adequacy of the Draft SEIR.

## **1.2.2 SUBMITTING COMMENTS**

The Draft SEIR will be available for public review for the statutory 45-day public review period. During that time, agency representatives and members of public will have the ability to submit written comments on the Draft SEIR to the address provided below.

Seamus Laffey, AICP, Senior Planner  
City of West Sacramento Community Development Department  
1110 West Capitol Avenue, 2nd Floor  
West Sacramento, CA 95691  
[seamusl@cityofwestsacramento.org](mailto:seamusl@cityofwestsacramento.org)

## **1.3 FINAL EIR**

After the end of the public review period and as part of preparing the Final SEIR, the City will prepare written responses to all environmental issues raised through the public review process. The Final SEIR will present the comments received, written responses to comments, a complete list of commenters, and revisions made to the Draft SEIR in response to comments received. It may also contain additional information necessary to respond to the comments.

The West Sacramento City Council will consider certification of the Final SEIR prior to considering any action on the proposed project. The City Council will consider the adoption of findings regarding the disposition of each significant effect identified in the Final SEIR, as well as a statement of overriding considerations describing the specific benefits that outweigh significant and unavoidable impacts.

## **2 PROJECT DESCRIPTION**

The proposed project is an update to the Mobility Element of the General Plan and an update to transportation diagrams and typical cross section drawings in the Bridge District Specific Plan.

### **2.1 PROJECT SETTING**

#### **2.1.1 BACKGROUND**

Following adoption of the City's existing General Plan in 2016 and the last update to the Bridge District Specific Plan in 2009, there have been certain changes that require updates to the General Plan Circulation Diagram and to diagrams in the Bridge District Specific Plan. Among them, the City has been coordinating with Sacramento Regional Transit regarding expansion into West Sacramento, and there has been a significant evolution in mobility technologies and services (e.g., electric bikes/scooters, car-share, Via micro-transit, etc.) that are anticipated to evolve. The City has been examining reinvestment prospects in Pioneer Bluff and Stone Lock, and conducting market analysis, infrastructure planning, financial analysis, engagement with property owners, and conceptual land use planning for these areas. There have been a number of planning and engineering analyses for the Broadway Bridge that ultimately identified a preferred alignment and location that affects the alignments Riverfront Street, 5th Street, 15th Street, and the southern portion of the River Walk, among other facilities, as well as future traffic patterns in the Bridge District Specific Plan and beyond, in addition to planning and design efforts related to the Railyards Bridge (also sometimes known as the C Street Bridge or I Street Replacement Bridge).

The City also has been in the process of developing a Climate Action Plan, which includes a focus on making it more practical and convenient for more West Sacramento residents, employees, and visitors to meet more of their daily needs without the use of a private automobile. While the existing General Plan (adopted in 2016) already had a focus on pedestrian, bicycle, and transit access, it was appropriate to update some of the policy language.

Other changes to the Mobility Element are proposed to improve clarity, incorporate new information from the Sacramento Area Council of Governments, and ensure ongoing representation from traditionally underrepresented populations and the city's disadvantaged communities.

The setting and background described in the 2016 General Plan EIR on pages 2-1 and 2-2 is still relevant, and was used to inform the Mobility Element and Bridge District Specific Plan update, as well as the analysis presented in this SEIR.

#### **2.1.2 LOCATION**

The project site is the Planning Area of the city of West Sacramento in eastern Yolo County across the Sacramento River from the city of Sacramento. The city is bounded by the Sacramento River on the east and the Yolo Bypass on the west. Interstate 80 (I-80) is located in the northwestern part of the city; U.S. Highway 50/Capital City Freeway bisects the city, oriented east to west.

## 2.2 PROJECT OBJECTIVES

The proposed General Plan Mobility Element Update and proposed revisions to the Bridge District Specific Plan are consistent with the Project Objectives that were included in the City's 2016 General Plan EIR, which was circulated for public review in August of 2016, with the following non-substantive change shown in ~~strikeout~~ and underline, below:

- ▶ Incorporate goals, policies, and implementation measures into the General Plan that are consistent with current state law, including changes to California Planning Law enacted since the last major update of the General Plan in ~~1999~~ 2016.
- ▶ Adopt goals, policies, and implementation measures that reflect the City's commitment to community sustainability. Specific examples include a vital central business district; compact, mixed-use developments near transit nodes; encouragement of urban infill where practical; revitalization of areas such as Stone Lock, Pioneer Bluff, and Seaway; flood protection; and passive and active recreation opportunities along the Sacramento River.
- ▶ Reflect the land use pattern and intensity set out in the Sustainable Communities Strategy (SCS) adopted by Sacramento Area Council of Governments (SACOG).
- ▶ Adopt a climate action plan (CAP) to reduce the city's emissions of greenhouse gases and conform to State CEQA Guidelines Section 15183.5 allowing the streamlining of CEQA analyses of projects that are consistent with the CAP.

Regarding the last Project Objective bullet above, the City is currently, as of the drafting of this document, in the process of preparing a climate action plan.

### 2.2.1 CHANGES TO THE GENERAL PLAN MOBILITY ELEMENT

The City is proposing amendments to the Circulation Diagram in the General Plan Mobility Element to incorporate geometries identified in the Pioneer Bluff and Stone Lock Reuse Master Plan, the Washington Realized Sustainable Community Strategy, and the Bridge District Specific Plan. The City has proposed some edits to the description of the functional classification system currently depicted on pages 2-56 through 2-58 of the existing General Plan, including new Collectors, extensions to Collectors, new intersections, and one new Arterial.

Aside from changes to the Circulation Diagram and functional classification system, the City proposes certain text changes to the Mobility Element. These include revisions those that update existing conditions. Some of the proposals included in the existing General Plan (adopted in 2016) have now been implemented, and there is no need to identify such components in the future tense. Additional revisions have been made to underscore the importance of multi-modal access in order to meet other environmental, economic, and social objectives of the General Plan and other City policy documents. Revisions have been made to offer expanded background and updated guidance related to managing VMT. A new implementation program has been added in relation to reducing VMT. SACOG has identified that, relative to household-generated VMT, much of West Sacramento is in low-VMT areas where additional housing could help to bring the regional average VMT per capita down. This information has been added as a part of the updated Mobility Element. Mobility Element revisions reflect an

updated vision for transit service, and increase the safety, convenience, and practicality of pedestrian, bicycle, and transit modes for reaching daily destinations. Proposed updates to the Mobility Element focus on addressing gaps in pedestrian, bicycle, and transit access, particularly in areas where development patterns are relatively more supportive of these non-vehicular travel modes.

Other proposed text changes relate to how the City will carry out transportation improvements, including revisions that reflect the City's commitment to involve the public in transportation improvements, particularly those that have traditionally been underserved by transportation services and the city's disadvantaged communities.

## **2.2.2 CHANGES TO THE BRIDGE DISTRICT SPECIFIC PLAN**

The City proposes to amend the planned transportation facilities described in the Bridge District Specific Plan, including Volume 2, Section 2.2, the Regulating Plan, which identifies the backbone circulation infrastructure and functional classifications, as well as the "order" (combined streetscape and building design standards guidance). The amendment includes additional and revised exhibits showing typical cross sections to augment the streetscape standards for new street segments. Section 3.7.6, Bicycle Network, will be updated, along with Volume 3, Exhibit 5: Through Streets and Exhibit 7: Public Roadways and Traffic Signals, Exhibit 9: Transit Facilities, and Exhibit 10: Bikeway Facilities.

## **2.3 REQUIRED APPROVALS**

This SEIR is prepared in accordance with the requirements of CEQA (California Public Resources Code Section 21000 *et seq.*) and the CEQA Guidelines (California Code of Regulations [CCR] Section 15000 *et seq.*). The City of West Sacramento, as lead agency for the proposed project under CEQA, has the principal responsibility for certification of the SEIR and adopting and implementing the Mobility Element and Bridge District update.

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## 3 IMPACT ANALYSIS

### 3.0 APPROACH TO THE ENVIRONMENTAL ANALYSIS

Sections 3.1 through 3.17 of the City's 2016 General Plan EIR describe impacts associated with implementation of the City's existing General Plan. This SEIR uses this same organization, including the numbering of environmental impact sections, though, as noted above under Section 1.1.4, for several environmental topic areas, there are no new significant impacts and no increase in severity in impacts. This SEIR uses the same section numbering scheme so that it is easier to use the 2016 General Plan EIR and this SEIR in tandem to fully address the impacts of implementing the updated General Plan, including updates to the Mobility Element proposed as a part of this project.

The Bridge District Specific Plan uses a similar organization, with sections addressing each environmental topic area, and additional information necessary to address impacts of the Bridge District Specific Plan, as proposed for update by the City as a part of this project, are presented by environmental topic area, as outlined below.

Based on the analysis presented in Section 1.1.4, and given the nature of the proposed updates to the Mobility Element and Bridge District Specific Plan, the focus of analysis and reporting in this SEIR is on the following topics:

- ▶ Aesthetics
- ▶ Air Quality
- ▶ Cultural Resources
- ▶ Greenhouse Gas Emissions
- ▶ Noise
- ▶ Transportation and/Traffic

Chapter 4 addresses alternatives and Chapter 5 includes a discussion of other analyses required under CEQA, including cumulative and growth-inducing impacts).<sup>4</sup>

#### 3.0.1 INCORPORATION BY REFERENCE

CEQA Guidelines Section 15150 encourages incorporation by reference of previously analyzed and publicly circulated information. CEQA Guidelines Section 15150(c) states that the incorporated part of the referenced document shall be briefly summarized, where possible, or briefly described if the data or information cannot be summarized, and the relationship between the incorporated part of the referenced document and the EIR shall be described.

This SEIR hereby incorporates by reference the *City of West Sacramento General Plan EIR and the Bridge District Specific Plan EIR* (State Clearinghouse #2015082061, #2008072024, and #1993104714). Digital copies of the General Plan EIR are on the City of West Sacramento's website, at

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<sup>4</sup> Since the 2016 General Plan EIR was certified, the CEQA Guidelines Appendix G checklist was updated. Among those updates was the additional of questions related to energy use, renewable energy, and energy efficiency. Energy is addressed in the greenhouse gas emissions section of this Supplemental EIR. Also added as a part of these relatively recent changes was a new section with questions related to wildfire. Wildfire is addressed in this Supplemental EIR under the heading, hazards and hazardous materials, in Section 1.1.4. Tribal cultural resources was added as a separate section in Appendix G and is addressed as a part of cultural resources in this SEIR.

<https://www.cityofwestsacramento.org/government/departments/community-development/planning-division/general-plan-2035>. The Bridge District Specific Plan and environmental documents are on the City's website at: [https://www.cityofwestsacramento.org/government/departments/community-development/planning-division/planning-documents/-folder-222#docan961\\_1650\\_1838](https://www.cityofwestsacramento.org/government/departments/community-development/planning-division/planning-documents/-folder-222#docan961_1650_1838). All of these documents are also available for review at the City of West Sacramento during normal business hours:

Community Development Department, Planning Division  
1110 West Capitol Avenue, 2nd Floor  
West Sacramento, CA 95691

The 2016 General Plan EIR analyzed the adoption and implementation of the *City of West Sacramento General Plan Update* (City General Plan). The 2016 General Plan EIR provides a comprehensive assessment of the environmental impacts resulting from development accommodated under the General Plan and implementation of policies established within the General Plan. The 2016 General Plan EIR presents feasible mitigation measures to reduce potentially significant and significant impacts. Each mitigation measure is a procedure, program, or technique that requires City action, either alone or in collaboration with other agencies or organizations. Some of the implementation programs are processes or procedures that the City currently administers (such as development project review), while others identify new programs or projects.

Where information from the General Plan EIR is incorporated by reference in this SEIR, the relationship of the referenced material to the analyses in this SEIR is explained in each topic-specific resource section. Updates to environmental setting, impact, and mitigation discussions in this SEIR are provided where information has been modified since preparation of the General Plan EIR that is relevant to the impact analysis. This is consistent with CEQA Guidelines Section 15163, "Supplement to an EIR."

This same approach is used for the Bridge District Specific Plan EIR – where additional environmental setting, regulatory information, or impact analysis is needed to address the adverse physical effects associated with implementing the Bridge District Specific Plan, as proposed for update, that information is presented in the material that follows.

### 3.0.2 SECTION CONTENTS

Sections 3.1 through 3.17 of this SEIR are each organized into the following major components:

- ▶ **Existing Conditions (Regulatory Setting and Environmental Setting):** This subsection describes federal, State, regional, and local plans, policies, regulations, and laws that may apply to the environmental topic under evaluation. This SEIR summarizes updated federal, State, regional, and local plans, policies, regulations, and laws that have been adopted since preparation of the 2016 General Plan EIR. This subsection also provides an overview of the existing physical environmental setting (i.e., the environmental baseline). This SEIR provides updates to the environmental setting where changes have occurred since the adoption of the General Plan EIR.
- ▶ **Environmental Impacts (Significance Thresholds, Environmental Impacts, and Mitigation Measures):** The significance criteria (or "thresholds of significance") are provided to define the level at which an impact would be considered potentially significant or significant in accordance with CEQA. Thresholds may be quantitative or qualitative. They may be based on agency or professional standards or on legislative or



regulatory requirements relevant to the impact analysis. Generally, the thresholds of significance are derived from Appendix G of the CEQA Guidelines, as amended; factual or scientific information and data; and regulatory standards. This subsection also provides analysis of the potential environmental impacts of the project described in Chapter 2, “Project Description,” of this SEIR. The impact analysis examines the impacts that would occur with implementation of the Mobility Element and Bridge District Specific Plan update. Finally, as necessary, this subsection identifies feasible mitigation measures. For this SEIR, these mitigation measures are the same as those measures included in the General Plan EIR.

### 3.0.3 DETERMINING THE LEVEL OF SIGNIFICANCE

For each potential environmental impact identified in this SEIR, a statement of the level of significance of the impact is provided. Impacts are assessed as one of the following categories:

- ▶ **No impact** indicates that the construction, operation, and maintenance of the proposed project would not have any direct or indirect effects on the physical environment. It means no change from existing conditions. This impact level does not need mitigation.
- ▶ A **less-than-significant impact** is one that would not result in a substantial or potentially substantial adverse change in the physical environment. This impact level does not require mitigation under CEQA.
- ▶ A **significant impact** is defined by California Public Resources Code Section 21068 as “a substantial, or potentially substantial, adverse change in the environment.” Levels of significance can vary by project, based on the setting and the nature of the change in the existing physical condition. CEQA Guidelines Section 15382 defines a significant effect as a “substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant.”
- ▶ A **potentially significant impact** is one that, if it were to occur, would be considered a significant impact as described above; however, the occurrence of the impact cannot be immediately determined with certainty. For CEQA purposes, a potentially significant impact is treated as if it were a significant impact. Therefore, under CEQA, feasible mitigation measures or alternatives to the proposed project must be provided, where necessary and applicable, to eliminate or reduce the magnitude of potentially significant impacts.
- ▶ A **potentially significant and unavoidable impact** or **significant and unavoidable impact** is one that would result in a potentially substantial or substantial adverse effect on the environment, and that could not be reduced to a less-than-significant level even with any feasible mitigation or project alternatives. Under CEQA, a project with significant and unavoidable impacts could proceed, but the lead agency would be required (i) to conclude in findings that there are no feasible means of substantially lessening or avoiding the significant impact in accordance with CEQA Guidelines Section 15091(a)(3) and (ii) to prepare a statement of overriding considerations, in accordance with CEQA Guidelines Section 15093, explaining why the lead agency would proceed with a project, in spite of the potential for significant impacts.
- ▶ A **beneficial impact** is an impact that is considered to cause a positive change or improvement in the environment and for which no mitigation measures are required.

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## **3.1 AESTHETICS**

Aesthetic resources include scenic vistas or scenic resources such as trees, rock outcroppings, or historic buildings within a State scenic highway. In addition, the degradation of the existing visual character of a project site or the generation of light and glare which adversely affects day or nighttime views can be an aesthetic impact.

Section 3.1, “Aesthetics,” of the 2016 General Plan EIR described the character and quality of the visual resources within the city and analyzed the potential impacts from the General Plan (General Plan EIR, pages 3.1-1 to 3.1-27). Aesthetics effects of implementing the Bridge District Specific Plan are evaluated in a section addressing Aesthetics on pages 4A through 4A-17.

This section provides updated information related to the regulatory setting, environmental setting, and potential adverse physical environmental effects attributable to the City’s General Plan Mobility Element and Bridge District Specific Plan update, where applicable.

### **3.1.1 EXISTING CONDITIONS**

#### **REGULATORY SETTING**

The “Regulatory Setting” in the General Plan EIR remains unchanged as it relates to potential effects associated with the Mobility Element and Bridge District Specific Plan Update and is hereby incorporated by reference (General Plan EIR, page 3.1-1 to 3.1-9).

#### **UPDATES TO THE REGULATORY SETTING**

Governor Brown signed Senate Bill (SB) 743 in September 2013, which creates a process to change the way that transportation impacts are analyzed under CEQA. More details on SB 743 are provided in Section 3.16 of this SEIR, “Transportation/Traffic.” However, SB 743 also indicated that “Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.” Aesthetic impacts for qualifying projects within a transit priority area are not considered significant effects on the physical environment (Public Resources Code Section 21099). Much of the area in West Sacramento north of the Deep Water Channel and south of Sacramento Avenue is in a Transit Priority Area.

#### **ENVIRONMENTAL SETTING**

The existing environmental setting is described in the 2016 General Plan EIR (General Plan EIR, pages 3.1-15 to 3.1-17), is current as it relates to potential effects attributable to the Mobility Element and Bridge District Specific Plan update, and is hereby incorporated by reference. The setting provides the general scenic character and quality of the city and summarizes panoramic views and viewer groups in the community. There has been development in the city, improvements to visible transportation and other infrastructure, flood protection improvements, and other changes, though none of those changes pertains to new impacts or any increase in severity of impacts of the Mobility Element and Bridge District Specific Plan update.

The existing visual character of the Bridge District Specific Plan is described on pages 4A-1 through 4A-3. While there have been changes in the visual character of the area since that EIR was certified, none of those changes

would lead to a new impact or increase in severity of any impact in relation to the proposed updates to the transportation diagrams of the Bridge District Specific Plan.

### 3.1.2 ENVIRONMENTAL IMPACTS

#### THRESHOLDS FOR DETERMINING SIGNIFICANCE

The thresholds for evaluating the significance of impacts for this analysis are based on the checklist in Appendix G of the CEQA Guidelines and are the same as those used in the General Plan EIR. These thresholds are used to evaluate potential adverse physical environmental effects attributable to implementation of the CAP, with a focus on impacts beyond those addressed in the General Plan EIR. A significant impact to aesthetics would occur if the CAP would:

- ▶ have a substantial adverse effect on a scenic vista;
- ▶ substantially damage scenic resources, including but not limited to trees, rock outcrops, and historic buildings, within a State scenic highway;
- ▶ substantially degrade the existing visual character or quality of the site and its surroundings; or
- ▶ create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

After certification of the 2016 General Plan EIR and the Bridge District Specific Plan EIR, the Appendix G checklist was revised. The primary change was to differentiate urban and nonurbanized areas. For urban areas, such as the Bridge District Specific Plan Area and West Sacramento, the focus of analysis is now on conflicts with applicable zoning and other regulations governing scenic quality (State of California Department of Finance 2022). This shift in analysis would tend to reduce the level of impact related to a change in visual character compared to that described in the 2016 General Plan EIR and Bridge District Specific Plan EIR.

#### IMPACTS AND MITIGATION MEASURES

##### **Impact AES-1: Substantial degradation of the existing visual character or quality of the site and its surroundings, including scenic vistas**

The 2016 General Plan EIR (pages 3.1-20 to 3.1-22) found that development under the General Plan update would result in new suburban, urban, commercial/retail, and recreational development in undeveloped areas and infill development with a similar variety of uses. However, residents and other viewers in more established, older suburban and rural developments are likely to have a much higher sensitivity to the conversion of agricultural lands and encroaching suburban development because they are accustomed to the visual environment provided by open space and agriculture. Even with the updated General Plan policies to ensure that new development would achieve a high standard of visual quality and no additional mitigation beyond the proposed 2015 General Plan update policies, the impacts were determined to be **significant and unavoidable**. Mitigation Measures AES-3a through 3c would apply to future projects implemented under the updated General Plan, as applicable.

Under 1993 Impact 4.4-1, the Bridge District Specific Plan EIR found that the change in character from warehouses and low-scale industrial development to urban, mixed-use development would be dramatic, and the

impact was considered **significant and unavoidable** (pages 4A-9 and 4A-10). Mitigation Measures 4.4-1a through 4.4-1c would apply to future projects implemented under the updated Specific Plan, as applicable.

The Mobility Element update does not entitle or directly facilitate development. However, it does encourage infill development in the City's targeted reinvestment areas. However, future development would be required to meet the City's zoning requirements, landscaping standards, regulations of any applicable specific plan or any other policies related to aesthetic resources. Changes proposed to the Bridge District Specific Plan include shifting alignments for some transportation facilities and changes to typical cross sections. Implementation of the proposed project would **not result in new impacts nor impacts that would be substantially increased in severity** as compared with that addressed in the General Plan EIR or Specific Plan EIR.

**Impact AES-2: Substantial damage to scenic resources, including but not limited to trees, rock outcroppings, and historic buildings along a scenic highway.**

Impacts related to damage to scenic resources were determined to result in no impact in the 2016 General Plan EIR, as there are no federal, state, or local designated scenic roadways within the West Sacramento city limits that would be affected by the General Plan update. This is discussed further in the 2016 General Plan EIR (page 3.1-23) and that analysis is hereby incorporated by reference. Under Impact AES-1: [New] of the Bridge District Specific Plan EIR, the City noted that there are no scenic highways within the viewshed of the Plan Area, there will be no impacts related to scenic highways (page 4A-17). These conditions have **not changed** and there is no impact related to the Mobility Element and Bridge District Specific Plan update.

**Impact AES-3: Creation of a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area**

The 2016 General Plan EIR (pages 3.1-23 to 3.1-26) found that new development allowed by the General Plan update could increase light and glare in the planning area by removing vegetation that provides shade, introducing reflective surfaces, and increasing interior and exterior nighttime lighting that would affect daytime and nighttime views. While impacts associated with light and glare can be reduced, they cannot be fully mitigated, and this impact was determined to be **significant and unavoidable**.

The proposed Mobility Element update does not entitle or directly facilitate development. However, it does encourage infill development that could result in changes to existing light and glare. However, adherence to the City's Zoning Code, which requires that lighting be designed, installed, and maintained to avoid light spillage and glare, and Urban Structure and Design policies would minimize impacts. Implementation of the proposed project would **not result in new impacts nor impacts that would be substantially increased in severity** as compared with that addressed in the General Plan EIR.

In the Specific Plan EIR, light and glare effects are evaluated as a part of 1993 Impact 4.4-5 and 4.4-6, finding a less than significant impact for glare with the application of Mitigation Measure 4.4-5. Mitigation Measures 4.4-6a and 6(b) are imposed to address impacts related to light. Proposed changes in the alignment of streets included as a part of the proposed Bridge District Specific Plan update are in undeveloped areas, and street lighting associated with these facilities would have no impact on adjacent light sensitive uses. There is **no change in impact** associated with proposed Bridge District Specific Plan update compared to that addressed in the existing Specific Plan EIR.

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## 3.2 AGRICULTURAL AND FORESTRY RESOURCES

As detailed in Section 1.1.4 of this SEIR, there is **no change in impact** for the proposed project compared to that addressed in the 2016 General Plan EIR and the Specific Plan EIR.

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### **3.3 AIR QUALITY**

Air quality is defined by the concentration of pollutants related to human and environmental health. Concentrations of air pollutants are determined by the rate and location of pollutant emissions released by pollution sources, and the atmosphere's ability to transport and dilute such emissions. Natural factors that affect transport and dilution include terrain, wind, and sunlight. Therefore, ambient air quality conditions within an air basin are influenced by such natural factors as topography, meteorology, and climate, in addition to the amount of air pollutant emissions released by air pollutant sources.

Section 3.3, "Air Quality," of the General Plan EIR (pages 3.3-1 to 3.3-29) described the existing air quality conditions, summarized applicable regulations, and analyzed the potential short-term construction and long-term operational air quality impacts of the General Plan. That information is hereby incorporated by reference, and summarized in the "Executive Summary" of this SEIR.

This section provides updated information related to the environmental setting, the regulatory setting, and potential adverse physical environmental effects attributable to the City's General Plan Mobility Element Update, where applicable.

#### **3.3.1 EXISTING CONDITIONS**

##### **REGULATORY SETTING**

The "Regulatory Setting" in the General Plan EIR and Specific Plan EIR is hereby incorporated by reference (General Plan EIR, pages 3.3-1 to 3.3-5 and Specific Plan EIR pages 4B-11 through 4B-17).

##### **UPDATES TO THE REGULATORY SETTING**

West Sacramento is within the Sacramento Valley Air Basin, in which air quality does not meet some State and federal health standards—specifically State standards for ozone and particulate matter and federal standards for ozone. West Sacramento is under the jurisdiction of the Yolo-Solano Air Quality Management District (YSAQMD), which monitors and regulates air quality in the planning area and regulates air pollution emissions of commercial and industrial operations.

The YSAQMD is part of the Sacramento Regional 2008 National Ambient Air Quality Standards 8-Hour Ozone Attainment and Reasonable Further Progress Plan. The 8-Hour Ozone Plan is intended to encourage infill development and growth patterns that promote alternatives to the automobile.

Updated state and federal ambient air quality standards, as provided in Table 3.3-1 (page 3.3-2) of the 2016 General Plan EIR and Table 4B-1 (pages 4B-7 through 4B-8) of the Specific Plan EIR are shown in Table 3.3-1, below:

**Table 3.3-1 National and California Ambient Air Quality Standards**

Pollutant	Averaging Time	CAAQS <sup>1</sup>	NAAQS <sup>2,3</sup> Primary	NAAQS <sup>2,3</sup> Secondary
CO	1 Hour	20 ppm (23 mg/m <sup>3</sup> )	35 ppm (40 mg/m <sup>3</sup> )	NA
CO	8 Hour	9.0 ppm (10 mg/m <sup>3</sup> )	9 ppm (10 mg/m <sup>3</sup> )	NA
NO <sub>2</sub>	1 hour	0.18 ppm (339 µg/m <sup>3</sup> )	100 ppb (188 µg/m <sup>3</sup> )	NA
NO <sub>2</sub>	Annual Arithmetic Mean	0.030 ppm (57 µg/m <sup>3</sup> )	0.053 ppm (100 µg/m <sup>3</sup> )	Same as Primary
Ozone	1 hour	0.09 ppm (180 µg/m <sup>3</sup> )	NA	NA
Ozone	8 hour	0.070 ppm (137 µg/m <sup>3</sup> ) <sup>8</sup>	0.070 ppm (137 µg/m <sup>3</sup> ) <sup>4</sup>	Same as Primary
PM <sub>10</sub>	24 hour	50 µg/m <sup>3</sup>	150 µg/m <sup>3</sup>	Same as Primary
PM <sub>10</sub>	Annual Arithmetic Mean	20 µg/m <sup>3</sup> <sup>6</sup>	NA	NA
PM <sub>2.5</sub>	24 hour	NA	35 µg/m <sup>3</sup>	Same as Primary
PM <sub>2.5</sub>	Annual Arithmetic Mean	12 µg/m <sup>3</sup> <sup>6</sup>	12 µg/m <sup>3</sup> <sup>10</sup>	15.0 µg/m <sup>3</sup>
SO <sub>2</sub>	1 hour	0.25 ppm (655 µg/m <sup>3</sup> )	0.075 ppm (196 µg/m <sup>3</sup> )	NA
SO <sub>2</sub>	24 hour	0.04 ppm (105 µg/m <sup>3</sup> )	0.14 ppm (365 µg/m <sup>3</sup> )	NA
SO <sub>2</sub>	Annual Arithmetic Mean	NA	0.030 ppm (80 µg/m <sup>3</sup> )	NA
Sulfates	24 hour	25 µg/m <sup>3</sup>	NA	NA
H <sub>2</sub> S	1 hour	0.03 ppm (42 µg/m <sup>3</sup> )	NA	NA
Lead	30-day Average	1.5 µg/m <sup>3</sup>	NA	NA
Lead	Calendar quarter	NA	1.5 µg/m <sup>3</sup>	
Lead	Rolling 3-month Average	NA	0.15 µg/m <sup>3</sup> <sup>9</sup>	Same as Primary
Vinyl Chloride	24 hour	0.01 ppm (26 µg/m <sup>3</sup> )	NA	NA

Source: CARB 2023

Notes: µg/m<sup>3</sup> = micrograms per cubic meter; CAAQS = California Ambient Air Quality Standard; CARB = California Air Resources Board; CO = carbon monoxide; EPA = U.S. Environmental Protection Agency; H<sub>2</sub>S = hydrogen sulfide; mg/m<sup>3</sup> = milligrams per cubic meter; NA = not applicable; NAAQS = national ambient air quality standards; NO<sub>2</sub> = nitrogen dioxide; ; PM<sub>10</sub> = particulate matter 10 microns in diameter or less; PM<sub>2.5</sub> = particulate matter 2.5 microns in diameter or less; ppb = parts per billion; ppm = parts per million; SO<sub>2</sub> = sulfur dioxide

<sup>1</sup> California standards for ozone, carbon monoxide (except Lake Tahoe), sulfur dioxide (1-hour and 24-hour), nitrogen dioxide, suspended particulate matter – PM<sub>10</sub>, and visibility reducing particles are values that are not to be exceeded. The standards for sulfates, Lake Tahoe carbon monoxide, lead, hydrogen sulfide, and vinyl chloride are not to be equaled or exceeded. If the standard is for a 1-hour, 8-hour or 24-hour average (i.e., all standards except for lead and the PM<sub>10</sub> annual standard), then some measurements may be excluded. In particular, measurements are excluded that CARB determines would occur less than once per year on the average. The Lake Tahoe CO standard is 6.0 ppm, a level one-half the national standard and two-thirds the state standard.

<sup>2</sup> National standards shown are the “primary standards” designed to protect public health. National standards other than for ozone, particulates and those based on annual averages are not to be exceeded more than once a year. The 1-hour ozone standard is attained if, during the most recent three-year period, the average number of days per year with maximum hourly concentrations above the standard is equal to or less than one. The 8-hour ozone standard is attained when the 3-year average of the 4<sup>th</sup> highest daily concentrations is 0.070 ppm (70 ppb) or less. The 24-hour PM<sub>10</sub> standard is attained when the 3-year average of the 99<sup>th</sup> percentile of monitored concentrations is less than 150 µg/m<sup>3</sup>. The 24-hour PM<sub>2.5</sub> standard is attained when the 3-year average of 98<sup>th</sup> percentiles is less than 35 µg/m<sup>3</sup>. Except for the national particulate standards, annual standards are met if the annual average falls below the standard at every site. The national annual particulate standard for PM<sub>10</sub> is met if the 3-year average falls below the standard at every site. The annual PM<sub>2.5</sub> standard is met if the 3-year average of annual averages spatially averaged across officially designed clusters of sites falls below the standard.

<sup>3</sup> National air quality standards are set by the EPA at levels determined to be protective of public health with an adequate margin of safety.

<sup>4</sup> On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm. An area will meet the standard if the fourth-highest maximum daily 8-hour ozone concentration per year, averaged over three years, is equal to or less than 0.070 ppm. EPA will make recommendations on attainment designations by October 1, 2016, and issue final designations October 1, 2017. Nonattainment areas will have until 2020 to late 2037 to meet the health standard, with attainment dates varying based on the ozone level in the area.

<sup>6</sup> In June 2002, CARB established new annual standards for PM<sub>2.5</sub> and PM<sub>10</sub>.

<sup>8</sup> The 8-hour CA ozone standard was approved by the Air Resources Board on April 28, 2005 and became effective on May 17, 2006.

<sup>9</sup> National lead standard, rolling 3-month average: final rule signed October 15, 2008. Final designations effective December 31, 2011.

<sup>10</sup> In December 2012, EPA strengthened the annual PM<sub>2.5</sub> National Ambient Air Quality Standards (NAAQS) from 15.0 to 12.0 micrograms per cubic meter (µg/m<sup>3</sup>). In December 2014, EPA issued final area designations for the 2012 primary annual PM<sub>2.5</sub> NAAQS. Areas designated “unclassifiable/attainment” must continue to take steps to prevent their air quality from deteriorating to unhealthy levels.

## ENVIRONMENTAL SETTING

The existing environmental setting is provided in the General Plan EIR (General Plan EIR, pages 3.3-5 to 3.3-10) and pages 4B-1 through 4B-11 of the Specific Plan EIR and is hereby incorporated by reference. The setting provides information on the climate, topography, and meteorology. The setting summarizes the existing air quality and describes existing sensitive receptors.

As presented on pages 4B-10 through 4B-11 of the Specific Plan EIR, sensitive receptors include residences, schools, and hospitals. In addition to the sensitive receptors identified in the Specific Plan EIR, there have been residential uses developed within the Specific Plan Area, including on either side of Ironworks Avenue, and north of Mill Street and west of Riverfront Street.

### 3.3.2 ENVIRONMENTAL IMPACTS

#### THRESHOLDS FOR DETERMINING SIGNIFICANCE

The thresholds for evaluating the significance of impacts for this analysis are based on the checklist in Appendix G of the CEQA Guidelines and are the same as those used in the General Plan EIR. These thresholds are used to evaluate potential adverse physical environmental effects attributable to implementation of the CAP, with a focus on impacts beyond those addressed in the General Plan EIR. A significant impact to air quality would occur if the CAP would:

- ▶ conflict with or obstruct implementation of the applicable air quality plan;
- ▶ violate any air quality standard (i.e., National Ambient Air Quality Standards [NAAQS] or California Ambient Air Quality Standards [CAAQS]) or contribute substantially to an existing or projected air quality violation;
- ▶ result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);
- ▶ result in carbon monoxide (CO) hotspots;
- ▶ expose sensitive receptors to substantial pollutant concentrations; or
- ▶ create objectionable odors affecting a substantial number of people.

#### IMPACTS AND MITIGATION MEASURES

##### Impact AQ-1: Conflict with or obstruction of implementation of the applicable air quality plan

The 2016 General Plan EIR (pages 3.3-15 to 3.3-23) found a **less-than-significant impact** related to direct conflicts with relevant attainment plans. The Mobility Element and Bridge District Specific Plan update is focused on minor changes in the alignment and cross sections of transportation facilities, as well as promoting bicycle and pedestrian access, reducing VMT, and other actions that improve air quality. There is **no change** in impact.

## Impact AQ-2: Potential to violate any air quality standard or contribute substantially to an existing or projected air quality violation

The 2016 General Plan EIR (pages 3.3-19 to 3.3-24) found that implementation of the General Plan would have a **significant and unavoidable** impact. The Specific Plan EIR (pages 4B-20 through 4B-26) found **significant and unavoidable** impacts, as well.

As a part of this SEIR, land use data was updated, and travel demand forecasts were updated. These data were, in turn, used to provide an update to citywide operational emissions. These land use data were also used to create an updated forecast of maximum construction-related emissions associated with implementation of the updated General Plan and Bridge District Specific Plan. Please see Table 3.3-2 for an updated estimate of the maximum daily and annual construction-related criteria air pollutant emissions.

**Table 3.3-2 Summary of Unmitigated Construction-Related Emissions of Criteria Air Pollutants and Precursors, Maximum Construction Year**

Construction Phase	Maximum Daily Emissions ROG (tons per year)	Maximum Daily Emissions NO <sub>x</sub> (tons per year)	Maximum Daily Emissions PM <sub>10</sub> (pounds per day)
Demolition	0.31	3.24	8.26
Site Preparation	0.35	3.55	21.02
Grading	0.43	4.23	10.69
Building Construction	2.68	11.08	65.02
Paving	0.13	1.25	0.58
Architectural Coating	42.94	0.44	11.01
Total Maximum	46.84	23.78	116.59
YSAQMD Significance Threshold	10	10	80
Emissions Exceed YSAQMD Threshold?	Yes	Yes	Yes

Notes: NO<sub>x</sub> = oxides of nitrogen; PM<sub>10</sub> = respirable particulate matter with an aerodynamic diameter of 10 micrometers or less; ROG = reactive organic gases; YSAQMD = Yolo-Solano Air Quality Management District

Modeled by AECOM in 2023.

Consistent with the conclusions of the 2016 General Plan EIR and the Bridge District Specific Plan EIR, with the updates proposed to the Mobility Element and Bridge District Specific Plan, emissions during construction would exceed relevant thresholds, and despite the application of existing YSAQMD rules and Mitigation Measure AQ-2, the impact was considered **significant and unavoidable**. This mitigation requires dust control for construction projects and would continue to apply to projects implanted under the updated General Plan. The 2016 General Plan also describes the mitigation benefits attributable to General Plan policies, including:

- **S-5.3 New Development.** The City shall use the CEQA process to ensure development projects incorporate feasible mitigation measures to reduce construction and operational air quality emissions, and consult with the Yolo-Solano Air Quality Management District early in the development review process.
- **S-5.7 PM10 Emissions from Construction.** The City shall require developers to reduce particulate emissions from construction (e.g. grading, excavation, and demolition) to the maximum extent feasible and consistent with Yolo-Solano Air Quality Management District guidance.

- **S-5.9 Mitigation Measures.** The City shall maximize the use of current air quality mitigation measures, including offsets, into the construction and design of new development to aid in the reduction of regional air pollution emissions.

The proposed project would have the same sources of construction emissions as under the existing General Plan and Specific Plan. Minor changes to transportation facility alignments and typical cross sections would not materially change the amount or type of construction emissions. Construction would not be placed closer to sensitive receptors under the proposed project.

As described under 1993 Impact 4.6-2 of the Bridge District Specific Plan EIR, ozone precursor and carbon monoxide emissions would exceed relevant thresholds, and despite the application of Mitigation Measures 4.6-2(a) and 4.6-2(b), the impact during construction would be **significant and unavoidable**. The updated estimate of maximum construction-related emissions provides a conservative quantification of the highest possible level of daily and annual emissions – an estimate that assumes 25 percent of the total balance of buildout of the updated General Plan, potentially including portions of the Specific Plan Area, is subject to demolition and construction in a given year. This analysis also assumes that maximum construction year is 2024, which provides a conservative representation as construction would occur over the buildout horizon and emissions intensity of construction equipment and construction-related vehicles would decrease over time with fleet turnover to newer equipment and vehicles and increasingly stringent emissions regulations. This additional information **does not change the findings** of either the 2016 General Plan EIR or Specific Plan EIR.

Operational emissions associated with buildout of the General Plan were presented on pages 3.3-21 through 3.3-23 of the 2016 General Plan EIR and pages 4B-22 through 4B-26 of the Specific Plan EIR. As noted, existing and future land use data for the city has been updated as a part of this SEIR, along with updated estimates of existing and future operational emissions. Table 3.3-3 shows updated emissions for existing conditions, Table 3.3-4 shows 2040 emissions, and Table 3.3-5 shows an updated estimate of the change in emissions between current conditions and 2040 associated with West Sacramento land uses under the updated General Plan, including the updated Mobility Element and Bridge District Specific Plan.

**Table 3.3-3 Existing Operational Emissions of Criteria Air Pollutants and Precursors**

Operational Sector	Maximum Annual Emissions	Maximum Annual Emissions	Maximum Daily Emissions
	ROG (tons per year)	NO <sub>x</sub> (tons per year)	PM <sub>10</sub> (pounds per day)
Mobile	415	773	3,951
Area	1,153	17	3,876
Energy	4	34	15
Total Operational Emissions	1,572	824	7,842

Notes: NO<sub>x</sub> = oxides of nitrogen; PM<sub>10</sub> = respirable particulate matter with an aerodynamic diameter of 10 micrometers or less; ROG = reactive organic gases.

Modeled by AECOM in 2023.

**Table 3.3-4 2040 Operational Emissions of Criteria Air Pollutants and Precursors**

Operational Sector	Maximum Daily Emissions ROG (tons per year)	Maximum Daily Emissions NO <sub>x</sub> (tons per year)	Maximum Daily Emissions PM <sub>10</sub> (pounds per day)
Mobile	257	470	4,949
Area	1,970	32	7,184
Energy	4	39	17
Total Operational Emissions	2,231	542	12,150

Notes: NO<sub>x</sub> = oxides of nitrogen; PM<sub>10</sub> = respirable particulate matter with an aerodynamic diameter of 10 micrometers or less; ROG = reactive organic gases.

Modeled by AECOM in 2023.

**Table 3.3-5 Net Increase of Operational Emissions of Criteria Air Pollutants and Precursor, Present-2040**

Operational Sector	Maximum Daily Emissions ROG (tons per year)	Maximum Daily Emissions NO <sub>x</sub> (tons per year)	Maximum Daily Emissions PM <sub>10</sub> (pounds per day)
Mobile	-158	-302	998
Area	818	14	3,308
Energy	1	5	2
Total Net Increase in Operational Emissions	660	-283	4,308
YSAQMD Significance Threshold <sup>1</sup>	10	10	80
Emissions Exceed YSAQMD Threshold?	Yes	No	Yes

Notes: NO<sub>x</sub> = oxides of nitrogen; PM<sub>10</sub> = respirable particulate matter with an aerodynamic diameter of 10 micrometers or less; ROG = reactive organic gases.

Modeled by AECOM in 2023.

Due to increasing fuel efficiency and vehicle regulations, as well as the increase in the greater number of electric vehicles in the fleet, despite development and increases in vehicular travel, mobile source emissions are anticipated to *decrease* between present and 2040 – this was also true for the analysis in the 2016 General Plan EIR (Table 3.3-5, page 3.3-21). Since vehicles are the predominant source of oxides of nitrogen, these emissions are anticipated to decrease.

The 2016 General Plan EIR explains that the implementation of the existing General Plan would involve many individual development projects that would exceed project-level thresholds maintained by the YSAQMD, but that these thresholds do not apply to the General Plan, since it is a planning level document. The 2016 General Plan EIR notes under Impact AQ-2 that “the potential air quality effects of general plans should be evaluated based on the plan’s consistency with the most recently adopted air quality attainment plan (AQAP) or State Implementation Plan (SIP) [and that] [t]he goals, policies, and programs related to both the promotion of infill development and the reduction of potential adverse air quality effects set forth in the General Plan... are consistent with the strategies of the SIP and the applicable AQAP” (page 3.3-23). For this reason, operational effects were considered to be **less than significant**.

The Bridge District Specific Plan EIR evaluates operational emissions under 1993 Impact 4.6-3, identifying a significant impact, using the YSAQMD thresholds to evaluate emissions. The Specific Plan EIR imposes Mitigation Measures 4.6-3(a) through (e) to this operational impact, but finds a **significant and unavoidable** impact. 1993 Mitigation Measure 4.6-3(a) requires new development to comply with the City's Transportation Systems Management Plan – a plan that is now a part of the City's Zoning Ordinance (Section 17.67.000) and requires implementation of travel demand reducing programs and annual reporting. 1993 Mitigation Measure 4.6-3(b) requires implementation of planned bicycle pathways and 1993 Mitigation Measure 4.6-3(c) prohibits wood-burning fireplaces. 1993 Mitigation Measure 4.6-3(d) requires the City to participate in regional planning to extend transit, and the City has, and continues to implement this mitigation measure. Mitigation Measure 4.6-3(e) requires new development to contribute on a pro-rata basis to the cost of extended transit once employment in the Specific Plan Area reaches 2,000.

The Mobility Element and Bridge District Specific Plan update is focused on minor changes in the alignment and cross sections of transportation facilities, as well as promoting bicycle and pedestrian access, reducing VMT, and other actions that improve air quality. Therefore, the proposed project would **not increase the severity** of the operational impact relative to that reported in the 2016 General Plan EIR and Bridge District Specific Plan EIR.

**Impact AQ-3: Potential to result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)**

The 2016 General Plan EIR (page 3.3-24) found that the existing General Plan would have a **less-than-significant** cumulative impact since it is consistent with current air quality attainment plans. The 2016 General Plan EIR explains that the General Plan's focus on promoting infill development that encourages pedestrian, bicycle, and transit access, and consistency with the Sacramento Area Council of Governments Metropolitan Transportation Plan/Sustainable Communities Strategy is also consistent with air quality attainment planning. The Bridge District Specific Plan EIR presents the cumulative air quality analysis as a part of 1993 Impact 4.6-3, as summarized above.

The Mobility Element and Bridge District Specific Plan update is focused on minor changes in the alignment and cross sections of transportation facilities, as well as promoting bicycle and pedestrian access, reducing VMT, and other actions that improve air quality. The updated Mobility Element includes an Implementation Program specifically designed to reduce vehicular travel demand – a top source of criteria air pollutant emissions. Therefore, the proposed project would **not increase the severity** of the operational impact relative to that reported in the 2016 General Plan EIR and Bridge District Specific Plan EIR.

**Impact AQ-4: Exposure of sensitive receptors to substantial pollutant concentrations**

The 2016 General Plan EIR (pages 3.3-24 through 3.3-27) found that, with implementation of General Plan policies, there would be a less-than-significant impact related to exposure of sensitive receptors to substantial pollutant concentrations. These policies would continue to apply to projects implemented under the updated General Plan. Policy LU-6.4 requires adequate separation and buffers between sensitive land uses (e.g., residential, educational, healthcare) and industrial land uses. Policy S-5.3 requires feasible mitigation measures to reduce construction and operational air quality emissions and consultation with the YSAQMD early in the development review process. Policy S-5.4 commits the City to ensure adequate separation between sensitive land uses and facilities or operations that may produce toxic or hazardous air pollutants. Policy S-5.5 requires a health

risk assessment if buffers cannot be ensured between sensitive receptors and sources of hazardous air pollutant emissions. The Bridge District Specific Plan EIR evaluates carbon monoxide concentrations, finding a less-than-significant impact attributable to vehicle technology and fuel efficiency. The Mobility Element and Bridge District Specific Plan update include minor revisions to transportation diagrams and typical cross sections and none of the revisions to the transportation diagrams would move a high-volume roadway into an area with adjacent sensitive receptors. Changes to the Mobility Element are focused on improving multi-modal access, managing vehicular travel demand, engaging the city's disadvantaged communities in implementation of transportation projects, and addressing gaps in pedestrian, bicycle, and transit access – changes that would tend to reduce air pollutant emissions and would not increase any impact related to exposure of sensitive receptors to substantial pollutant emissions. Therefore, the proposed project would **not change** the impact relative to that reported in the 2016 General Plan EIR and Bridge District Specific Plan EIR.

#### **Impact AQ-5: Creation of objectionable odors affecting a substantial number of people**

The 2016 General Plan EIR (pages 3.3-27 and 3.3-28) found a less than significant impact related to exposure to odors and the General Plan includes Policy S-5.4 which requires an adequate distance between sensitive land uses and facilities or operations that may produce substantial odors. The Bridge District Specific Plan EIR found that the odor impact would be less than significant, citing YSAQMD Rule 2.5, which is designed to prevent odor issues. This rule prohibits discharge of emissions that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public. The cited policy and this rule would apply to projects implemented under the updated Mobility Element and Specific Plan, as well.

None of the proposed updates to the Mobility Element or Bridge District Specific Plan would increase any source of odor or increase in any odor exposure for sensitive uses. Therefore, the proposed project would **not change** the impact relative to that reported in the 2016 General Plan EIR and Bridge District Specific Plan EIR.



### 3.4 BIOLOGICAL RESOURCES

As detailed in Section 1.1.4 of this SEIR, there is **no change in impact** for the proposed project compared to that addressed in the 2016 General Plan EIR and the Specific Plan EIR.

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## **3.5 CULTURAL RESOURCES**

Cultural resources and tribal cultural resources include archaeological traces such as Native American occupation sites and artifacts, historic-era buildings and structures, and places used for traditional Native American practices or other properties with special cultural significance. Section 3.5, “Cultural Resources,” of the General Plan EIR described cultural resources identified in the city limits and addressed potential impacts associated with the implementation of the General Plan on identified and previously undiscovered cultural resources and human remains. That information is hereby incorporated by reference, and summarized in the “Executive Summary” of this SEIR.

This section provides updated information related to the environmental setting, the regulatory setting, and potential adverse physical environmental effects attributable to the City’s General Plan Mobility Plan Update, where applicable.

### **3.5.1 EXISTING CONDITIONS**

#### **REGULATORY SETTING**

The “Regulatory Setting” in the General Plan EIR has remained largely unchanged and is hereby incorporated by reference (General Plan EIR, pages 3.5-1 to 3.5-7). The regulatory setting was summarized on pages 4C-4 through 4C-7 of the Specific Plan EIR.

#### **UPDATES TO THE REGULATORY SETTING**

No updates to the regulatory setting are required.

#### **ENVIRONMENTAL SETTING**

The existing environmental setting is provided in the General Plan EIR (General Plan EIR, pages 3.4-7 to 3.5-10), is current as it relates to potential effects attributable to the General Plan Mobility Element Update, and is hereby incorporated by reference. The existing conditions within the Specific Plan Area were summarized on pages 4C-1 through 4C-4 of the Specific Plan EIR.

As a part of this environmental review, the City sent invitations to consult pursuant to SB 18 and AB 52 to all Native American tribal representatives identified by the Native American Heritage Commission and all Native American tribal representatives that have indicated to the City that they wish to be invited for consultation for projects subject to CEQA review. The Yocha Dehe Wintun Nation, Wilton Rancheria, and Buena Vista Rancheria requested to consult on this project. Tribal consultation has closed by mutual agreement with all tribes the City was required to consult with pursuant to AB 52 and SB 18 with no new information being disclosed that would impact this EIR. The City has incorporated suggested revisions to mitigation measures to reflect the changes in the regulatory environment since the General Plan EIR was certified, and that help to clarify the City’s approach to reducing potential impacts to unknown cultural and tribal cultural resources.

## 3.5.2 ENVIRONMENTAL IMPACTS

### THRESHOLDS FOR DETERMINING SIGNIFICANCE

The thresholds for evaluating the significance of impacts for this analysis are based on the environmental checklist in Appendix G of the CEQA Guidelines and Section 106 of the National Historic Preservation Act (NHPA) and are the same as those used in the General Plan EIR. These thresholds are used to evaluate potential adverse physical environmental effects attributable to implementation of the adoption of the General Plan Mobility Element Update, with a focus on impacts beyond those addressed in the General Plan EIR. A significant impact to cultural resources would occur if the General Plan Mobility Element Update would:

- ▶ cause a substantial adverse change in the significance of a historical resource as defined in CEQA Section 15064.5;
- ▶ cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Section 15064.5;
- ▶ disturb any human remains, including those interred outside of formal cemeteries; or
- ▶ cause a substantial adverse change in the significance of a Tribal Cultural Resource.

The 2016 General Plan EIR includes an evaluation of potential effects to tribal cultural resources, which is summarized on pages 3.5-12 through 3.5-13 with General Plan policy and Mitigation Measure CUL-2 designed to avoid significant effects. Since the certification of the 2016 General Plan EIR, the CEQA Guidelines Appendix G checklist was revised to include the last bullet above, pertaining specifically to tribal cultural resources.

### IMPACTS AND MITIGATION MEASURES

#### **Impact CUL-1: Potential to cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5**

The 2016 General Plan EIR (pages 3.5-11 through 3.5-12) found that there would be a **significant and unavoidable** impact to historic resources, notwithstanding the implementation of General Plan policies NCR-9.1 and NCR-9.3 through NCR-9.11 and Natural and Cultural Resources Implementation Programs 24-29. These policies commit the City to ensuring the preservation of cultural resources, require the City to establish historic districts in appropriate areas, promote adaptive reuse and relocation over demolition of historic resources, and require new development to be compatible with adjacent historic resources. Though the existing General Plan did not propose any actions that would adversely affect any historic resources, the City conservatively assumed that there could be a project implemented under the General Plan that could adversely affect historic resource. The Bridge District Specific Plan found that there would be a less-than-significant impact to historic resources with the application of Mitigation Measure CR-1. This mitigation measure, which would continue to apply within the Specific Plan Area, requires architectural inventories and development of mitigation to avoid impacts.

Since the Mobility Element and Bridge District Specific Plan update are focused on minor change to transportation facility alignments and design, as well as vehicular travel demand reduction and improvements to bicycle, pedestrian, and transit, implementation of the proposed project **would not result in new impacts or**

**impacts that would be substantially increased in severity** as compared with that addressed in the City's 2016 General Plan EIR or Bridge District Specific Plan EIR.

**Impact CUL-2: Potential to cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5**

The 2016 General Plan EIR (pages 3.5-12 and 3.5-13) found that there could be a **significant and unavoidable** impact related to damage to archaeological resources and tribal cultural resources, notwithstanding the imposition of implementation programs and mitigation designed to avoid such impacts, including:

**Implementation Program 24:**

The City shall not knowingly approve any public or private project that may adversely affect a significant archaeological resource without first having a site evaluation conducted by a qualified archaeologist. A qualified archaeologist must meet the Secretary of Interior's professional qualification standards for archaeology in order to conduct the site evaluation. As determined necessary by the archaeologist and the City, the evaluation may include, but not be limited to, an updated records search, pre-construction field surveys, research, testing, and/or other methods that identify whether a substantial adverse impact on significant archaeological resource would occur. If a cultural resource is discovered, the resources shall be examined by a qualified archaeologist to determine its significance and develop appropriate protection and preservation measures. The City shall ensure the implementation of the measures.

**Implementation Program 25:**

The City shall require that when any subsurface cultural resources, paleontological resources, or human remains are encountered, all work within 100 feet of the discovery be stopped and the area protected from further disturbance until the discovery is evaluated. The resources shall be evaluated by qualified personnel to determine their significance and develop appropriate measures to avoid or protect valuable resources.

**Mitigation Measure CUL-2: Require appropriate treatment for inadvertent discovery of archaeological resources**

The City will require, through permit or tentative map conditions or contractual obligations, that in the event of any inadvertent discovery of archaeological resources, all such finds will be subject to PRC 21083.2 and State CEQA Guidelines 15064.5. Procedures for inadvertent discovery are listed below.

- All work within 100 feet of the find will be halted until a professional archaeologist can evaluate the significance of the find in accordance with NRHP and CRHR criteria.
- If any find is determined to be significant by the archaeologist, representatives of the City will meet with the archaeologist to determine the appropriate course of action. If necessary, a Treatment Plan will be prepared by an archeologist, outlining recovery of the resource, analysis, and reporting of the find. The Treatment Plan will be submitted to the City for review and approval prior to resuming construction.

- All significant cultural materials recovered will be subject to scientific analysis, professional curation, and a report prepared by the professional archaeologist according to current professional standards.

The Bridge District Specific Plan EIR evaluates impacts to a burial site under Impact 4.20-2, finding a **less-than-significant impact with mitigation** that includes the following:

**1993 Mitigation Measure 4.20-2(a): [Revised] Monitor possible location of CA-YOL-27**

Though the exact location of CA-YOL-27 is not known and most evidence indicates that it is located north of the Tower Bridge Gateway, there is a possibility that it is located within the Plan Area. The area that is most likely to be the location of this site within the Plan Area can be determined through map and archival research. Historic maps can show mounds that are no longer present and soil difference on soil maps can indicate past human occupation. Based on a thorough search of available documentation locating CA-YOL-27, a review of historic maps, and an examination of soil and geological maps, a qualified archaeologist will delineate the area (including any portion beyond the Plan Area boundaries) that would be most likely to contain CA-YOL-27. This area will be monitored by a qualified archaeologist during excavation.

**1993 Mitigation Measure 4.20-2(b): [Revised] Stop work in case of discovery of human remains**

Should human remains be encountered during excavation or other ground disturbing activities anywhere in the Plan Area, work will halt in the vicinity and the Yolo County Coroner will be notified immediately in accordance with California Health and Safety Code Section 7050.5. If human remains are of Native American origin, the Coroner must, in accordance with PRC 5097 notify NAHC within 24 hours of this identification.

The Bridge District Specific Plan EIR also found a **less-than-significant with mitigation** impact related to unknown archaeological resources (1993 Impact 4.20-3, pages 4C-10 and 4C-11), imposing additional mitigation:

**1993 Mitigation Measure 4.20-3: [Revised] Stop work in case of inadvertent discovery of archaeological resources**

The City will require through permit conditions or contractual obligations that in the event of any inadvertent discovery of archaeological resources, and all such finds will be subject to PRC 21083.2 and CEQA Guidelines 15064.5. Procedures for inadvertent discovery include the following:

- All work within 50 feet of the find will be halted until a professional archaeologist can evaluate the significance of the find in accordance with NRHP and CRHR criteria.
- If any find is determined to be significant by the archaeologist, or paleontologist as appropriate, representatives of the City will meet with the archaeologist to determine the appropriate course of action.
- If necessary, a Treatment Plan will be prepared by an archeologist, outlining recovery of the resource, analysis, and reporting of the find. The Treatment Plan will be submitted to the City for review and

- approval prior to resuming construction.
- All significant cultural materials recovered will be subject to scientific analysis, professional curation, and a report prepared by the professional archaeologist according to current professional standards.

The above mitigation would continue to apply to projects implemented under the updated General Plan and Specific Plan, as applicable. In addition, the City, as a part of this Supplemental General Plan EIR has added Mitigation Measure CUL-2b to clarify the consultation process and reduce potential impacts to tribal cultural resources, consistent with current state statutory and regulatory requirements:

**Mitigation Measure CUL-2b: Consistent with current state statutory and regulatory requirements, invite consultation from traditionally and culturally affiliated Native American Tribal representatives, assess impacts, and reduce or avoid adverse impacts to significant archaeological resources, including those which are tribal cultural sources or are associated with a tribal cultural resource.**

The City will invite consultation from traditionally and culturally affiliated Native American Tribal representatives that have requested consultation for both public and private projects that are subject to the California Environmental Quality Act (CEQA), consistent with current state statutory and regulatory requirements. The City will provide information about the project and its location, and specifically invite traditionally and culturally affiliated Native American Tribal representatives to provide information about known archaeological or tribal cultural resources that could be affected by proposed projects and recommendation for mitigation that would avoid or reduce potential impacts to such resources. The City will require projects subject to CEQA that have the potential for adverse impacts to potentially significant archaeological resources, including those which are tribal cultural sources or are associated with a tribal cultural resource, to assess impacts and provide feasible mitigation. Based on the assessment, recommendations may include, but are not limited to additional studies to evaluate identified sites or archaeological monitoring at locations determined by a qualified archaeologist in consultation with traditionally and culturally affiliated California Native American tribes to be sensitive for subsurface cultural resource deposits. If no archaeological resources, including those which are tribal cultural sources or are associated with a tribal cultural source, are identified that may be directly or indirectly impacted by project activities, mitigation is complete. In the event of the discovery of a previously unknown archaeological site inadvertently exposed during project implementation. In such an event, a qualified archaeologist will be retained to assess the discovery and provide management recommendations as necessary. When a project will impact a known archaeological site, including those determined to be a tribal cultural source, and avoidance is not a feasible option, a qualified archaeologist, in consultation with traditionally and culturally affiliated California Native American tribes, shall evaluate the eligibility of the site for listing in the California Register of Historical Resources. If the archaeological site is found to be a historical resource as per CEQA Guidelines Section 15064.5(a)(3), the qualified archaeologist shall recommend further mitigative treatment, which could include preservation in place or data recovery. If significant archaeological resources that meet the definition of historical or unique archaeological resources, including those determined to be tribal cultural resources, are identified in the project area, the preferred mitigation of impacts is preservation in place. If impacts cannot feasibly be avoided through project design, appropriate and feasible treatment measures are required, which may consist of, but are not limited to actions, such as data recovery excavations. If only part of a site will be impacted by a project, data recovery will only be necessary for that portion of the site. Data recovery will not be

required if the implementing agency determines prior testing and studies have adequately recovered the scientifically consequential information from the resources.

Implementation of the proposed project would **not result in new impacts or impacts that would be substantially increased in severity** as compared with that addressed in the City's General Plan EIR or Specific Plan EIR, and this analysis is incorporated by reference. The Mobility Element and Bridge District Specific Plan update is focused on minor changes in the alignment and cross sections of transportation facilities, as well as promoting bicycle and pedestrian access, reducing VMT, and other actions that improve air quality. The changes in alignment do not move transportation facilities into areas known by the City to be sensitive for cultural or tribal cultural resources and existing mitigation, policies, and implementation programs would continue to be required for transportation improvements. Therefore, the proposed project would **not increase the severity** of any cumulative cultural or tribal cultural resource impact relative to that reported in the 2016 General Plan EIR and Bridge District Specific Plan EIR.

### **Impact CUL-3: Disturbance of any human remains, including those interred outside of formal cemeteries**

The 2016 General Plan EIR (page 3.5-14), acknowledging that the City's planning area was inhabited by Native Americans, found that there could be a **significant and unavoidable** impact related to disturbance to human remains, notwithstanding the imposition of implementation programs and mitigation designed to avoid such impacts, including:

#### **Mitigation Measure CUL-3: Implement appropriate treatment for discovery of human remains**

The City will require, through permit or tentative map conditions, that in the event that human remains are discovered, all work shall cease in the vicinity (minimum of 100 feet) of the find and the Yolo County coroner will be notified immediately. If the coroner determines the remains to be Native American in origin, the coroner will be responsible for notifying the NAHC, which will appoint a most likely descendant (MLD; PRC Section 5097.99). The project applicant, County, and MLD will make all reasonable efforts to develop an agreement for the dignified treatment of human remains and associated or unassociated funerary objects (CCR Title 14 Section 15064.5[d]). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. The MLD will have 48 hours after notification by the NAHC to make their recommendation (PRC Section 5097.98). If the MLD does not agree to the reburial method, the project will follow PRC Section 5097.98(b), which states, "the landowner or his or her authorized representative shall reinter the human remains and items associated with Native American burials with appropriate dignity on the property in a location not subject to further subsurface disturbance."

As noted above, the Bridge District Specific Plan EIR evaluated impacts to a burial site under Impact 4.20-2, finding a **less-than-significant impact with mitigation** that includes 1993 Mitigation Measure 4.20-2(a) and 4.20-2(b).

Implementation of the proposed project would **not result in new impacts or impacts that would be substantially increased in severity** as compared with that addressed in the City's General Plan EIR or Specific Plan EIR, and this analysis is incorporated by reference. As noted, above, there are not components of the proposed updates that would increase any impact to known or unknown resources. The updates do not place



transportation facilities into areas known by the City to be sensitive for cultural or tribal cultural resources and existing mitigation, policies, and implementation programs would continue to be required for transportation improvements.

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### 3.6 GEOLOGY, SOILS, AND PALEONTOLOGICAL RESOURCES

As detailed in Section 1.1.4 of this SEIR, there is **no change in impact** for the proposed project compared to that addressed in the 2016 General Plan EIR and the Specific Plan EIR.

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## **3.7 GREENHOUSE GAS EMISSIONS**

Emissions of greenhouse gases (GHGs) have the potential to adversely affect the environment because such emissions contribute cumulatively to global climate change. Cumulative emissions from many projects and activities affect global GHG concentrations and the climate system. GHG emissions disperse broadly and are a global concern because of their relatively long atmospheric lifetimes. Therefore, the total amount and types of GHG emissions, regardless of their location, have the most significant effect on climate change globally.

Section 3.7, “Greenhouse Gas Emissions,” of the General Plan EIR (pages 3.7-1 to 3.7-22) described existing GHG emissions, provided a summary of applicable regulations, analyzed the potential short-term construction and long-term operational GHG emissions impacts from implementation of the City’s existing General Plan, and identified mitigation measures to reduce significant GHG emissions impacts. That information is hereby incorporated by reference into this SEIR, summarized below, and summarized in the Executive Summary of this SEIR. Bridge District Specific Plan EIR addressed GHG emissions in the same section that addressed air quality – Section 4B.

This section provides updated information related to the environmental setting, the regulatory setting, and potential adverse physical environmental effects, where applicable, attributable to the City’s Mobility Element and Bridge District Specific Plan update.

### **3.7.1 EXISTING CONDITIONS**

#### **REGULATORY SETTING**

The Regulatory Setting in the 2016 General Plan EIR is hereby incorporated by reference (General Plan EIR, pages 3.7-1 to 3.7-5). The Regulatory Setting for GHG emissions is presented on pages 4B-12 through 4B-17 of the Bridge District Specific Plan EIR.

#### **UPDATES TO THE REGULATORY SETTING**

Since the 2016 General Plan EIR and the Bridge District Specific Plan EIR were certified, there have been regulatory updates that would reduce GHG emissions in West Sacramento and throughout California.

##### **Senate Bill 32**

Approval of SB 32 in September 2016 extended the provisions of AB 32 from 2020 to 2030 with a new target of 40 percent below 1990 levels by 2030, in alignment with the goal established under Executive Order B-30-15. The companion bill, AB 197, adds two non-voting members to the CARB, creates the Joint Legislative Committee on Climate Change Policies consisting of at least three Senators and three Assembly members, requires additional annual reporting of emissions, and requires Scoping Plan updates to include alternative compliance mechanisms for each statewide reduction measure, along with market-based compliance mechanisms and potential incentives.

##### **Assembly Bill 1279**

For the post-2030 period, EO B-55-18 established a statewide goal of achieving carbon neutrality as soon as possible, but no later than 2045, and achieving and maintaining net negative emissions thereafter. Signed

September 16, 2022, AB 1279, the California Climate Crisis Act, codified EO B-55-18. This bill declares the policy of the state both to achieve net zero greenhouse gas emissions as soon as possible, but no later than 2045, and achieve and maintain net negative greenhouse gas emissions thereafter. It as requires that by 2045 statewide anthropogenic greenhouse gas emissions are reduced to at least 85 percent below the 1990 levels.

### **Senate Bill 100 (2021) – California Renewable Portfolio Standard**

Established in 2002 by SB 1078, *California's* Renewables Portfolio Standard (RPS) requires electricity providers (i.e., utilities, cooperatives, and community choice aggregators) to provide a specified minimum portion of their electricity supply from eligible renewable resources by milestone target years. Since 2002, state legislative actions have modified and accelerated the RPS several times, resulting in one of the most ambitious renewable energy standards in the country. Most recently, SB 100 increased the RPS target to require retail sellers of electricity to serve 60 percent of their electric load with renewable energy by 2030 with new interim targets of 44 percent by 2024 and 52 percent by 2027, as well as requiring that all of the state's electricity come from carbon-free resources (not only RPS-eligible ones) by 2045.

### **Executive Order B-16-12**

Executive Order B-16-12 orders State entities under the direction of the Governor including CARB, the Energy Commission, and Public Utilities Commission to support the rapid commercialization of zero emission vehicles (ZEV). It directs these entities to achieve various benchmarks related to zero emission vehicles, including:

- ▶ Infrastructure to support up to one million zero emission vehicles by 2020;
- ▶ Widespread use of zero emission vehicles for public transportation and freight transport by 2020;
- ▶ Over 1.5 million zero emission vehicles on California roads by 2025;
- ▶ Annual displacement of at least 1.5 billion gallons of petroleum fuels by 2025; and
- ▶ A reduction of GHG emissions from the transportation sector equaling 80 percent below 1990 levels by 2050.

### **California Green Building Standards Code**

In January 2010, the State of California adopted the California Green Building Standards Code (CALGreen Code), which establishes mandatory green building standards for all buildings in California. The code covers five categories: planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and indoor environmental quality. These standards include a mandatory set of minimum guidelines, as well as more rigorous voluntary measures, for new construction projects to achieve specific green building performance levels. This code went into effect as part of local jurisdictions' building codes on January 1, 2011. The 2013 update to the code has been adopted and became effective January 2014. Another update to the energy efficiency standards became effective January 1, 2017. The 2016 update to the Building Energy Efficiency Standards became effective on January 1, 2020, and improved the energy efficiency of newly constructed buildings and additions and alterations to existing buildings. The new standards address non-residential development, as well, and build on the energy efficiency progress made within previous iterations. The California Energy Commission adopted the 2022 Energy Code on August 11, 2021, and in December of 2021, this new Code was approved by the California Building Standards Commission. The 2022 Energy Code encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, strengthens ventilation standards, and more. It goes into effect on January 1, 2023 (CEC 2022).

## **ENVIRONMENTAL SETTING**

The existing environmental setting is provided in the General Plan EIR (General Plan EIR, pages 3.7-5 to 3.7-9) and is hereby incorporated by reference.

## **UPDATES TO ENVIRONMENTAL SETTING**

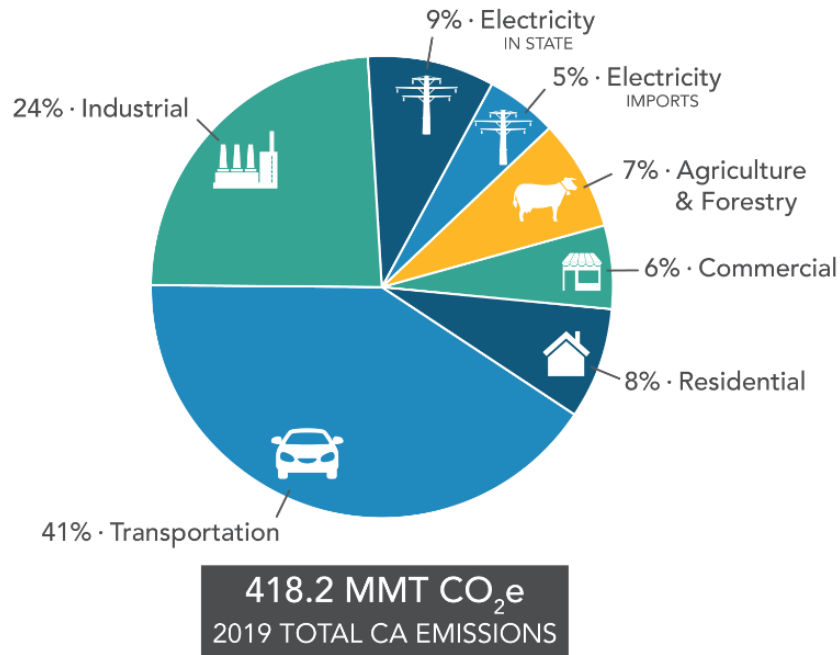
Globally, climate change has the potential to affect numerous environmental resources through uncertain impacts related to future air temperatures and precipitation patterns. The Intergovernmental Panel on Climate Change's (IPCC's) 2021 Synthesis Report indicated that warming of the climate system is unequivocal and, since the 1950s, many of the observed changes are unprecedented over decades to millennia. Signs that global climate change has occurred include warming of the atmosphere and ocean, diminished amounts of snow and ice, and rising sea levels (IPCC 2021).

Although climate change is driven by global atmospheric conditions, climate change impacts are felt locally. A scientific consensus confirms that climate change is already affecting California. As noted in the Sacramento Valley Regional Report of the California's Fourth Climate Change Assessment, climate change is expected to make the Sacramento region hotter, drier, and increasingly prone to extremes like megadroughts, flooding, and large wildfires. These changing conditions are likely to affect water and energy availability, agricultural systems, plants and wildlife, public health, housing, and quality of life.

### **California Emissions Inventory**

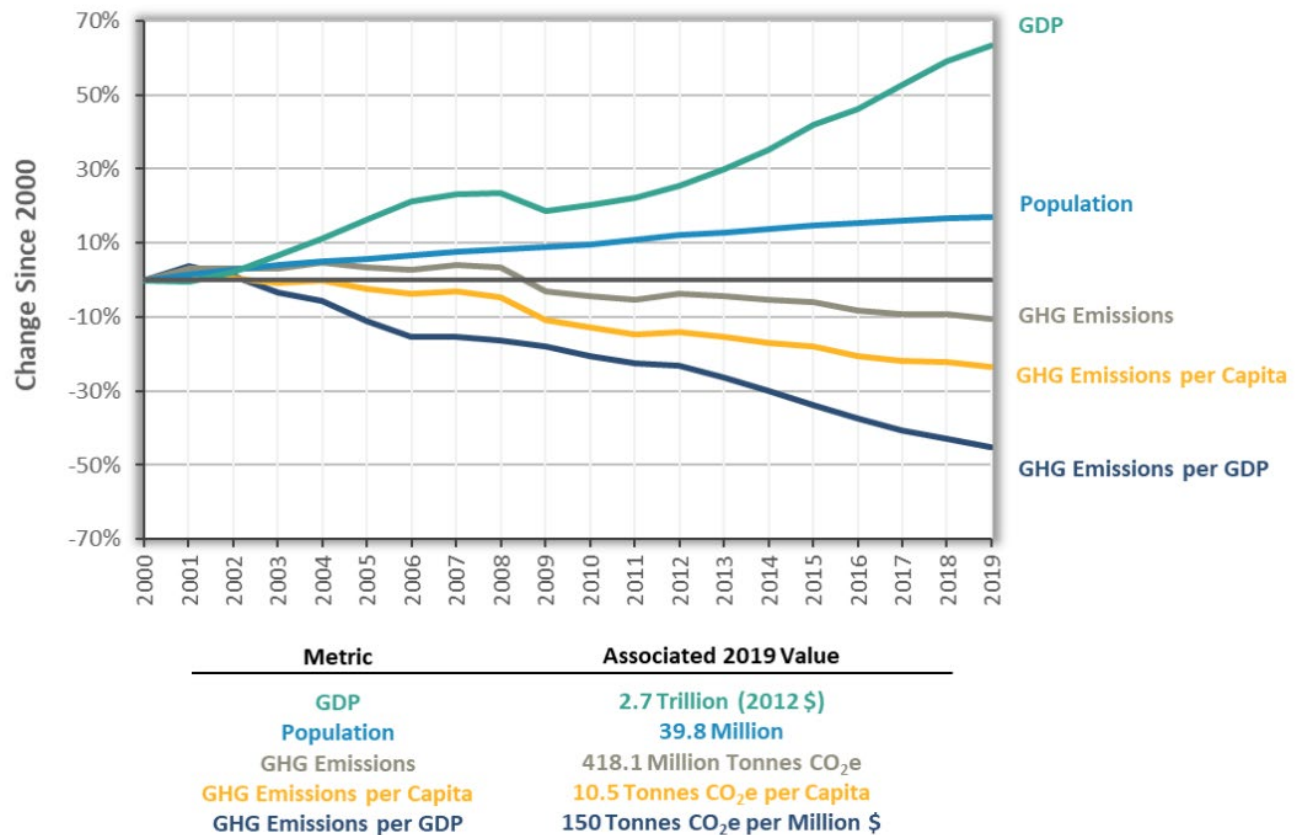
The California Air Resources Board (CARB) prepares an annual inventory of statewide GHG emissions. GHGs are typically analyzed by sector, a term that refers to the type of activity. As shown in Exhibit 3.7-1, 418.2 million metric tons of carbon dioxide equivalent (MT CO<sub>2</sub>e) were generated in 2019. Combustion of fossil fuel in the transportation sector was the single largest source of California's GHG emissions in 2019, accounting for 41 percent of total GHG emissions. Transportation was followed by industry, which accounted for 24 percent, and then the electric power sector (including in-state and out-of-state sources), which accounted for 14 percent of total GHG emissions (CARB 2021a).

California has implemented several programs and regulatory measures to reduce GHG emissions. Exhibit 3.7-2 demonstrates California's progress in reducing statewide GHG emissions. Since 2007, California's GHG emissions have been declining, even as population and gross domestic product have increased. Per-capita GHG emissions in 2019 were 25 percent lower than the peak per-capita GHG emissions recorded in 2001. Similarly, GHG emissions per million dollars of gross domestic product have decreased by 47 percent since the peak in 2001.



Source: CARB 2021a

**Exhibit 3.7-1 2019 California Greenhouse Gas Emissions Inventory by Sector**



Source: CARB 2021b

**Exhibit 3.7-2 Trends in California Greenhouse Gas Emissions (Years 2000 to 2019)**



## **West Sacramento Greenhouse Gas Emissions**

A GHG inventory estimates the amount of GHG emission generated in a community during the chosen analysis year. There are hundreds of GHGs, but community GHG inventories typically focus on three important and relevant ones: carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O). In an inventory, the amount of each greenhouse gas is converted into a common unit of measurement called carbon dioxide equivalent (CO<sub>2</sub>e). This reflects the fact that greenhouse gases contribute differently to global warming depending on how powerful each gas is at trapping solar radiation and heating the atmosphere. To make this conversion, each GHG pollutant is multiplied by its relative heat-trapping ability factor, called “global warming potential.” For example, CH<sub>4</sub> is 28 times more potent than CO<sub>2</sub> in its heat-trapping ability; therefore, a unit of CH<sub>4</sub> has a CO<sub>2</sub>e value 28 times greater than that of a unit of CO<sub>2</sub>. The common standard for expressing GHG emissions in an inventory is MT CO<sub>2</sub>e.

In climate action planning, a baseline inventory is typically established for which the key GHGs are calculated and reported according to their generation source or emissions sector. West Sacramento’s most recent inventory was prepared for 2018 emissions.

### ***Transportation***

- ▶ On-Rd. Transportation: Fuel consumption from vehicle travel within the city (includes all trips that start and end in the city, one-half of trips that start or end in the city and excludes pass-through trips)
- ▶ Waterborne Navigation: Fuel consumption from harbor craft and ocean-going vessels operating at and visiting the Port of West Sacramento, including at-berth emissions from vessels’ auxiliary engine and boiler use
- ▶ Off-Rd. Transportation: Fuel consumption from vehicles that are designed for travel on unpaved terrain (e.g., construction machinery and agricultural equipment)

### ***Energy***

- ▶ Residential Buildings, Commercial Buildings, Institutional Buildings: Natural gas and electricity consumption for heating, cooling, cooking, appliances, etc.
- ▶ Natural Gas Fugitive Emissions: Natural gas leaks from the distribution system

### ***Waste***

- ▶ Solid Waste: Decomposition of landfilled waste
- ▶ Compost: Decomposition of composted waste
- ▶ Wastewater: Treatment and discharge of wastewater

The City’s 2018 emissions totaled approximately 395,800 MT CO<sub>2</sub>e. As is true for California as a whole, the top source is transportation (64 percent), followed by the energy sector (30 percent). The remaining six percent of the city’s GHG emissions came from the waste sector.

## Regional Transportation Emissions

SACOG, pursuant to the Sustainable Communities and Climate Protection Act of 2008 (SB 375) incorporates State-developed GHG emissions targets for passenger vehicle emissions into a “sustainable communities strategy” as part of its regional transportation plan. SACOG has also developed analysis and mapping showing the location of low-VMT areas within the region. For residential generated VMT, most of the developed portion of West Sacramento – essentially all of the city north of the Deep Water Channel is in a low VMT area, as identified by SACOG – an area where the density, mix of land uses, access to non-vehicular transportation options, and other factors result in a reduced need for vehicular transportation compared to the balance of the region.<sup>5</sup> As explained above in the Environmental Setting, combustion of fossil fuel in the transportation sector is the single largest source of California’s GHG emissions and also the largest source in West Sacramento.

### 3.7.2 ENVIRONMENTAL IMPACTS

#### THRESHOLDS FOR DETERMINING SIGNIFICANCE

In accordance with Appendix G of the CEQA Guidelines, the proposed project would be considered to have a significant effect if it would result in any of the conditions listed below.

- ▶ Generation of GHG emissions, either directly or indirectly, that may have a significant impact on the environment.
- ▶ Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

Further information related to thresholds of significance is provided in the General Plan EIR (General Plan EIR, pages 3.7-9 to 3.7-14) and is hereby incorporated by reference.

#### IMPACTS AND MITIGATION MEASURES

##### **Impact GHG-1: Generation of GHG emissions, either directly or indirectly, that may have a significant impact on the environment**

The 2016 General Plan EIR (pages 3.7-14 through to 3.7-17) found a significant and unavoidable impact associated with implementation of the existing General Plan – both in relation to construction and operational emissions. Construction emissions were evaluated using a significance threshold of 1,100 MT CO<sub>2</sub>e per year developed by the Sacramento Metropolitan Air Quality Management District. The 2016 General Plan EIR estimated a 6 percent increase in emissions between 2011 and 2020, and identified total forecast 2035 GHG emissions of 751,005 and a 2035 emissions rate of 5.5 MT CO<sub>2</sub>e per year per service population (page 3.7-17). Service population includes the total residential population and total employment of an area. The 2016 General Plan EIR found that, while the City was committed to developing a Climate Action Plan, since the Climate Action Plan reduction strategies were not available, it was premature to assume their effectiveness in reducing GHG emissions to a less-than-cumulatively considerable level.

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<sup>5</sup> Please see SACOG’s website for more details:  
<https://sacog.maps.arcgis.com/apps/webappviewer/index.html?id=0eac172e44514776b2f30e4324652f88&extent=-13567338.6225%2C4599309.7898%2C-13330078.0867%2C4789485.1162%2C102100>

More recently, the City created updated emissions forecasts for 2030 and 2045, with a forecast growth of 6 percent between 2018 and 2030 and a 20-percent increase between 2018 and 2045 without consideration of the actions being developed by the City as a part of a communitywide Climate Action Plan. In addition, to support this SEIR, existing and future land use data were updated and used to create a new estimate of vehicular travel demand (VMT), average daily travel along city streets, and GHG emissions under existing and future conditions. These new data show a decrease in emissions through 2040 – mostly attributable to a decrease in mobile source emission due to improvements in vehicle technology and efficiency.

**Table 3.7-1 West Sacramento GHG Emissions and GHG Efficiency: Existing and 2040**

<b>Proposed Specific Plan Emissions Source</b>	<b>Existing GHG Emissions (MT CO<sub>2</sub>e)</b>	<b>GHG Emissions in 2040 (MT CO<sub>2</sub>e)</b>
Annual Operational Area Activity	19,902	37,159
Annual Operational Energy Sources	91,737	55,099
Annual Operational Mobile Sources	736,135	674,888
Annual Operational Waste Use	26,055	26,948
Annual Operational Water Generation	16,293	20,842
<b>Total Annual Operational Emissions</b>	<b>890,122</b>	<b>808,310</b>
Total City Jobs	37,460	48,118
Total City Residents	52,787	72,632
Total Service Population (Employees + Residents)	90,247	120,750
<b>GHG Efficiency (MT CO<sub>2</sub>e per service population)</b>	<b>9.86</b>	<b>6.69</b>

Notes: GHG = greenhouse gas; MT CO<sub>2</sub>e = metric tons of carbon dioxide equivalent

The City evaluated Bridge District Specific Plan emissions as a part of the Bridge District Specific Plan EIR, identifying 306,554 tons per year of CO<sub>2</sub> emissions at buildout, characterizing this as a cumulatively considerable level of emissions (page 4B-2B). The Bridge District Specific Plan EIR imposed a range of mitigation measures on new development within the Specific Plan Area, some of which are now superseded by state building code requirements including:

**1993 Mitigation Measure 4.22-2(a): Project developers within the Plan Area shall implement the following conservation/load management measures for commercial development:**

- Incorporate the load management devices that:
  - Control the use of electricity during peak periods.
  - Shed non-critical loads during generation shortfall.
- Preparing auxiliary generators for use at PG&E's request.
- Incorporating electrical equipment that is more efficient than that required by code. An efficiency improvement of 20% is recommended. The following equipment is most important for achieving electrical load reductions:
  - High-efficiency air conditioners.
  - High-efficiency motors.
  - High-efficiency lighting systems.

- High-efficiency water heating systems.
- Providing space cooling by using a “thermal energy storage” system.
- Illuminating by natural light in lieu of artificial light. Daylighting is especially applicable in:
  - Commercial space where non-critical tasks are performed.
  - Warehouses.
  - Industrial complexes.
  - Perimeter of multi-level parking garages.
- Maximizing use of deciduous trees to provide shading of buildings and parking areas.
- Requiring that all new commercial buildings shall be certified under the LEED rating system.

**1993 Mitigation Measure 4.22-2(b): Project developers within the Plan Area shall implement the following conservation/load management measures for residential development:**

- Maximizing southern orientation, limiting east-west glass areas,
- Siting as many housing units as possible on a north-south axis, streets to run east-west,
- Incorporating fixed window shading devices,
- Maximizing efficiency of heating and cooling equipment,
- Maximizing efficiency of built-in appliances, and
- Maximizing use of deciduous trees to provide shading of buildings and parking areas.

**Mitigation Measure AQ-2(a): The project proponent shall design buildings to be energy efficient**

This includes siting buildings to take advantage of shade, prevailing winds, landscaping and sun screens to reduce energy use.

**Mitigation Measure AQ-2(b): The project proponent shall require that all contractors implement the following measures**

- The project proponent shall, to the extent feasible and available, require the project contractors to utilize local and regional building materials in order to reduce energy consumption and vehicle emissions associated with transporting materials over long distances.
- The project proponent shall adhere to the City of West Sacramento’s Municipal Code and its requirement that all covered projects shall divert at least 50% of construction and/or demolition debris from disposal in landfills.

**Mitigation Measure AQ-2(c): Project proponent shall construct new bus stops at convenient locations with pedestrian access to the project developments**

Pullouts will be designed so that normal traffic flow or arterial roadway would not be impeded when buses are pulled over to serve riders. In addition, the project proponent shall work with local school districts to expand bus service.

**Mitigation Measure AQ-2(d): Project proponents shall provide bicycle amenities at each project development site**

As appropriate, this shall include secure bicycle parking for office and retail employees, bicycle racks for retail customers and bike lane connections throughout each project site.

Project proponent shall construct new bus stops at convenient locations with pedestrian access to the project developments. Pullouts will be designed so that normal traffic flow or arterial roadway would not be impeded when buses are pulled over to serve riders. This mitigation measure meets the requirement of CAT strategy 13 as outlined in the Regulatory Setting section.

- Project proponents shall provide bicycle amenities at each project development site. As appropriate, this shall include secure bicycle parking for office and retail employees, bicycle racks for retail customers and bike lane connections throughout each project site. This mitigation measure meets the requirement of CAT strategy 13 as outlined in the Regulatory Setting section.
- Project proponents shall include outdoor electrical outlets in all town homes, one located on the front of the building and one located on the rear of the building so as to encourage the use of electrical landscape maintenance equipment. This mitigation measure meets the requirement of CAT strategy 5 as outlined in the Regulatory Setting section.

**Mitigation Measure AQ-2(e): Project proponent shall include outdoor electrical outlets in all town homes, one located on the front of the building and one located on the rear of the building, to encourage the use of electrical landscape maintenance equipment**

**Mitigation Measure AQ-2(f): Project proponent shall incorporate the use of the following in all development to the extent feasible**

- Installation of motion detectors or dimmers in offices to control lighting.
- Installation of efficient security, street, and parking lot lighting (e.g., high pressure low sodium fixtures).
- Installation of reflective window film or awnings on south and west facing windows.
- Installation of ceiling and wall insulation.
- Installation of Energy Management Systems to control HVAC systems including operating hours, set points, scheduling of chillers, etc.

**Mitigation Measure AQ-2(g):** Where feasible, the project proponent shall install, light colored “cool” roofs, cool pavements, and strategically placed shade trees

**Mitigation Measure AQ-2(h):** The project proponent shall install efficient lighting and lighting control systems, as well as use daylight as an integral part of lighting systems in buildings

**Mitigation Measure AQ-2(i):** The project proponent shall, for commercial and office buildings with air conditioning units of 5 tons or less (<65,000 Btu/h) meet the Consortium for Energy Efficiency (CEE) Tier II specifications

The SEER/EER ratings shall be specified on building plans and the Title 24 compliance certificates at the time building permits are requested.

**Mitigation Measure AQ-2(j):** The project proponent shall include, in residential buildings measures to conserve water usage including use of water efficient features such as high efficiency toilets, water conserving dishwashers, hot water demand systems, and electronic timers to control landscape irrigation systems

Commercial business shall be encouraged to install high efficiency and dual flush toilets, waterless urinals, electronic faucets, and hot water demand systems. In addition, water-efficient landscapes shall be used.

**Mitigation Measure AQ-2(k):** The project proponent shall, where feasible, and where the development parcel orientation permits, incorporate principles of passive solar design

Passive solar design is the technology of heating, cooling, and lighting a building naturally with sunlight rather than with mechanical systems because the building itself is the system. Basic design principles are large south-facing windows with proper overhangs, as well as tile, brick, or other thermal mass material used in flooring or walls to store the sun’s heat during the day and release it back into the building at night when the temperature drops. Passive solar also takes advantage of energy efficient materials, improved insulation, airtight construction, natural landscaping, and proper building orientation to take advantage of the sun, shade, and wind.

**Mitigation Measure AQ-2(l):** The project proponent shall include a photovoltaic (i.e., solar electric) system, if feasible

**Mitigation Measure AQ-2(m):** The project proponent shall incorporate the use of the following in all development to the extent feasible

- Installation of motion detectors or dimmers in offices to control lighting.
- Installation of efficient security, street, and parking lot lighting (e.g., high pressure low sodium fixtures).
- Installation of reflective window film or awnings on south and west facing windows.
- Installation of ceiling and wall insulation.

- Installation of Energy Management Systems to control HVAC systems including operating hours, set points, scheduling of chillers, etc.

This mitigation measure assists in meeting the requirements of CAT strategies 11, 12, and 14 as outlined in the Regulatory Setting section.

Similar to the 2016 General Plan EIR, for the Bridge District Specific Plan EIR, the City found that, notwithstanding the implementation of these mitigation measures, the impact would be cumulatively considerable and unavoidable (Final EIR, page 4-29). To the extent that the above-described mitigation is not superseded by City code requirements, state code requirements, or a future adopted City Climate Action Plan, this mitigation would apply to development within the Specific Plan Area, and development anywhere in the planning area is anticipated to be subject to a communitywide Climate Action Plan in the future.

The updated information on existing and 2040 GHG emissions provided in this SEIR, that include the City's planning area and the Bridge District Specific Plan, **do not represent a new impact or an increase in severity** with respect to the global impact of climate change.

#### **Impact GHG-2: Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs**

The 2016 General Plan EIR (pages 3.7-18 to 3.7-20) found a significant and unavoidable impact related to consistency with Executive Order S-3-05 and Executive Order B-30-15. Executive Order S-3-05 calls for the State government to reduce GHG emissions to 2000 levels by 2010; to 1990 levels by 2020; and to 80 percent below 1990 levels by 2050. Executive Order B-30-15 established a statewide GHG emissions reduction goal of 40 percent below 1990 levels by 2030. The Bridge District Specific Plan EIR did not include a separate evaluation of planning consistency for GHG emissions effects.

Since certification of the 2016 General Plan EIR, SB 32 was signed, extending the provisions of AB 32 from 2020 to 2030 with a new target of 40 percent below 1990 levels by 2030, in alignment with the goal established under Executive Order B-30-15. As described above, city emissions are not currently anticipated to be consistent with the trajectory outlined in Executive Order S-3-05 or B-30-15, though a Climate Action Plan is under development. Proposed revisions to the Mobility Element include a new VMT reduction program and policy changes to emphasize pedestrian, bicycle, and transit access – changes that would tend to reduce GHG emissions and promote consistency with State efforts at reducing GHG emissions. There is **no change** with respect to this impact attributable to the Mobility Element Update and Bridge District Specific Plan update.

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### 3.8 HAZARDS AND HAZARDOUS MATERIALS

As detailed in Section 1.1.4 of this SEIR, there is **no change in impact** for the proposed project compared to that addressed in the 2016 General Plan EIR and the Specific Plan EIR.

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### 3.9 HYDROLOGY AND WATER QUALITY

As detailed in Section 1.1.4 of this SEIR, there is **no change in impact** for the proposed project compared to that addressed in the 2016 General Plan EIR and the Specific Plan EIR.

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### 3.10 LAND USE AND PLANNING

As detailed in Section 1.1.4 of this SEIR, there is **no change in impact** for the proposed project compared to that addressed in the 2016 General Plan EIR and the Specific Plan EIR.

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### 3.11 MINERAL RESOURCES

As detailed in Section 1.1.4 of this SEIR, there is **no change in impact** for the proposed project compared to that addressed in the 2016 General Plan EIR and the Specific Plan EIR.

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## 3.12 NOISE AND VIBRATION

Section 3.12, “Noise,” of the General Plan EIR included a summary of noise fundamentals, a description of ambient noise conditions, a summary of applicable regulations related to noise and vibration, and an analysis of the potential impacts resulting from the implementation of the General Plan (General Plan EIR, pages 3.12-1 to 3.12-27). That information is hereby incorporated by reference, and summarized in the “Executive Summary” of this SEIR.

This section provides updated information related to the environmental setting, the regulatory setting, and potential adverse physical environmental effects attributable to the City’s General Plan Mobility Element Update, where applicable.

### 3.12.1 EXISTING CONDITIONS

#### REGULATORY SETTING

The regulatory setting in the General Plan EIR was presented on pages 3.12-7 to 3.12-10. The Bridge District Specific Plan EIR presents the regulatory setting on pages 4G-6 through 4G-12. The regulatory setting is updated and expanded in the material that follows.

#### REGULATORY SETTING UPDATE

##### Federal

Although not directly applicable to many projects, and not anticipated to be directly applicable to projects implemented under the City’s update General Plan and Bridge District Specific Plan, the research that supported the development of federal community noise standards is broadly applicable in understanding human response to different noise levels and can be used to help support an evaluation of environmental noise impacts.

Below is a list of federal agencies with noise exposure criteria.

- ▶ U.S. Environmental Protection Agency (EPA): Noise standards to protect public health and welfare
- ▶ Housing and Urban Development (HUD): Noise standards for federally funded housing projects
- ▶ Federal Aviation Administration (FAA): Noise standards for aircraft noise
- ▶ Federal Highway Administration (FHWA): Noise standards for federally funded highway projects
- ▶ Federal Transit Administration (FTA): Noise standards for federally funded transit projects
- ▶ Federal Railroad Administration (FRA): Noise standards for federally funded rail projects

##### ***U.S. Environmental Protection Agency Noise Control Act (Public Law 92-574)***

The federal Noise Control Act of 1972 (Public Law 92-574) established a requirement that all federal agencies administer their programs to promote an environment free of noise that would jeopardize public health or welfare.<sup>6</sup> Although the EPA was given a major role in disseminating information to the public and coordinating federal agencies, each federal agency retains authority to adopt noise regulations pertaining to agency programs.<sup>7</sup>

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<sup>6</sup> The U.S. Environmental Protection Agency (EPA) was given the responsibility for providing information to the public regarding identifiable effects of noise on public health and welfare, publishing information on the levels of environmental noise that will protect the public health and welfare with an adequate margin of safety, coordinating federal research and activities related to noise control, and establishing federal noise emission standards for selected products distributed in interstate commerce. The Noise Control Act also directed that all federal agencies comply with applicable federal, State, interstate, and local noise control regulations.

<sup>7</sup> The EPA can, however, require other federal agencies to justify their noise regulations in terms of the Noise Control Act policy requirements.

In 1974, in response to the requirements of the federal Noise Control Act, the EPA identified indoor and outdoor noise level limits to protect public health and welfare (communication disruption, sleep disturbance, and hearing damage). Outdoor and indoor noise exposure limits of 55 decibels (dB) day-night average sound level ( $L_{dn}$ ) and 45 dB  $L_{dn}$ , respectively, are identified as desirable to protect against speech interference and sleep disturbance for residential, educational, and healthcare areas. The sound-level criterion identified to protect against hearing damage in commercial and industrial areas is 70 dB 24-hour equivalent sound level ( $L_{eq}$ ) (both outdoors and indoors).

***U.S. Department of Housing and Urban Development Noise Abatement and Control (24 Code of Federal Register (CFR) Part 51, Subpart B)***

The U.S. Department of Housing and Urban Development (HUD) has established guidelines for evaluating noise impacts on residential projects seeking financial support under various grant programs (HUD 2013), as summarized below:

- ▶ **Acceptable  $\leq 65$  dB.** Sites are generally considered acceptable for residential use if they are exposed to outdoor noise levels of 65 dB  $L_{dn}$  or less.
- ▶ **Normally Unacceptable 65–75 dB.** Sites are considered “normally unacceptable” if they are exposed to outdoor noise levels of 65–75 dB  $L_{dn}$ .
- ▶ **Unacceptable  $> 75$  dB.** Sites are considered “unacceptable” if they are exposed to outdoor noise levels above 75 dB  $L_{dn}$ .

The HUD goal for the interior noise levels in residences is 45 dB  $L_{dn}$  or less.

***Federal Aviation Administration Airport Noise Compatibility Planning (14 CFR Part 159)***

14 CFR Part 150, “Airport Noise Compatibility Planning” prescribes the procedures, standards, and methodology to be applied to airport noise compatibility planning activities. Noise levels below 65 dB  $L_{dn}$  are normally considered to be acceptable for noise-sensitive land uses.

***Federal Highway Administration Procedures for Abatement of Highway Traffic Noise and Construction Noise Regulations (23 CFR 772)***

FHWA regulations (23 CFR 772) specify procedures for evaluating noise impacts associated with federally funded highway projects and determining whether these impacts are sufficient to justify funding noise abatement. The FHWA noise abatement criteria are based on worst hourly  $L_{eq}$  sound levels, not 24-hour average values (e.g.,  $L_{dn}$  or community noise equivalent level [CNEL]). The worst-hour  $L_{eq}$  criteria for residential, educational, and healthcare facilities are 67 dB outdoors and 52 dB indoors. The worst-hour  $L_{eq}$  criterion for commercial and industrial areas is 72 dB (outdoors).

***Federal Transit Administration Transit Noise and Vibration Impact Assessment (FTA Report No. 0123)***

Federal Transit Administration (FTA) procedures for the evaluation of noise from transit projects are specified in the document entitled, “Transit Noise and Vibration Impact Assessment” (FTA 2018). The FTA Noise Impact Criteria address the following categories:

- ▶ **Category 1:** Buildings or parks, where quiet is an essential element of their purpose.
- ▶ **Category 2:** Residences and buildings where people normally sleep. This includes residences, hospitals, and hotels where nighttime sensitivity is assumed to be of utmost importance.
- ▶ **Category 3:** Institutional land uses with primarily daytime and evening use. This category includes schools, libraries, churches, and active parks.

The FTA noise impact threshold is a sliding scale based on existing noise exposure and land use of sensitive receivers. The basic concept of the FTA noise impact criteria is that more project noise is allowed in areas where existing noise is higher. However, in areas where existing noise exposure is higher, the allowable increase above the existing noise exposure decreases. For example, in an area with an existing noise level of 55 A-weighted decibel (dBA), the allowable increase in noise level is 3 dBA, resulting in a total future noise impact threshold of 58 dBA. For an area with an existing noise level of 60 dBA, the allowable increase in noise level is only 2 dBA, resulting in a total future noise impact threshold of 62 dBA.

The FTA defines two levels of noise impact: moderate and severe. Mitigation is recommended for all severe noise impacts. The FTA noise impact criteria are shown graphically in Exhibit 3.12-1 for the different categories of land use, along with an example of how the criteria are applied. The two graphs on the left are for non-residential land uses where  $L_{eq}(h)$  represents the noise exposure metric, and the top right graph is for residential land uses where  $L_{dn}$  represents the noise exposure metric. As shown in Exhibit 3.12-1, the impact threshold is a sliding scale, and it typically increases with an increase in existing noise exposure. The existing noise appears on the horizontal axis, and the amount of new noise that the project can create is on the vertical axis. The lower curve (blue) defines the threshold for moderate impact and the upper curve (red) defines the threshold for severe impact.

The sample graph located in the bottom right corner of Exhibit 3.12-1 clarifies the concept of a sliding scale for noise impact. Assume that the existing noise has been measured at 60 dBA  $L_{dn}$ . This is the total noise from all existing noise sources over a 24-hour period: traffic, aircraft, lawnmowers, children playing, birds chirping, etc. Starting at 60 dBA on the horizontal axis, follow the vertical line up to where it intersects the moderate and severe impact curves. Then refer to the left axis to see the impact thresholds. An existing noise of 60 dBA  $L_{dn}$  gives thresholds of 57.8 dBA  $L_{dn}$  for moderate impact and 63.4 dBA  $L_{dn}$  for severe impact.<sup>8</sup>

The curves in Exhibit 3.12-1 are defined in terms of project-only noise (on the vertical axes) and the existing noise (on the horizontal axes). The project-only noise is the noise introduced into the environment by the project; it is not the future noise levels with the project. The project-only noise does not include noise from existing noise sources in the area that would not change as a result of the project such as automobile traffic and airplanes.

The  $L_{dn}$  noise level descriptor is used to characterize noise exposure for residential areas (Category 2). For other noise sensitive land uses, such as outdoor amphitheaters and school buildings (Categories 1 and 3), the maximum hourly  $L_{eq}$  during the facility's operating period is used. Noise impacts are identified based on absolute predicted noise levels and increases in noise associated with the subject project.

<sup>8</sup> Note that the values are measured in tenths of a decibel to avoid confusion from rounding off; in reality, one cannot perceive a tenth of a decibel change in sound level.

## FTA Construction Vibration Criteria

The FTA Guidance Manual recommends using local construction noise limits, if possible. The primary concern regarding construction vibration is potential damage to structures. The thresholds for potential damage are much higher than the thresholds for evaluating potential annoyance used to assess impact from operational vibration.

Building damage criteria recommended by FTA are shown in Table 3.12-1. These limits can be used to estimate potential problems. The vibration limits that are shown are the levels at which a risk for damage would exist for each building category, not the level at which damage would occur. These limits should be viewed as criteria to use in impact assessment, to identify problem locations.

To avoid temporary annoyance to building occupants during construction or construction interference with vibration-sensitive equipment inside special-use buildings, such as that from a magnetic resonance imaging machine, FTA recommends comparing the project construction-related velocity level in decibel units (VdB) to the criteria shown in Table 3.12-2 for frequent, occasional, and infrequent events. FTA defines frequent events as more than 70 events per day, occasional events as 30–70 events per day, and infrequent events as fewer than 30 events per day. It was conservatively assumed that the construction-related, vibration-generating activities under the proposed project would fall under occasional events as defined by FTA. The vibration annoyance criteria for vocational events because of construction are shown in Table 3.12-2 with 75 VdB for land use Category 1 and 78 VdB for land use Category 2.

**Table 3.12-1 Federal Transit Administration Construction Vibration Damage Criteria**

Building Category	PPV (inch/second)	Approximate RMS Vibration Velocity Level <sup>a</sup>
I. Reinforced concrete, steel, or timber (no plaster)	0.5	102
II. Engineered concrete and masonry (no plaster)	0.3	98
III. Non-engineered timber and masonry buildings	0.2	94
IV. Buildings extremely susceptible to vibration damage	0.12	90

Notes: PPV = peak particle velocity; RMS = root-mean-square; VdB = velocity level in decibel

a RMS vibration velocity level in VdB relative to 1 micro-inch/second.

Source: FTA 2018

**Table 3.12-2 FTA Construction Vibration Annoyance Criteria**

Land Use Category	Impact Levels (VdB; relative to 1 micro-inch/second)		
	Frequent Events <sup>a</sup>	Occasional Events <sup>b</sup>	Infrequent Events <sup>c</sup>
Category 1: Buildings where vibration would interfere with interior operations	65 <sup>d</sup>	65 <sup>d</sup>	65 <sup>d</sup>
Category 2: Residences and buildings where people normally sleep	72	75	80
Category 3: Institutional land uses with primarily daytime uses	75	78	83

Notes: FTA = Federal Transit Administration; VdB = velocity level in decibel units

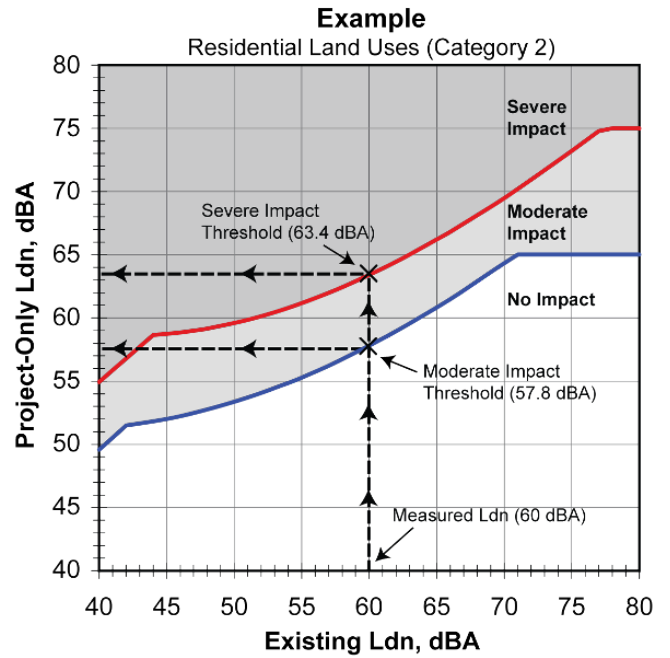
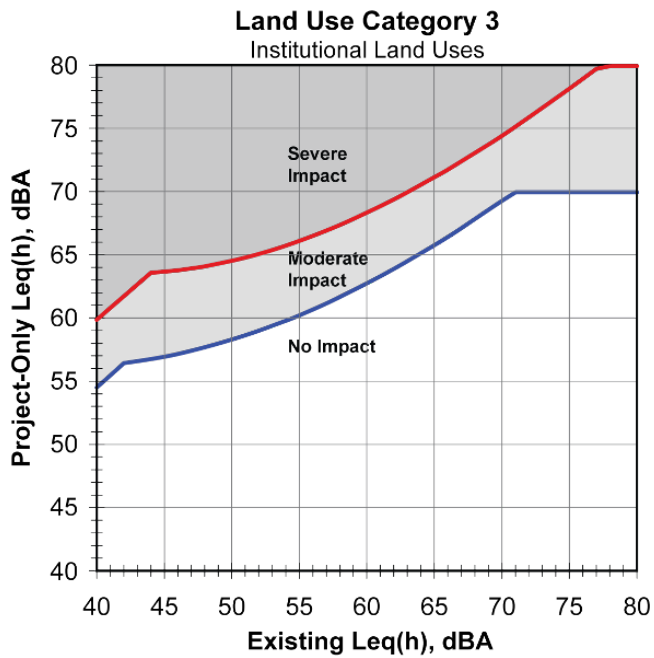
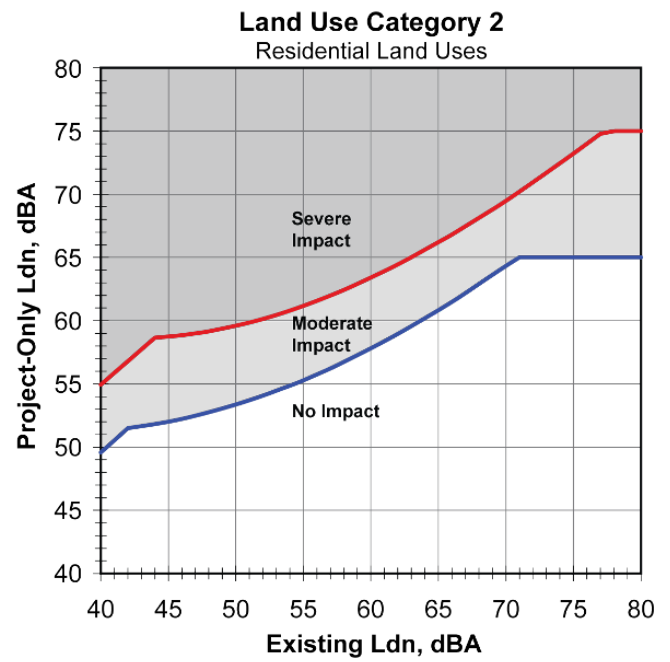
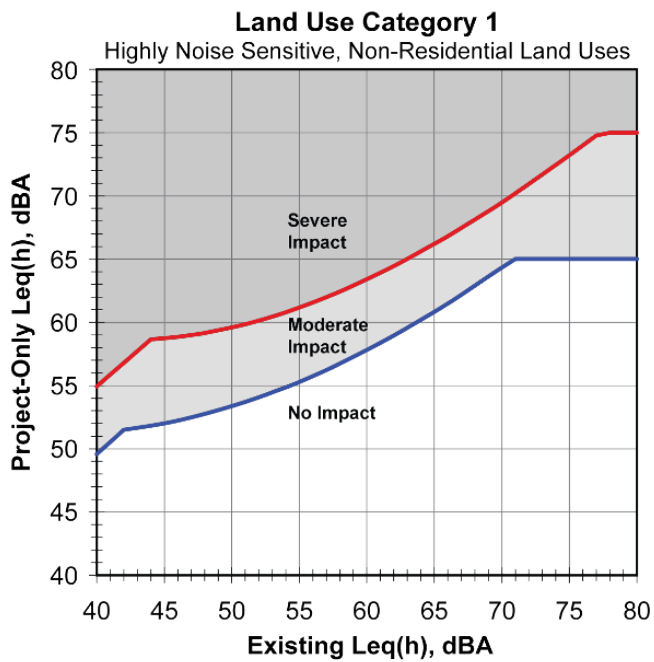
a “Frequent events” is defined as more than 70 vibration events from the same source per day.

b “Occasional events” is defined as 30 to 70 vibration events from the same source per day.

c “Infrequent events” is defined as fewer than 30 vibration events from the same source per day.

d This criterion limit is based on levels that are acceptable for most moderately sensitive equipment, such as optical microscopes. Vibration sensitive manufacturing or research would require detailed evaluation to define the acceptable vibration levels.

Source: FTA 2018



Source: FTA 2018.

**Exhibit 3.12-1 FTA Impact Criteria for Noise**

## State

Similar to federal regulations, for most projects implemented under the updated General Plan and Bridge District Specific Plan, state regulations would not directly apply. However, the research underpinning these regulations and the following guidance can be useful for evaluating environmental noise impacts of projects in West Sacramento.

### ***State of California General Plan Guidelines, Government Code Section 65302 et seq.***

In 1971, the State required cities and counties to include noise elements in their general plans (Government Code Section 65302 et seq.). The State of California General Plan Guidelines (Office of Planning and Research 2017) identify guidelines for the noise elements of local general plans, including a sound level/land-use compatibility chart. The noise element guidelines identify the “normally acceptable” range of noise exposure for low-density residential uses as less than 60 dB  $L_{dn}$ , and the “conditionally acceptable” range as 55–70 dB  $L_{dn}$ . The “normally acceptable” range for high-density residential uses is identified as below 65 dB  $L_{dn}$ , and the “conditionally acceptable” range is identified as 60–70 dB  $L_{dn}$ . For educational and medical facilities, levels below 70 dB  $L_{dn}$  are considered “normally acceptable,” and levels of 60–70 dB  $L_{dn}$  are considered “conditionally acceptable.” For office and commercial land uses, levels below 70 dB  $L_{dn}$  are considered “normally acceptable,” and levels of 67.5–77.5 dB  $L_{dn}$  are considered “conditionally acceptable.” Overlapping noise level ranges are intended to indicate that local conditions (existing sound levels and community attitudes toward dominant sound sources) should be considered in evaluating land use compatibility at specific locations.

### **California Noise Insulation Standards, California Code of Regulations Part 2, Title 24**

Part 2, Title 24 of the California Code of Regulations “California Noise Insulation Standards” establishes minimum noise insulation standards to protect persons within new hotels, motels, dormitories, long-term care facilities, apartment houses, and dwellings other than single-family residences. Under this regulation, interior noise levels attributable to exterior noise sources should not exceed 45 dB  $L_{dn}$  in any habitable room.<sup>9</sup>

### **California Department of Transportation Vibration Criteria**

The effects of groundborne vibration include movement of building floors, rattling of windows, shaking of items that sit on shelves or hang on walls, and rumbling sounds. In extreme cases, vibration can damage buildings, although this is not a factor for most projects. Human annoyance from groundborne vibration often occurs when vibration exceeds the threshold of perception by only a small margin. A vibration level that causes annoyance can be well below the damage threshold for normal buildings.

Vibration impacts would be significant if vibration levels would exceed the California Department of Transportation (Caltrans)-recommended standard of 0.2 inches per second (in/sec) PPV with respect to the prevention of structural damage for normal buildings or FTA’s maximum-acceptable vibration standard of 80 velocity level in decibel units (VdB) with respect to human response for residential uses (i.e., annoyance) at nearby vibration-sensitive land uses. Table 3.12-3 shows Caltrans’ general thresholds for structural responses to vibration levels.

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<sup>9</sup> Where such residences are located in an environment where exterior noise is 60 dB  $L_{dn}$  or greater, an acoustical analysis is required to ensure that interior levels do not exceed the 45 dB  $L_{dn}$  interior standard.

**Table 3.12-3 Structural Responses to Vibration Levels**

Structure and Condition	Peak Vibration Threshold (in/sec PPV)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

Notes: in/sec = inches per second; PPV = peak particle velocity

Source: Caltrans 2013

## ENVIRONMENTAL SETTING

The existing environmental setting is provided in the General Plan EIR (General Plan EIR, pages 3.12-10 to 3.12-13), is current as it relates to potential effects attributable to the General Plan Mobility Element Update, and is hereby incorporated by reference. The environmental setting is presented on pages 4G-1 through 4G-6 of the Bridge District Specific Plan EIR. Updates to this setting follow.

## UPDATE TO ENVIRONMENTAL SETTING

### Overview of Groundborne Vibration

Operation of heavy construction equipment, particularly pile-driving equipment and other impact devices (e.g., pavement breakers), create seismic waves that radiate along the surface of and downward into the ground. These waves can be felt as ground vibration. Vibration from the operation of this type of equipment can result in effects that range from annoying people to damaging structures. Variations in geology and distance result in different vibration levels, including different frequencies and displacements. In all cases, vibration amplitudes decrease with increased distance.

Perceptible groundborne vibration is generally limited to areas within a few hundred feet of construction activities. As seismic waves travel outward from a vibration source, they cause rock and soil particles to oscillate. The actual distance that these particles move is usually only a few ten-thousandths to a few thousandths of an inch. The rate or velocity (in inches per second) at which these particles move is the commonly accepted descriptor of vibration amplitude, referred to as peak particle velocity (PPV).

Vibration amplitude attenuates over distance. This is a complex function of how energy is imparted into the ground and the soil or rock conditions through which the vibration is traveling. Table 3.12-4 summarizes typical vibration levels generated by construction equipment at the reference distance of 25 feet.

**Table 3.12-4 Vibration Source Levels for Construction Equipment**

Equipment	PPV at 25 Feet
Vibratory Roller	0.210
Large bulldozer	0.089
Caisson drilling	0.089
Loaded trucks	0.076
Jackhammer	0.035
Small bulldozer	0.003

Notes: PPV = peak particle velocity

Source: FTA 2018

Groundborne vibration can also be quantified by the root-mean-square (RMS) velocity amplitudes, which is useful for assessing human annoyance. The RMS amplitude is expressed in terms of the VdB. The background vibration velocity level in residential areas is usually around 50 VdB or lower. The vibration velocity level threshold of perception for humans is approximately 65 VdB. Most perceptible indoor vibration is caused by sources within buildings, such as the operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are heavy construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible.

Table 3.12-5 summarizes the typical groundborne vibration velocity levels and average human response to vibration that may be anticipated when a person is at rest in quiet surroundings. If the person is engaged in any type of physical activity, vibration tolerance increases considerably. The duration of the event has an effect on human response, as does its daily frequency of occurrence. Generally, as the duration and frequency of occurrence increase, the potential for adverse human response increases.

**Table 3.12-5 Typical Levels of Groundborne Vibration**

Human or Structural Response	Vibration Velocity Level (VdB)	Typical Sources (50 feet from source)
Threshold for minor cosmetic damage to fragile buildings	—100—	Blasting from construction project
		Bulldozer or heavy-tracked construction equipment
Difficulty in reading computer screen	—90—	
		Upper range of commuter rail
Threshold for residential annoyance for occasional events	—80—	Upper range of rapid transit
Threshold for residential annoyance for frequent events		Typical commuter rail Bus or truck over bump
	—70—	Typical rapid transit
Approximate threshold for human perception of vibration; limit for vibration-sensitive equipment		Typical bus or truck on public road
	—60—	
		Typical background vibration
	—50—	

Source: FTA 2018.

Groundborne noise is a secondary component of groundborne vibration. When a building structure vibrates, noise is radiated into the interior of the building. Typically, this is a low-frequency sound that can be perceived as a low rumble. The magnitude of the sound depends on the frequency characteristic of the vibration and the manner in



which the room surfaces in the building radiate sound. Groundborne noise is quantified by the A-weighted sound level inside the building. The sound level accompanying vibration is generally 25 to 40 dBA lower than the vibration velocity level in VdB. Groundborne vibration levels of 65 VdB can result in groundborne noise levels of up to 40 dBA, which can disturb sleep. Groundborne vibration levels of 85 VdB can result in groundborne noise levels of up to 60 dBA, which can be annoying to daytime noise-sensitive land uses such as schools (FTA 2006).

## **Noise-Sensitive Land Uses**

Noise-sensitive land uses are generally defined as locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Places where people live, sleep, worship, and study are sensitive to noise because intrusive sound can be disruptive to these activities. Noise-sensitive uses include residentially designated areas, nursing homes, schools, libraries, and places of worship. Noise sources include highway and surface streets, railways, aircraft, and stationary noise sources such as commercial and industrial uses, construction sites, as well as neighborhood parks and schools.

Noise conflicts can occur when larger-scale commercial and industrial uses are located near or adjacent to residential neighborhoods, but recreational and other non-residential land uses can also create conflicts. Whether or not the juxtaposition of different land uses creates a noise conflict depends on the design, scale, character, and operation of both the noise-generating use and the noise-sensitive use.

Noise sensitive land uses or sensitive receptors are those uses that are most sensitive to high noise levels. Sensitive noise receptors typically include residences, religious facilities, schools, childcare centers, hospitals, long-term health care facilities, convalescent centers, and retirement homes. All of these land use types, except hospitals, occur within the City's planning area.

Residential neighborhoods are located throughout West Sacramento, while large-scale commercial uses are somewhat concentrated around I-80 and U.S. Highway 50 (U.S. 50), and between Reed Avenue and Industrial Boulevard and east Jefferson Boulevard north and south of U.S. 50, in areas that are largely separated from most residences. Industrial uses within the City area located mostly south of I-80 and east and west of Southport Parkway, and along the railroad south of Industrial Boulevard. Developed parks can represent a source of noise, particularly parks that accommodate organized sports. Parks in West Sacramento are interspersed throughout residential areas. Similarly, public, and institutional uses can emit noise. For example, schools, which are located throughout the city and are surrounded by residential uses, can represent a source of noise.

## **Existing Sources of Noise**

Noise sources within West Sacramento and the Bridge District Specific Plan Area can be characterized as "transportation-related" and "fixed" (non- transportation- related). Transportation-related noise sources consist of roadway traffic noise and railroad noise. Major transportation routes are dominant sources of noise in West Sacramento. These include traffic on I-80, and other local arterials and streets, and train operations on the Union Pacific Railroad. The fixed noise sources include, but are not limited to, industrial facility noise, operations associated with commercial land uses, racetrack operations, and special events such as softball and soccer games. Existing noise sources include motor vehicle traffic, rail operations, aircraft overflights, motorized watercraft on the Sacramento River, industrial facilities, and events (baseball games and concerts) at Raley Field.

## Traffic Noise

The primary noise source in the study area is vehicle traffic. Ambient noise levels in the study area are influenced by traffic on major roads such as I-80, U.S. 50, Jefferson Boulevard, Harbor Boulevard, Industrial Boulevard, and Enterprise Boulevard.

Traffic operations data was used to estimate existing traffic noise levels at a distance of 100 feet from the centerline of the studied roadways (see Table 3.12-6).<sup>10</sup> Additionally, the 55 dB CNEL, 60 dB CNEL, and 65 dB CNEL traffic noise contour distances were determined. Please see Table 3.12-3 for a summary of traffic noise levels and contour distances for the existing condition.<sup>11</sup> Traffic noise contours were prepared using the Federal Highway Administration's (FHWA 1978) traffic noise prediction model (FHWA-RD-77-108). Please see Exhibit 3.12-2 for existing traffic noise contours attributable to major and minor arterials and collector roadway segments within West Sacramento (shown as CNEL).

**Table 3.12-6 Existing Traffic Noise Levels and Contour Distances**

No.	Segment	Average Daily Traffic Volume	CNEL @ 100 ft	Distance to Contours		
				65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
1	C Street between 5th Street and City Limit	10,100	66.8	152	480	1,518
2	Davis Road between Jefferson Boulevard and Antioch Avenue	547	54.1	8	26	82
3	Davis Road between Antioch Avenue and South River Road	667	55.0	10	32	100
4	Gregory Avenue between Bevan Road and South River Road	1,839	59.4	28	87	276
5	Harbor Boulevard between Rice Avenue and West Capitol Avenue	19,214	70.6	366	1,158	3,663
6	Harbor Boulevard between Reed Avenue and Rice Avenue	22,194	71.3	423	1,338	4,231
7	Industrial Boulevard between Enterprise Boulevard and Parkway Boulevard	7,487	67.5	177	559	1,768
8	Industrial Boulevard between Parkway Boulevard and Harbor Boulevard	12,089	69.6	285	903	2,855
9	Industrial Boulevard between Harbor Boulevard and Stone Boulevard	27,120	73.1	640	2,025	6,405
10	Jefferson Boulevard between Sacramento Avenue and West Capitol Avenue	17,007	71.0	402	1,270	4,016
11	Jefferson Boulevard between West Capitol Avenue and 15th Street	30,556	73.6	722	2,282	7,216
12	Jefferson Boulevard between 15th Street and Stone Boulevard	25,071	72.7	592	1,872	5,921
13	Jefferson Boulevard between Stone Boulevard and Lake Washington Boulevard	29,311	73.4	692	2,189	6,922
14	Jefferson Boulevard between Lake Washington Boulevard and Linden Road (South)	18,354	71.3	424	1,341	4,241

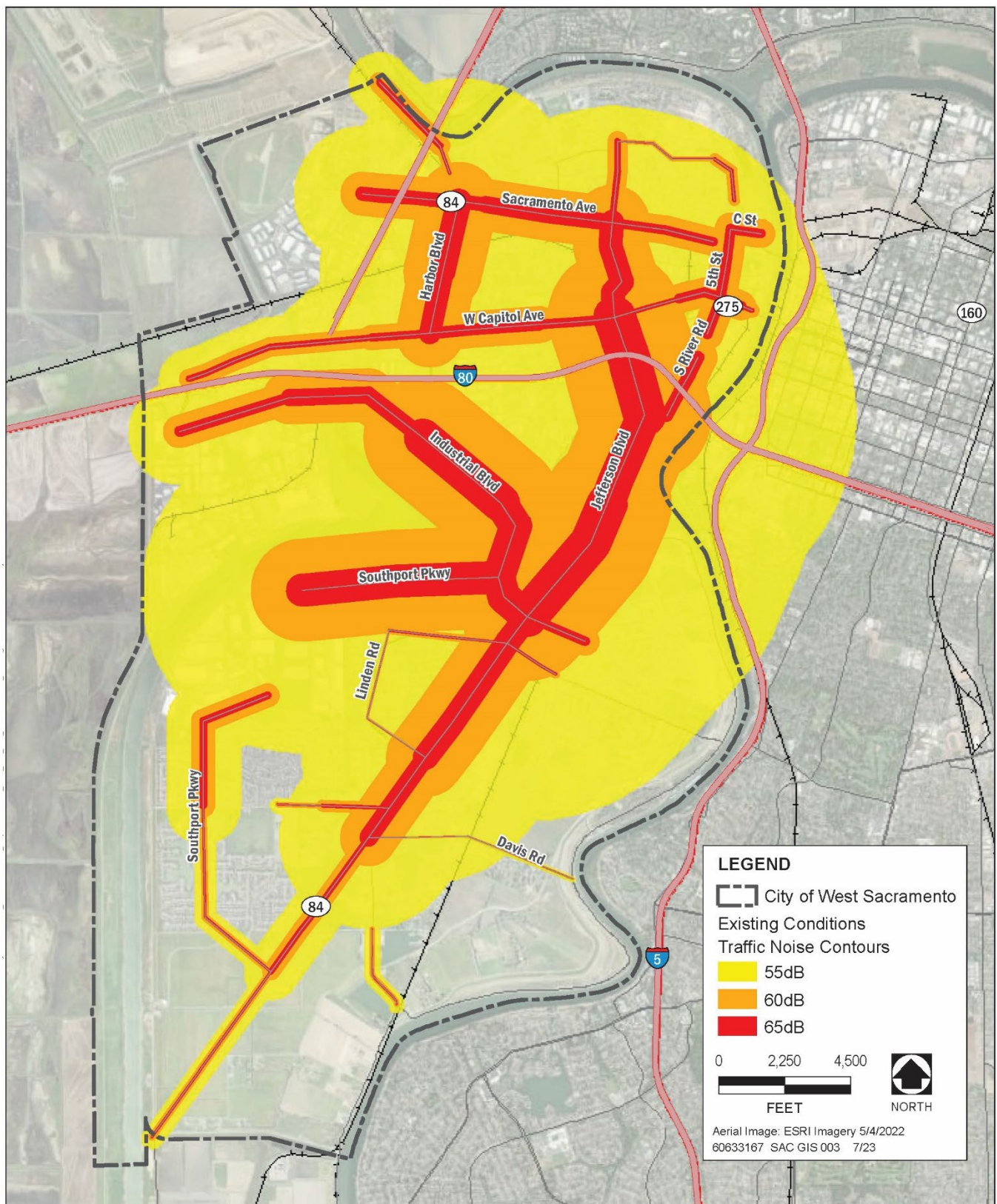
<sup>10</sup> Collected traffic volumes were used to characterize existing traffic noise levels. The Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA-RD-77-108), existing traffic volumes, and posted traffic speed, day/night traffic distribution, and assumptions regarding the traffic fleet mix (i.e., percentage of automobiles, medium trucks, and heavy trucks) were used to assess existing traffic noise exposure for both streets and roads in the General Plan study area. The FHWA Model is the standard model recommended by the FHWA and is the analytical method presently favored for traffic noise prediction by most state and local agencies, including Caltrans. The current version of the Model is based upon the California Vehicle Noise (CALVENO) emission factors for automobiles, medium trucks, and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver and the acoustical characteristics of the site. The FHWA Model predicts day-night average noise levels ( $L_{dn}$ ), and hourly  $L_{eq}$  values for free-flowing traffic conditions and is generally considered to be accurate within 1.5 dB of the measured condition. Traffic data representing average daily traffic volumes for existing conditions were obtained from the City of West Sacramento. Day/night traffic distribution for all studied roadways was based upon the day-night average daily traffic volumes. Posted traffic speeds and vehicle mixes were assumed for the traffic noise modeling effort.

<sup>11</sup> In some cases, the actual distances to noise level contours may vary from the distances predicted by the FHWA Model, because the modeling does not take into account existing sound barriers or structures, vegetation, or other factors that can attenuate (reduce) noise. Factors such as roadway curvature, roadway grade, shielding from local topography or structures, roadway elevations, and elevation of receivers may also affect actual sound propagation. Therefore, the distances reported are estimates of noise exposure can be considered conservative and could overestimate noise levels.

No.	Segment	Average Daily Traffic Volume	CNEL @ 100 ft	Distance to Contours		
				65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
15	Jefferson Boulevard between Linden Road (South) and Davis Road	13,565	69.9	306	969	3,065
16	Jefferson Boulevard between Davis Road and Southport Parkway	4,245	64.7	94	296	937
17	Jefferson Boulevard between Southport Parkway and City Limits (South)	1,785	60.9	38	122	385
18	Kegle Drive between Anna Street and Sacramento Avenue	7,910	65.3	106	335	1060
19	Lake Washington Boulevard between Stone Boulevard and Jefferson Boulevard	26,972	72.4	554	1,752	5,541
20	Lake Washington Boulevard between Jefferson Boulevard and Stonegate Drive	7,618	66.8	153	483	1,526
21	Lighthouse Drive between Fountain Drive and A Street	4,800	62.8	60	189	596
22	Lighthouse Drive between Fountain Drive and Kegle Drive	2,003	58.8	24	77	242
23	Linden Road (North) between Summerfield Drive and Jefferson Boulevard	3,334	61.0	40	125	396
24	Linden Road (South) between Summerfield Drive and Jefferson Boulevard	1,082	56.0	13	40	125
25	Linden Road between Jefferson Boulevard and Stonegate Drive	4,049	61.6	45	144	455
26	Marshall Road between Seymour Avenue and Jefferson Boulevard	5,855	63.0	63	200	632
27	Marshall Road between Marshall Road west end) and Golden Gate Drive	2,610	59.4	27	86	273
28	North Harbor Boulevard between Riverbank Road and Reed Avenue	4,023	62.1	52	164	517
29	North Harbor Boulevard between City Limits and Riverbank Road	5,611	65.3	107	338	1,070
30	Reed Avenue between Riverside Parkway and Sunset Avenue	12,327	68.7	235	743	2,350
31	Sacramento Avenue between Sunset Avenue and Kegle Drive	14,464	69.4	276	872	2,757
32	Sacramento Avenue between Kegle Drive and 6th Street	7,840	66.7	149	473	1,494
33	5th Street between West Capitol Avenue and Riske Lane	11,413	67.3	172	542	1,715
34	5th Street between Riske Lane and 15th Street	13,925	68.2	209	662	2,093
35	Southport Parkway between Ramco Street and Lake Washington Boulevard	23,422	72.4	553	1,749	5,531
36	Southport Parkway between Promenade Street and Marshall Road	5,417	66.1	128	405	1,279
37	Southport Parkway between Marshall Road and Jefferson Boulevard	1,626	60.8	38	121	384
38	West Capitol Avenue between Enterprise Boulevard and Northport Drive	6,879	65.2	104	330	1,044
39	West Capitol Avenue between Northport Drive and Harbor Boulevard	8,817	66.3	134	423	1,338
40	West Capitol Avenue between Harbor Boulevard and Sycamore Street	13,008	68.0	197	624	1,974
41	West Capitol Avenue between Sycamore Street and Jefferson Boulevard	10,558	67.0	160	507	1,602
42	West Capitol Avenue between Jefferson Boulevard and Grand Street	5,223	63.9	78	245	775
43	West Capitol Avenue between Grand Street and 3rd Street	10,793	66.9	157	495	1,567

Notes: dB = decibels; ft = feet; L<sub>dn</sub> = Day-Night Average sound level

Source: Existing traffic data collected by the City of West Sacramento; traffic noise modeling, AECOM 2023.



Source: AECOM 2023.

## Exhibit 3.12-2 Existing Vehicular Transportation Noise Contours

## ***Fixed Noise Sources***

Commercial and industrial facilities are a source of noise within West Sacramento. Mechanical equipment and trucking are the primary sources of noise associated with these facilities. Industrial processes are often recognized as a primary fixed noise source. Significant noise generation can occur even when the best available noise control technology is applied. Noise exposures within industrial facilities are controlled by federal and state employee health and safety regulations (federal Occupational Safety and Health Administration [OSHA] and California Occupational Safety and Health Administration [Cal-OSHA]). Exterior noise levels may, however, exceed locally acceptable standards. Commercial, recreational, and public service facility activities can also produce noise that affects adjacent sensitive land uses. These noise sources can be continuous and may contain tonal components that may be annoying to individuals who live in the nearby vicinity. In addition, noise generation from fixed noise sources may vary based on climatic conditions, time of day, and existing ambient noise levels.

From a planning perspective, fixed-source noise control issues focus upon two goals: to prevent the introduction of new noise-producing uses in noise-sensitive areas and to prevent encroachment of noise-sensitive uses upon existing noise-producing facilities. The first goal can be achieved by applying noise level performance standards to proposed new noise-producing uses. The second goal can be met by requiring that new noise-sensitive uses in near proximity to existing noise-producing facilities include mitigation measures to reduce noise exposure for the new noise-sensitive use.

Fixed noise sources that are typically of concern include, but are not limited to, the following:

- ▶ Air Compressors
- ▶ Blowers
- ▶ Boilers
- ▶ Conveyor Systems
- ▶ Cooling Towers/Evaporative Condensers
- ▶ Cutting Equipment
- ▶ Drill Rigs
- ▶ Emergency Generators
- ▶ Fans
- ▶ Gas or Diesel Motors
- ▶ Generators
- ▶ Grinders
- ▶ HVAC Systems
- ▶ Lift Stations
- ▶ Outdoor Speakers
- ▶ Pile Drivers
- ▶ Pump Stations
- ▶ Steam Turbines
- ▶ Steam Valves
- ▶ Transformers
- ▶ Welders

These noise sources may be found in industrial facilities, trucking operations, tire shops, auto maintenance shops, metal fabricating shops, shopping centers, drive-up windows, car washes, loading docks, public works projects, batch plants, bottling and canning plants, recycling centers, electric generating stations, landfills, sand and gravel operations, and athletic fields. There are numerous fixed noise sources that are dispersed throughout the city.

### ***Landscape and Building Maintenance Activities***

Landscape maintenance activities include the use of leaf blowers, power tools, and gasoline-powered lawn mowers, and could result in intermittent noise levels of approximately 88 dB at 6 feet. Based on an equipment noise level of 88 dB, the use of such equipment, assuming a noise attenuation rate of 6 dB per doubling of distance from the source, would result in exterior noise levels of approximately 70 dB at 50 feet. If these activities occur during noise-sensitive hours, such as early in the morning, this results in compatibility issues for nearby noise-sensitive uses.

### ***Mechanical Equipment***

The operation of mechanical equipment (e.g., pumps, generators; heating, ventilation, and cooling systems) could result in intermittent noise levels of approximately 90 dB at 3 feet (EPA 1971). Based on this equipment noise level, the operation of such equipment, assuming a noise attenuation rate of 6 dB per doubling of distance from the source, may result in exterior noise levels of approximately 60 dB at 95 feet. These types of equipment are typically shielded from direct exposure (e.g., housed on rooftops, in equipment rooms, or in exterior enclosures), which can help to avoid noise compatibility issues.

### ***Garbage Collection Activities***

Garbage collection activities (e.g., emptying large refuse dumpsters, possible multiple times per week, and the shaking of containers with a hydraulic lift), could result in instantaneous maximum noise levels of approximately 89 dB maximum noise level ( $L_{max}$ ) at 50 feet. Such activities are anticipated to be very brief, intermittent, and would occur during daytime hours, which are less noise-sensitive times of day. Garbage collection activities are infrequent, and therefore would not be expected to exceed daily noise standards. Noises would typically emanate from public rights-of-way, which would normally be separated from outdoor gathering spaces associated with residential uses. Noise associated with garbage collection would not be expected to create single-event noise that would be substantially disruptive to daily activities or cause sleep disturbance.

### ***Parking Lots***

Parking lots and parking structures include noise sources such as vehicles entering/exiting the lot, alarms/radios, and doors slamming. According to the FHWA, parking lots with a maximum hourly traffic volume of approximately 1,000 vehicles per hour either entering or exiting the lot could result in a peak hour and daily noise levels of approximately 56 dB  $L_{eq}$  and 63 dB  $L_{dn}$  at 50 feet.

### ***Commercial, Office, and Industrial Activities***

Commercial, office, and industrial noise sources include loading dock activities, air circulation systems, delivery areas, and the operation of trash compactors, air compressors, and public address systems (i.e., amplification and speakers used in drive-through retail establishments or sporting events). Such activities could result in intermittent

noise levels of approximately up to 91 dB  $L_{\max}$  at 50 feet (EPA 1971) and high single-event noise levels from backup alarms from delivery trucks during the more noise-sensitive hours of the day.

### ***Other Residential, School, and Recreation Activities and Events***

Noise sources typical of residential, school, recreation, and event uses could include voices and amplified music/speaker systems. Such sources could result in noise levels of approximately 60–75 dB  $L_{eq}$  at 50 feet.

### ***Events (Baseball Games and Concerts) at Sutter Health Park***

In addition to transportation and industrial noise sources, ambient noise levels near the Sacramento River are affected by baseball games and other large events that take place at Sutter Health Park. Motorized watercraft using the Sacramento River could have noise impacts on noise-sensitive uses adjacent to the river.

### ***Ambient Noise Level Measurements***

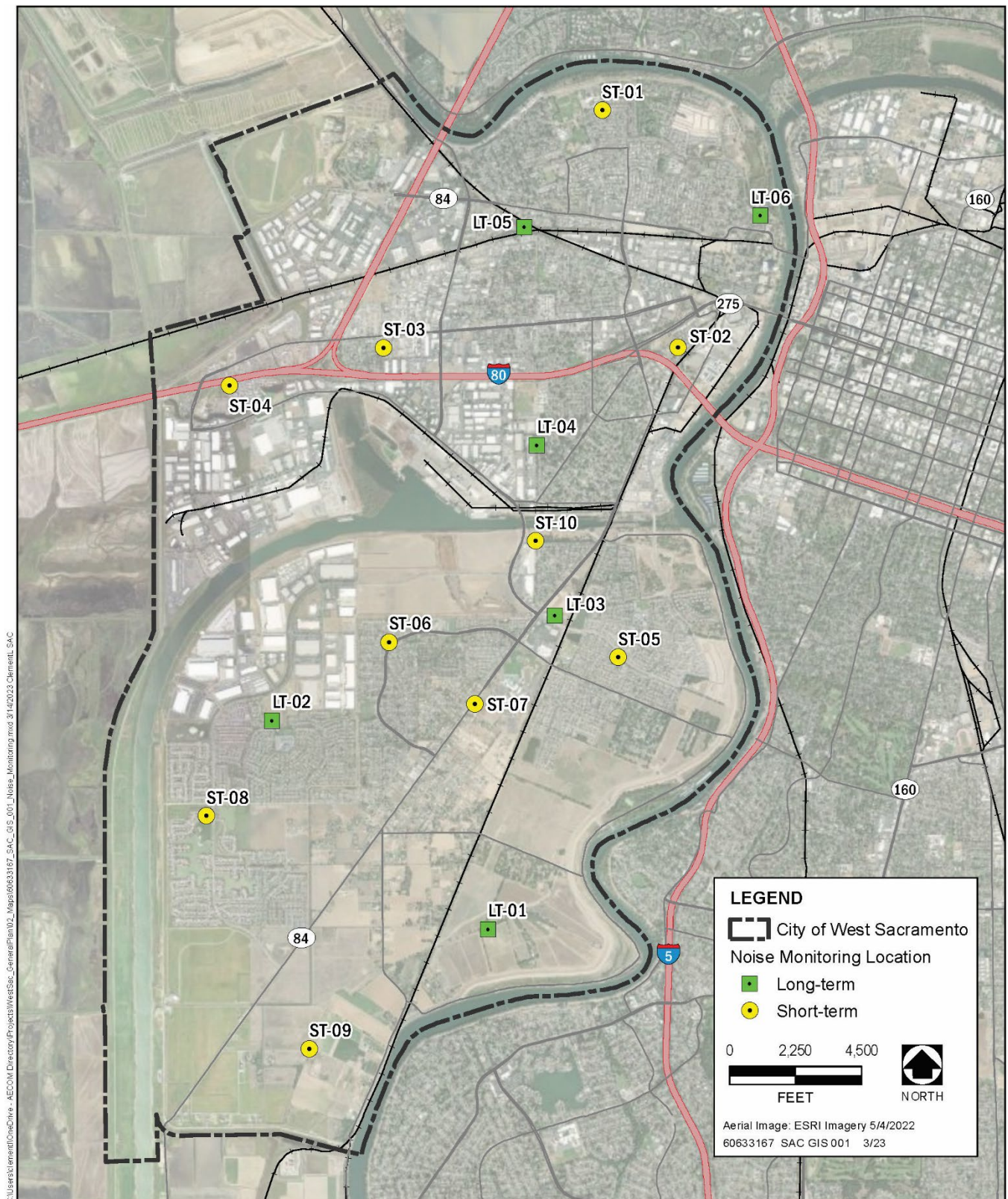
In support of this SEIR, new noise measurements were collected to update the description of existing conditions as they were presented in the 2016 General Plan EIR and Bridge District Specific Plan EIR. A community noise survey was conducted to document noise exposure in areas with noise-sensitive land uses. Noise measurement sites were selected to be representative of noise-sensitive area. The community noise survey was conducted at 15 locations including five long-term (24-hour) and 10 short-term (10 to 20-minutes) measurements.<sup>12</sup> Traffic on local streets, U.S. 50 and I-80, distant commercial and industrial activities, and neighborhood activities are the controlling factors for background noise levels in most of West Sacramento. Long-term ambient noise level measurements were conducted in primarily residential areas to record day-night statistical noise level trends. Short-term ambient noise level measurements were conducted to record typical daytime noise levels near noise-sensitive uses in West Sacramento.

Measured noise levels are summarized in Table 3.12-7, to provide an indication of ambient noise levels in West Sacramento. Noise measurement sites are shown in Exhibit 3.12-3. The  $L_{eq}$  values presented in Table 3.12-7 represent the average measured noise levels during the measured time periods.  $L_{\max}$  values show the maximum noise levels observed during the measured time periods. These measurements were completed from March 2–3, 2023. The community noise survey results indicate that typical noise levels in noise-sensitive areas range from 49 dB to 72 dB  $L_{dn}$ .

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<sup>12</sup> Noise level measurements were completed using Larson Davis Laboratories (LDL) Model 820, 824 and 831 precision integrating sound level meters. The meters were calibrated prior to the measurements using an LDL Model (CAL 200) acoustical calibrator. The equipment used complies with all pertinent requirements of the American National Standards Institute for Class 1 sound level meters (ANSI S1.4).





Source: AECOM 2023.

**Exhibit 3.12-3 Noise Measurement Locations**



**Table 3.12-7 Existing Ambient Noise Levels**

Site <sup>1</sup>	Location	Date	Start Time	Duration	Sound Level (dBA) <sup>2</sup>								L <sub>dn</sub> <sup>3</sup>
					Daytime (7 a.m.–10 p.m.)				Nighttime (10 p.m.–7 a.m.)				
					L <sub>eq</sub> <sup>4</sup>	L <sub>max</sub> <sup>5</sup>	L <sub>50</sub> <sup>6</sup>	L <sub>90</sub> <sup>7</sup>	L <sub>eq</sub>	L <sub>max</sub>	L <sub>50</sub>	L <sub>90</sub>	
LT-02	3400 Golden Gate Drive	Thurs., March 2 to Fri., March 3, 2023	24 Hr.	24 Hr.	51	68	44	48	46	57	40	44	54
LT-03	2040 Lake Washington Boulevard	Thurs., March 2 to Fri., March 3, 2023	24 Hr.	24 Hr.	56	73	48	52	51	64	42	47	58
LT-04	1708 Deerwood St.	Thurs., March 2 to Fri., March 3, 2023	24 Hr.	24 Hr.	52	66	47	49	50	59	47	49	57
LT-05	1600 Citrus St.	Thurs., March 2 to Fri., March 3, 2023	24 Hr.	24 Hr.	53	73	45	47	56	72	48	50	62
LT-06	310 Williams Street	Thurs., March 2 to Fri., March 3, 2023	24 Hr.	24 Hr.	65	75	52	55	58	73	54	56	66
ST-01	By 1100 Carrie St.	Thursday, March 2, 2023	13:00	0:15	0:15	58	dB	0	--	--	--	--	--
ST-02	Jerome D. Barry Park, Ballpark Drive	Thursday, March 2, 2023	13:25	0:15	0:15	62	66	63	--	--	--	--	--
ST-03	By 827 Pine Avenue	Thursday, March 2, 2023	13:59	0:15	0:15	57	71	60	--	--	--	--	--
ST-04	By 3901 Lake Road	Thursday, March 2, 2023	14:34	0:15	0:15	64	67	66	--	--	--	--	--
ST-05	Emile “Whitey” Boisclair Park	Thursday, March 2, 2023	15:15	0:15	0:15	53	67	59	--	--	--	--	--
ST-06	Kimberly Court Cul-de-sac	Thursday, March 2, 2023	15:51	0:15	0:15	49	65	55	--	--	--	--	--
ST-07	By 2900 Jefferson Boulevard	Thursday, March 2, 2023	16:39	0:15	0:15	72	80	77	--	--	--	--	--
ST-08	3480 Alpine St.	Thursday, March 2, 2023	13:02	0:15	0:15	51	66	54	--	--	--	--	--
ST-09	By 3272 Burrows Avenue	Friday, March 3, 2023	13:59	0:16	0:16	52	74	54	--	--	--	--	--
ST-10	By 2100 Manchester St.	Friday, March 3, 2023	15:05	0:15	0:15	53	60	57	--	--	--	--	--

<sup>1</sup> Measurement locations are shown in Exhibit 3.12-3.

<sup>2</sup> dBA (A-weighted decibels): The weighted sound level measurement scale specifically adjusted to human hearing.

<sup>3</sup> L<sub>dn</sub> (day night noise level): The 24-hour L<sub>eq</sub> with a 10-dBA “penalty” for noise events that occur during the noise-sensitive hours between 10 p.m. and 7 a.m.

<sup>4</sup> L<sub>eq</sub> (equivalent noise level): The energy mean (average) noise level.

<sup>5</sup> L<sub>max</sub> (maximum noise level): The maximum instantaneous noise level during a specific period of time.

<sup>6</sup> L<sub>50</sub>: The noise level for 50 percent of the measured time period

<sup>7</sup> L<sub>90</sub>: The noise level for 90 percent of the measured time period

Source: Measurements collected by AECOM March 2-3, 2023

## 3.12.2 ENVIRONMENTAL IMPACTS

### THRESHOLDS FOR DETERMINING SIGNIFICANCE

The thresholds for evaluating the significance of impacts for this analysis are based on the environmental checklist in Appendix G of the CEQA Guidelines and are the same as those used in the 2016 General Plan EIR and Bridge District Specific Plan EIR. Since the time when these EIRs were certified, the Appendix G checklist questions have been narrowed from the six questions evaluated previously to the following three questions:

- ▶ Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
- ▶ Generation of excessive groundborne vibration or groundborne noise levels?
- ▶ For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

## IMPACTS AND MITIGATION MEASURES

### **Impact NOI-1: Exposure of persons to or generation of noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies**

The 2016 General Plan EIR (pages 3.12-14 through 3.12-23) found that there would be **significant and unavoidable** noise impacts associated with implementation of the existing General Plan – both for temporary construction-related noise and also longer-term traffic noise. Similarly, the City found in the Bridge District Specific Plan EIR under 1993 Impact 4.7-2, 1993 Impact 4.7-3, 1993 Impact 4.7-4, and Impact NOI-1 that development in the Specific Plan Area would be exposed to excessive traffic, rail noise, existing industries, and events at Raley Field, but that this impact could be mitigated to a less-than-significant level. The Specific Plan EIR identified a significant and unavoidable impact related to construction despite imposing 1993 Mitigation Measure 4.7-1(a) through 4.7-1(c).

### **Temporary Construction Noise**

As detailed in the 2016 General Plan EIR and Specific Plan EIR, construction noise effects are considered significant and unavoidable. The proposed Mobility Element and Bridge District Specific Plan update would not change this finding or result in any increase in severity in relation to this impact. The proposed changes in transportation alignments would not move future construction activities into areas adjacent to noise-sensitive uses. However, the following additional information is provided to clarify and expand the existing analysis in the 2016 General Plan EIR and Specific Plan EIR.

To assess the potential short-term noise impacts from construction, sensitive receptors and their relative levels of exposure were identified. Construction noise was predicted using the Transit Noise and Vibration Impact Assessment methodology for construction noise prediction (FTA 2018). The noise emission levels referenced, and usage factors are based on FHWA’s Roadway Construction Noise Model (FHA 2006). Noise levels of specific construction equipment and resultant noise levels at the locations of sensitive receptors were calculated.

Groundborne vibration impacts were assessed based on FTA methodology for construction (e.g., vibration levels produced by specific construction equipment operations and the distance of sensitive receptors from a given source), and transportation vibration sources (FTA 2018). Please see above under the heading, “Federal Transit Administration Transit Noise and Vibration Impact Assessment (FTA Report No. 0123),” for more detail.

Residences and businesses located adjacent to areas of construction activity would be affected by construction noise during buildout of the updated General Plan and Specific Plan. Construction noise impacts result when construction activities occur during noise-sensitive times of the day (early morning, evening, or nighttime hours),

the construction occurs in areas immediately adjoining noise sensitive land uses, and when construction durations last over extended periods of time.

Noise generating construction activities related to development within West Sacramento would include demolition activities, site grading and excavation, building erection, paving, and landscaping. The highest construction noise levels are typically generated during grading and excavation. Relatively lower noise levels typically occur during building construction.

Large pieces of earth-moving equipment, such as graders, excavators, and dozers, generate maximum noise levels of 85 dBA to 90 dBA at a distance of 50 feet (refer to Table 3.12-8 below) (EPA 1971). Typical hourly average construction-generated noise levels are approximately 80 dBA to 85 dBA measured at a distance of 50 feet from the site during busy construction periods.

**Table 3.12-8 Typical Construction Equipment Noise Levels**

Type of Equipment	Noise Level in dB at 50 feet	
	Without Feasible Noise Control	With Feasible Noise Control <sup>1</sup>
Dozer or Tractor	80	75
Excavator	88	80
Compactor	82	75
Front-end Loader	79	75
Backhoe	85	75
Grader	85	75
Crane	83	75
Generator	78	75
Truck	91	75
Pile Driver	101	-

Note: dB = decibel

<sup>1</sup> Feasible noise control includes the use of intake mufflers, exhaust mufflers, and engine shrouds in accordance with manufacturer's specifications.

Sources: EPA 1971; FTA 2018

Though it is unusual, it is possible that pile-driving could be required for some multi-story development. This type of construction activity could produce very high noise levels of approximately 105 dB at 50 feet. Noise levels would attenuate at a rate of approximately 6 dBA per doubling of distance between the noise source and receptor. Intervening structures would provide additional shielding from the noise source.

## Operational Noise

Buildout of the updated General Plan and Specific Plan has the potential to expose existing and future noise-sensitive uses to a variety of noise sources, including traffic noise, railroad noise, and other fixed and non-transportation noise. Noise-sensitive uses include residences, schools, hospitals, parks, hotels, places of worship, libraries, and similar uses where there is an expectation of quiet.

## Traffic Noise

Buildout of the updated General Plan and Specific Plan would generate and attract vehicular traffic, which would increase traffic noise levels along existing and future roadways, and could generate noise which exceeds the existing General Plan's exterior noise standard for noise-sensitive uses of 60 dBA L<sub>dn</sub>/CNEL for outdoor activity

areas. As illustrated in Table 3.12-9, traffic associated with buildout of the updated General Plan, including the updated Specific Plan, along with regional growth is expected to increase noise levels along city streets and regional thoroughfares. There are several streets and roads where increased traffic volumes would result in a perceptible increase in noise level (by at least 3 dB) and multiple streets and roads where the increase over existing conditions is anticipated to be clearly noticeable (by at least 5 dB). In Table 3.12-9, noise increases of 3 dB or greater are shown in **bold** text.

Traffic noise contours for the year 2040 are shown in Exhibit 3.12-3 (shown as CNEL). The predicted traffic noise levels shown in Table 3.12-9 represent conservative potential noise exposure, including the assumption that all intervening surfaces between the transportation noise source and the noise receptor are hard surfaces, such as concrete and asphalt. In reality, noise levels will vary, because the calculations used to estimate the noise contours do not assume natural or artificial shielding or reflection from existing or proposed structures. Actual noise levels will vary from day to day, depending on factors, such as local traffic volumes and speed, shielding from existing and proposed structures, variations in attenuation rates resulting from changes in surface parameters, and meteorological conditions.

### ***Rail and Light Rail Transit and Streetcar Noise***

According to updated Policy M-4.9, the City anticipates the extension of light rail and/or street cars into West Sacramento, as contemplated in the Bridge District Specific Plan EIR (1993 Impact 4.7-4, pages 4G-22 through 4G-23). However, under revised Policy M-4.9, the City has added areas to which transit could be extended in the future, including Pioneer Bluff, Stone Lock, and Southport Town Center, where there are no noise-sensitive uses. Noise sensitive uses located beyond 100 feet of street cars and beyond 200 feet of light rail transit (LRT) would not be adversely affected by the noise generated from these sources (FTA 2018). If intervening buildings are located between the noise-sensitive uses and these transit sources, noise-sensitive uses located beyond 50 feet of street cars and beyond 100 feet of LRT would not be adversely affected by the noise generated from these sources (FTA 2018).

### ***Landscape and Building Maintenance Activities***

Buildout of the updated General Plan and Bridge District Specific Plan, including infill development in areas adjacent to existing or planned noise-sensitive uses, is anticipated to require the operation of landscape maintenance and other property maintenance equipment. Landscape maintenance activities include the use of leaf blowers, power tools, and gasoline-powered lawn mowers, which could result in intermittent noise levels of approximately 88.3 dB at 6.5 feet.

**Table 3.12-9 Existing and 2040 Updated General Plan + Specific Plan 55, 60, and 65 dBA Traffic Noise Contours**

No.	Segment	Existing				2040				Increase
		CNEL, @ 100 Feet	Contour Distances			CNEL, @ 100 Feet	Contour Distances			
			65	60	55		65	60	55	
1	C Street between 5th Street and City Limit	66.8	152	480	1,518	69.7	293	927	2,933	2.9
2	Davis Road between Jefferson Boulevard and Antioch Avenue	54.1	8	26	82	57.8	19	61	192	3.7
3	Davis Road between Antioch Avenue and South River Road	55.0	10	32	100	46.0	1	4	13	-9.0
4	Gregory Avenue between Bevan Road and South River Road	59.4	28	87	276	59.9	31	99	312	0.5

No.	Segment	Existing				2040				Increase
		CNEL, @ 100 Feet	Contour Distances			CNEL, @ 100 Feet	Contour Distances			
			65	60	55		65	60	55	
5	Harbor Boulevard between Rice Avenue and West Capitol Avenue	70.6	366	1,158	3,663	70.7	368	1,164	3,682	0.0
6	Harbor Boulevard between Reed Avenue and Rice Avenue	71.3	423	1,338	4231	72.9	614	1,942	6,140	1.6
7	Industrial Boulevard between Enterprise Boulevard and Parkway Boulevard	67.5	177	559	1,768	65.4	110	346	1,095	-2.1
8	Industrial Boulevard between Parkway Boulevard and Harbor Boulevard	69.6	285	903	2855	67.4	173	546	1,728	-2.2
9	Industrial Boulevard between Harbor Boulevard and Stone Boulevard	73.1	640	2,025	6,405	74.4	877	2,774	8,773	1.4
10	Jefferson Boulevard between Sacramento Avenue and West Capitol Avenue	71.0	402	1,270	4,016	72.0	496	1,567	4,956	0.9
11	Jefferson Boulevard between West Capitol Avenue and 15th Street	73.6	722	2,282	7,216	74.6	909	2875	9,091	1.0
12	Jefferson Boulevard between 15th Street and Stone Boulevard	72.7	592	1,872	5,921	74.8	953	3015	9,534	2.1
13	Jefferson Boulevard between Stone Boulevard and Lake Washington Boulevard	73.4	692	2,189	6,922	72.1	511	1,615	5,107	-1.3
14	Jefferson Boulevard between Lake Washington Boulevard and Linden Road (South)	71.3	424	1,341	4,241	73.4	695	2,198	6,950	2.1
15	Jefferson Boulevard between Linden Road (South) and Davis Road	69.9	306	969	3,065	70.6	359	1,136	3,593	0.7
16	Jefferson Boulevard between Davis Road and Southport Parkway	64.7	94	296	937	65.8	121	382	1,208	1.1
17	Jefferson Boulevard between Southport Parkway and City Limits (South)	60.9	38	122	385	60.6	36	114	360	-0.3
18	Kegle Drive between Anna Street and Sacramento Avenue	65.3	106	335	1,060	67.6	182	574	1817	2.3
19	Lake Washington Boulevard between Stone Boulevard and Jefferson Boulevard	72.4	554	1,752	5,541	73.8	756	2,389	7,556	1.3
20	Lake Washington Boulevard between Jefferson Boulevard and Stonegate Drive	66.8	153	483	1,526	67.7	185	584	1,846	0.8
21	Lighthouse Drive between Fountain Drive and A Street	62.8	60	189	596	65.0	99	315	995	2.2
22	Lighthouse Drive between Fountain Drive and Kegle Drive	58.8	24	77	242	64.9	97	306	969	<b>6.0</b>
23	Linden Road (North) between Summerfield Drive and Jefferson Boulevard	61.0	40	125	396	66.8	151	478	1,512	<b>5.8</b>
24	Linden Road (South) between Summerfield Drive and Jefferson Boulevard	56.0	13	40	125	57.5	18	56	177	1.5
25	Linden Road between Jefferson Boulevard and Stonegate Drive	61.6	45	144	455	61.0	40	126	399	-0.6
26	Marshall Road between Seymour Avenue and Jefferson Boulevard	63.0	63	200	632	65.0	99	313	990	1.9
27	Marshall Road between Marshall Road west end and Golden Gate Drive	59.4	27	86	273	54.1	8	26	82	-5.2
28	North Harbor Boulevard between Riverbank Road and Reed Avenue	62.1	52	164	517	66.6	145	458	1,448	<b>4.5</b>
29	North Harbor Boulevard between City Limits and Riverbank Road	65.3	107	338	1,070	70.7	372	1,176	3,720	<b>5.4</b>
30	Reed Avenue between Riverside Parkway and Sunset Avenue	68.7	235	743	2,350	58.9	24	77	243	-9.9
31	Sacramento Avenue between Sunset Avenue and Kegle Drive	69.4	276	872	2,757	47.0	2	5	16	-22.4
32	Sacramento Avenue between Kegle Drive and 6th Street	66.7	149	473	1,494	61.0	40	125	396	-5.8
33	5th Street between West Capitol Avenue and Riske Lane	67.3	172	542	1715	69.6	290	918	2,903	2.3
34	5th Street between Riske Lane and 15th Street	68.2	209	662	2093	71.8	484	1,531	4,841	<b>3.6</b>
35	Southport Parkway between Ramco Street and Lake Washington Boulevard	72.4	553	1749	5531	65.4	110	346	1,095	-7.0
36	Southport Parkway between Promenade Street and Marshall Road	66.1	128	405	1279	67.4	173	546	1,728	1.3
37	Southport Parkway between Marshall Road and Jefferson Boulevard	60.8	38	121	384	74.4	877	2,774	8,773	<b>13.6</b>
38	West Capitol Avenue between Enterprise Boulevard and Northport Drive	65.2	104	330	1,044	70.0	318	1,007	3,184	<b>4.8</b>
39	West Capitol Avenue between Northport Drive and Harbor Boulevard	66.3	134	423	1338	72.7	584	1,847	5,841	<b>6.4</b>
40	West Capitol Avenue between Harbor Boulevard and Sycamore Street	68.0	197	624	1974	72.9	613	1,937	6,126	<b>4.9</b>
41	West Capitol Avenue between Sycamore Street and Jefferson Boulevard	67.0	160	507	1602	70.2	328	1,038	3,281	<b>3.1</b>
42	West Capitol Avenue between Jefferson Boulevard and Grand Street	63.9	78	245	775	71.5	447	1,412	4,465	<b>7.6</b>
43	West Capitol Avenue between Grand Street and 3rd Street	66.9	157	495	1567	68.6	231	730	2,308	1.7

Notes: dB = decibels;  $L_{dn}$  = Day-Night Average sound level. For some street segments, noise levels could be over or underestimated because traffic counts were documented for relatively longer segments than were used for the updated travel demand modeling. Worst-case conditions are generally reflected in the table.

**Bold:** indicates roadway segment with an increase of +3 or more dBA.

Source: Traffic volume and noise modeling conducted by AECOM 2023.

The use of such equipment, assuming a noise attenuation rate of 6 dB per doubling of distance from the source, would result in exterior noise levels of approximately 70.1 dB at a distance of 50 feet.

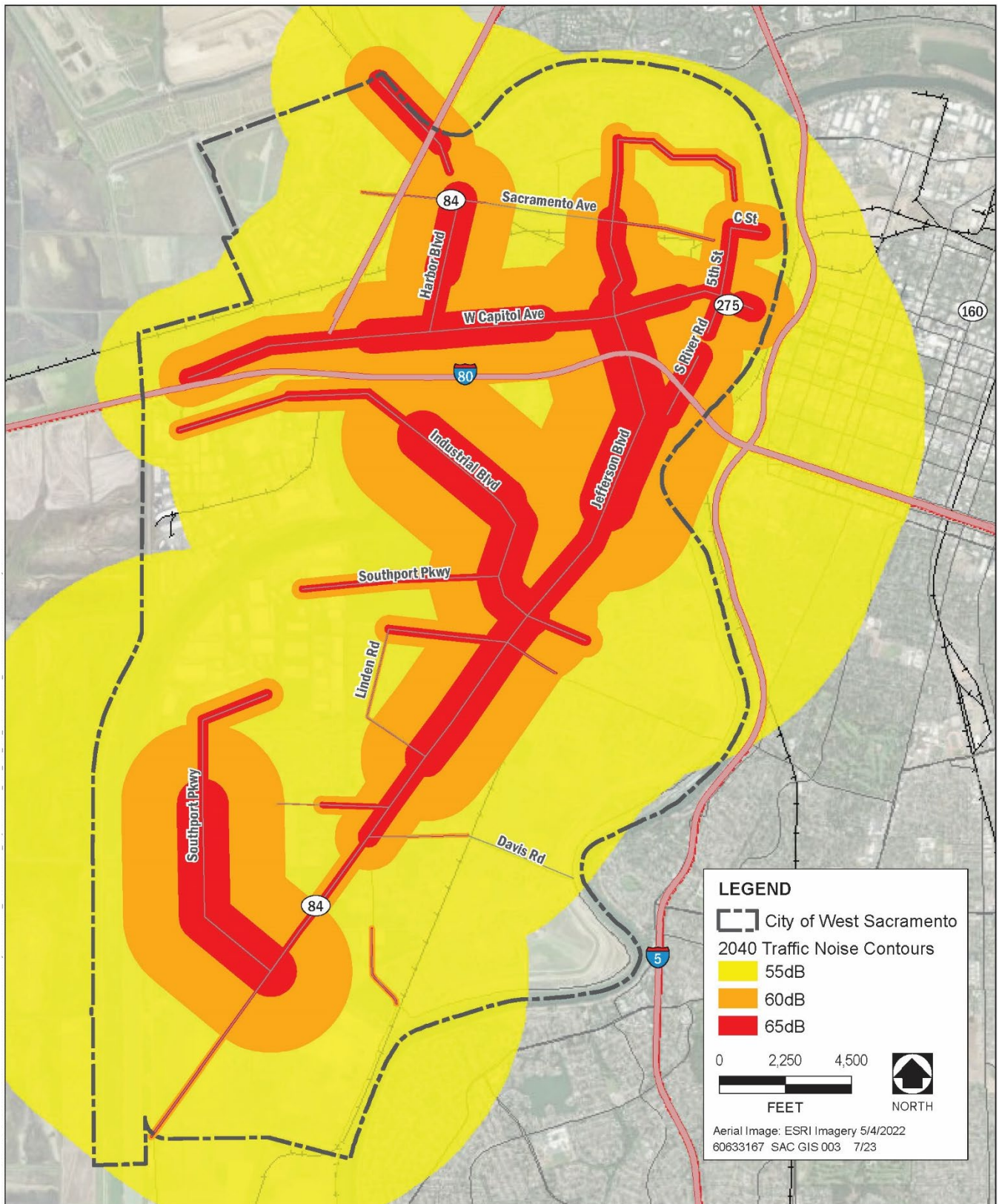
Although such activities would likely occur during daytime hours, the exact hours and locations are unknown at this time. Such activities are anticipated to be intermittent and would occur during the daytime, which is a less noise-sensitive time of day. Furthermore, these noise sources are typical and expected within urban and residential environments.

Depending on the location and extent of the use of this equipment, this has the potential to exceed the existing General Plan non-transportation standards of 45 dB  $L_{eq}$  nighttime, 55 dBA  $L_{eq}$  daytime, 65 dBA  $L_{max}$  nighttime, and 70 dBA  $L_{max}$  daytime. The use of such equipment would not be frequent enough or of such long duration that applicable hourly standards would be exceeded for adjacent noise-sensitive land uses, but it is possible that maximum single-event standards could potentially be exceeded.

## Mechanical Equipment

Buildout of the updated General Plan and Bridge District Specific Plan, including infill development in areas adjacent to existing or planned noise-sensitive uses, could require operation of mechanical equipment at residential, commercial, office, industrial, institutional, and public facilities. The operation of mechanical equipment (e.g., pumps, generators; heating, ventilation, and cooling systems) could result in intermittent noise levels of approximately 90 dB at 3 feet (EPA 1971). Based on this equipment noise level, the operation of such equipment, assuming a noise attenuation rate of 6 dB per doubling of distance from the source, may result in exterior noise levels of approximately 50 dB at 300 feet and 60 dB at 95 feet.

The City's existing General Plan non-transportation standards are 45 dB  $L_{eq}$  nighttime, 55 dBA  $L_{eq}$  daytime, 65 dBA  $L_{max}$  nighttime, 70 dBA  $L_{max}$  daytime (Table S-7.3). Although mechanical equipment is typically shielded from direct exposure (e.g., housed on rooftops, in equipment rooms, or in exterior enclosures), the actual placement of such equipment at future land uses is not known at this time. It is possible that noise levels could exceed the existing General Plan non-transportation standards at existing and proposed noise-sensitive receptors if measures are not taken to reduce such noise exposure.



Source: AECOM 2023.

#### Exhibit 3.12-4 2040 Vehicular Transportation Noise Contours

## **Solid Waste Collection**

Solid waste collection (e.g., emptying large refuse dumpsters, possibly multiple times per week, and the shaking of containers with a hydraulic lift), could result in instantaneous maximum noise levels of approximately 89 dB  $L_{max}$  at 50 feet. Such activities are anticipated to be very brief, intermittent, and would occur during daytime hours, which are relatively less noise-sensitive times of day. Noises would typically emanate from public rights-of-way, which would normally be separated from outdoor gathering spaces associated with residential uses. Noise associated with garbage collection would not be expected to create single-event noise that would be substantially disruptive to daily activities or cause sleep disturbance.

## **Parking Lots**

Parking lots and parking structures include noise sources, such as vehicles entering/exiting the lot, alarms/radios, and doors slamming. Neither the size (i.e., capacity) or location of parking lots that could be constructed under the updated General Plan and Bridge District Specific Plan is known at this time. However, according to the FHWA, parking lots with a maximum hourly traffic volume of approximately 1,000 vehicles per hour either entering or exiting the lot could result in a peak hour and daily noise levels of approximately 56 dB  $L_{eq}$  and 63 dB  $L_{dn}$  at 50 feet.

## **Commercial, Office, and Industrial Activities**

Commercial, office, and industrial noise sources include loading dock activities, air circulation systems, delivery areas, and operation of trash compactors and air compressors. Such activities could result in intermittent noise levels of approximately 91 dB  $L_{max}$  at 50 feet (EPA 1971) and high single-event noise levels from backup alarms from delivery trucks during the more noise-sensitive hours of the day. Under implementation of the updated General Plan and Bridge District Specific Plan, it is possible that commercial, office, and industrial activities could produce noise levels could exceed the existing General Plan non-transportation standards of 45 dB  $L_{eq}$  nighttime, 55 dBA  $L_{eq}$  daytime, 65 dBA  $L_{max}$  nighttime, and 70 dBA  $L_{max}$  daytime at existing and proposed noise-sensitive receptors, especially if such activities were to occur during the more noise-sensitive hours (e.g., evening, nighttime, and early morning). In addition, if such activities were to occur during these more noise-sensitive hours, noise levels may result in annoyance and/or sleep disruption to occupants of noise-sensitive uses.

## **Residential, School, and Recreation Activities and Events**

Noise sources typical of residential activities, schools, recreational areas, and special events include voices and amplified music/speaker systems. Such sources could result in noise levels of approximately 60–75 dB  $L_{eq}$  at 50 feet. Such activities would typically occur primarily during the daytime hours. Under implementation of the updated General Plan and Bridge District Specific Plan, it is possible that noise levels could exceed the existing General Plan non-transportation standards of 45 dB  $L_{eq}$  nighttime, 55 dBA  $L_{eq}$  daytime, 65 dBA  $L_{max}$  nighttime, and 70 dBA  $L_{max}$  daytime at existing and proposed noise-sensitive receptors, especially if such activities were to occur during the more noise-sensitive hours (e.g., evening, nighttime, and early morning). In addition, if such activities were to occur during these more noise-sensitive hours, noise levels may result in annoyance and/or sleep disruption to occupants of the existing and proposed noise-sensitive land uses.



## Conclusion

The above additional information, updated analysis, and expanded discussion **do not change the findings** of the 2016 General Plan EIR or Bridge District Specific Plan EIR, and there is **no increase in severity of any impact**.

### **Impact NOI-2: Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels**

The 2016 General Plan EIR (pages 3.12-23 to 3.12-25) found a **significant and unavoidable** impact related to exposure of vibration-sensitive uses to excessive vibration, notwithstanding the benefit of Mitigation Measure NOI-2, which requires review of proposed vibration-sensitive uses and mitigation of vibration impacts consistent with the standards set in Table S-7.4 of the General Plan. Table S-7.4 includes vibration performance standards for three categories of buildings – Category 1: Buildings where vibration would interfere with interior operations; Category 2: Residences and buildings where people normally sleep; and Category 3: Institutional land uses with primarily daytime uses. For Category 1, frequent events, the performance standard is 65 VdB; for occasional events, the standard is 65 VdB, and for infrequent events, the standard is 65 VdB. For Category 2, frequent events, the performance standard is 72 VdB; for occasional events, the standard is 75 VdB, and for infrequent events, the standard is 80 VdB. For Category 3, frequent events, the performance standard is 75 VdB; for occasional events, the standard is 78 VdB, and for infrequent events, the standard is 83 VdB.

The General Plan EIR evaluates stationary source vibration, construction-related vibration, traffic vibration, and vibration from train passages. In the Bridge District Specific Plan EIR, the City evaluated train vibration as a part of Impact NOI-3 (page 4G-25), finding a **less-than-significant** impact, and vibration impacts from temporary construction-related heavy equipment use as a part of Impact NOI-4, finding a significant and unavoidable impact notwithstanding benefits provided by Mitigation Measure NOI-4(a) and NOI 4-(b). These mitigation measures, which would continue to apply, as applicable, to development under the Specific Plan, require alternatives to pile driving and the preparation and implementation of a construction vibration monitoring plan, when needed, to reduce potential effects.

As noted above, under the proposed project, the City proposes to update Policy M-4.9, to include areas to which transit could be extended in the future, including Pioneer Bluff, Stone Lock, and Southport Town Center. As noted in the 2016 General Plan EIR, the vibration level at 50 feet produced by a light rail train traveling at 50 miles per hour is approximately 73 VdB (page 3.12-24). Though no light rail or streetcar alignments are set, the City does not anticipate that there would be any Category 1, 2, or 3 uses that are, or would be located in areas where the performance standards outlined in General Plan Table S-7.4.

The Mobility Element and Bridge District Specific Plan updates include minor changes in alignments, updated typical cross sections for new transportation facilities, and policy changes focused on improving bicycle, pedestrian, and transit access. There are **no proposed changes that would result in any new vibration impact or increase in severity** of any previously disclosed impact.

### **Impact NOI-3: Potential to result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project (significant and unavoidable)**

The 2016 General Plan EIR (page 3.12-25) found a **significant and unavoidable** impact attributable to implementing the existing General Plan under Impact NOI-3. As described in the 2016 General Plan EIR, projects implemented under the General Plan could result in a permanent increase in ambient noise, though implementation of Policies S-7.1 through S-7.5, S-7.7 through S-7.10, LU-3.5, LU-6.4, and PFS-1.6 from the

General Plan would have some benefits. The City found in the Bridge District Specific Plan EIR under 1993 Impact 4.7-2, 1993 Impact 4.7-3, 1993 Impact 4.7-4, and Impact NOI-1 that development in the Specific Plan Area would be exposed to excessive traffic, rail noise, existing industries, and events at Raley Field, but that this impact could be mitigated to a **less-than-significant** level. Please see above under Impact NOI-1 for updates and clarifications pertaining to the proposed project.

The above additional information, updated analysis, and expanded discussion **do not change the findings** of the 2016 General Plan EIR or Bridge District Specific Plan EIR, and there is **no increase in severity of any impact**.

**Impact NOI-4: Potential to result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project (significant and unavoidable)**

The 2016 General Plan EIR (page 3.12-25) found a **significant and unavoidable** impact attributable to implementing the existing General Plan under Impact NOI-4. Though proposed construction noise mitigation strategies would reduce potential impacts, the City could not demonstrate that a temporary impact could be avoided in all cases. The Specific Plan EIR identified a **significant and unavoidable** impact related to construction despite imposing 1993 Mitigation Measure 4.7-1(a) through 4.7-1(c).

The proposed Mobility Element and Bridge District Specific Plan updates do not propose construction activities that would produce more noise or be located adjacent to noise sensitive uses beyond that assumed and disclosed in the previous EIRs. The above additional information, updated analysis, and expanded discussion **do not change the findings** of the 2016 General Plan EIR or Bridge District Specific Plan EIR, and there is **no increase in severity of any impact**.

**Impact NOI-5: Location within an airport land use plan area, or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport and exposure of people residing or working in the project area to excessive noise levels (no impact)**

West Sacramento does not intersect with any military bases, special use airspaces, or low-level flight paths, and is not located in safety zones or noise contours associated with airfields or airports that are a concern for land use compatibility planning. West Sacramento is not located within 2 miles of a public or private airstrip. There are no airports in the study area. Sacramento International Airport is approximately 6 miles northwest of the city. According to the Sacramento International Airport Land Use Compatibility Plan, West Sacramento is not within the 60 CNEL contour for this airport (Sacramento Area Council of Governments 2013). Sacramento Executive Airport is approximately 1.5 miles from the city (Sacramento Area Council of Governments 1998). The city is approximately 1.5 miles outside the 65 CNEL contour (which does not extend beyond the airport footprint) for this airport.

**Impact NOI-6: Location in the vicinity of a private airstrip and exposure of people residing or working in the project area to excessive noise levels (no impact)**

See above under NOI-5.

### 3.13 POPULATION AND HOUSING

As detailed in Section 1.1.4 of this SEIR, there is **no change in impact** for the proposed project compared to that addressed in the 2016 General Plan EIR and the Specific Plan EIR.

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### 3.14 PUBLIC SERVICES

As detailed in Section 1.1.4 of this SEIR, there is **no change in impact** for the proposed project compared to that addressed in the 2016 General Plan EIR and the Specific Plan EIR.

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### 3.15 RECREATION

As detailed in Section 1.1.4 of this SEIR, there is **no change in impact** for the proposed project compared to that addressed in the 2016 General Plan EIR and the Specific Plan EIR.

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## 3.16 TRANSPORTATION/TRAFFIC

Section 3.16, “Transportation and Traffic,” of the 2016 General Plan EIR (pages 3.16-1 to 3.16-19) described the existing transportation and traffic conditions in the planning area and analyzed the changes that would occur as a result of implementation of the City’s existing General Plan. Section 4H of the Bridge District Specific Plan EIR (pages 4H-1 through 4H-24) describes existing transportation conditions associated with implementing the Specific Plan.

This section provides updated information related to the environmental setting, the regulatory setting, and potential adverse physical environmental effects attributable to the implementation of the City’s proposed General Plan Mobility Element Update and Bridge District Specific Plan Update, where applicable.

### 3.16.1 EXISTING CONDITIONS

#### REGULATORY SETTING

The regulatory setting in the 2016 General Plan EIR has remained largely unchanged and is hereby incorporated by reference (General Plan EIR, pages 3.16-1 to 3.16-5). The same is true for the Bridge District Specific Plan EIR Transportation section regulatory setting, which is included on pages 4H-4 through 4H-6.

#### UPDATES TO THE REGULATORY SETTING

##### State Plans, Policies, Laws, and Regulations

The Caltrans is responsible for planning, designing, constructing, operating, and maintaining the state highway system. Federal highway standards are implemented in California by Caltrans. Any improvements or modifications to the state highway system would need to be approved by Caltrans. (The proposed project does not propose any such modifications).

Caltrans’ Local Development – Intergovernmental Review Program Interim Guidance (Caltrans, December 2020) provides guidance on the evaluation of traffic impacts to State highway facilities. The document recommends that CEQA reviewers comment on VMT, “applying local agency thresholds or absent those, thresholds recommended in adopted CEQA Guidelines or Governor’s Office of Planning and Research’s (OPR’s) approved Technical Advisory.”

##### *Senate Bill 743*

SB 743 created a process to change the way that transportation impacts are analyzed under CEQA. Specifically, SB 743 required the OPR to amend the CEQA Guidelines to provide an alternative to level of service (LOS) for evaluating transportation impacts, as well as recommend methodologies and significance thresholds. SB 743 does not change the discretion that lead agencies have to select methodology or define significance thresholds.

Under SB 743, the focus of transportation analysis essentially shifted from the social inconvenience of traffic congestion to adverse physical effects associated with vehicular travel demand. Measurements of transportation impacts may include VMT, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated. Vehicle miles traveled, or VMT, has long been a common metric to use to measure travel demand. A VMT is one vehicle traveling on a roadway for one mile. Many communities have been estimating and

developing policy related to VMT for years, including estimates and goals for VMT per person, VMT per employee, or other methods of normalization. SB 743 directed revisions to the CEQA Guidelines that would create criteria for assessing travel demand, such as “vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated” (Public Resources Code Section 21099[b][1]). Once the CEQA Guidelines went into effect on July 1, 2020, delay related to congestion was no longer considered a significant impact under CEQA (OPR 2018).

In other words, SB 743 changed the focus of transportation impact analysis in CEQA from measuring impacts to drivers, to measuring the impact of driving. Land use projects with one or more of the following characteristics would have lesser VMT impacts:

- ▶ Higher land use densities
- ▶ Mix of project uses
- ▶ Support of a citywide jobs-housing balance (i.e., provide housing in a job rich area, or vice versa)
- ▶ Proximity to the core of a region and regional destinations
- ▶ Proximity to high-quality transit service
- ▶ Located in highly walkable or bikeable areas

This shift in transportation impact criteria is expected to better align transportation impact analysis and mitigation outcomes with the State’s goals to reduce GHG emissions, encourage infill development, and improve public health through more active transportation. Specific to SB 743, Section 15064.3(c) of the revised Guidelines states that, “a lead agency may elect to be governed by the provisions of this section immediately. Beginning on July 1, 2020, the provisions of this section shall apply statewide.” Public Resources Code Section 21099(b)(2) states that, “upon certification of the guidelines by the Secretary of the Natural Resources Agency pursuant to this section, automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the Guidelines.”

Although the State’s Office of Planning and Research provides recommendations for adopting new VMT analysis guidelines, lead agencies have the final say in designing their methodology. Lead agencies must select their preferred method of estimating and forecasting VMT, their preferred significance thresholds for baseline and cumulative conditions, and the mitigation strategies they consider feasible. Lead agencies’ methodology should seek to align with SB 743’s goals to promote infill development, reduce GHGs, and reduce VMT.

## **Regional and Local Plans, Policies, Laws, and Regulations**

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

SACOG is responsible for preparing the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) every four years in coordination with the 22 cities and 6 counties in the greater Sacramento region. The MTP/SCS proactively links land use, air quality, greenhouse gas emissions, and transportation needs. The current adopted 2020 MTP/SCS is for the years 2020 to 2040. Goals of the MTP/SCS are:

- ▶ Build vibrant places for today’s and tomorrow’s residents.
- ▶ Foster the next generation of mobility solutions.
- ▶ Modernize the way we pay for transportation infrastructure.

- Build and maintain a safe, reliable, and multimodal transportation system.

Federal law requires the MTP to conform to air quality goals for the region, satisfy financial constraints such that all proposed projects can be reasonably funded, and undergo extensive public review. State law further requires the MTP process to include careful environmental analysis and review.

The MTP/SCS indicates that VMT per capita in the SACOG region, which dipped significantly during the Great Recession, increased starting in 2011. The MTP/SCS projects a 10-percent reduction in VMT per capita by 2040 for the SACOG region. SACOG has initiated an update to the MTP/SCS, to be called the “2024 Blueprint.”

As noted above under “Greenhouse Gas Emissions,” SACOG has developed analysis and mapping showing the location of low-VMT areas within the region. For residential generated VMT, most of the developed portion of West Sacramento – essentially all of the city north of the Deep Water Channel is in a low-VMT area, as identified by SACOG – an area where the density, mix of land uses, access to non-vehicular transportation options, and other factors result in a reduced need for vehicular transportation compared to the balance of the region.<sup>13</sup>

## Local

### ***2018 West Sacramento Bicycle, Pedestrian, and Trails Master Plan***

Following certification of the previous EIRs, the City prepared the 2018 West Sacramento Bicycle, Pedestrian, and Trails Master Plan, which identifies transportation needs and priority improvements.<sup>14</sup>

## ENVIRONMENTAL SETTING

The existing environmental setting is provided in the 2016 General Plan EIR (General Plan EIR, pages 3.16-5 to 3.16-9) and pages 4H-1 through 4H-4 of the Bridget District Specific Plan EIR.

## UPDATE TO ENVIRONMENTAL SETTING

The City has collected updated traffic counts for many of the city’s primary streets and roads, which were used to inform the proposed Mobility Element and Bridge District Specific Plan update and this SEIR (see Table 3.16-1).

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<sup>13</sup> Please see SACOG’s website for more details:  
<https://sacog.maps.arcgis.com/apps/webappviewer/index.html?id=0eac172e44514776b2f30e4324652f88&extent=-13567338.6225%2C4599309.7898%2C-13330078.0867%2C4789485.1162%2C102100>

<sup>14</sup> Please see the City’s website for more information:  
<https://www.cityofwestsacramento.org/home/showpublisheddocument/7856/636713099468970000>.

**Table 3.16-1 Updated Existing Traffic Counts**

Segment Name	Number of Lanes	Avg. Daily Traffic Volume (2022)
C Street between 5th Street and City Limit	2	10,100
Davis Road between Jefferson Boulevard and Antioch Avenue	2	547
Davis Road between Antioch Avenue and South River Road	2	667
Gregory Avenue between Bevan Road and South River Road	2	1,839
Harbor Boulevard between Rice Avenue and West Capitol Avenue	4	19,214
Harbor Boulevard between Reed Avenue and Rice Avenue	4	22,194
Industrial Boulevard between Enterprise Boulevard and Parkway Boulevard	4	7,487
Industrial Boulevard between Parkway Boulevard and Harbor Boulevard	4	12,089
Industrial Boulevard between Harbor Boulevard and Stone Boulevard	4	27,120
Jefferson Boulevard between Sacramento Avenue and West Capitol Avenue	4	17,007
Jefferson Boulevard between West Capitol Avenue and 15th Street	4	30,556
Jefferson Boulevard between 15th Street and Stone Boulevard	4	25,071
Jefferson Boulevard between Stone Boulevard and Lake Washington Boulevard	4	29,311
Jefferson Boulevard between Lake Washington Boulevard and Linden Road (South)	2	18,354
Jefferson Boulevard between Linden Road (South) and Davis Road	2	13,565
Jefferson Boulevard between Davis Road and Southport Parkway	2	4,245
Jefferson Boulevard between Southport Parkway and City Limits (South)	2	1,785
Kegle Drive between Anna Street and Sacramento Avenue	2	7,910
Lake Washington Boulevard between Stone Boulevard and Jefferson Boulevard	4	26,972
Lake Washington Boulevard between Jefferson Boulevard and Stonegate Drive	2,4	7,618
Lighthouse Drive between Fountain Drive and A Street	4	4,800
Lighthouse Drive between Fountain Drive and Kegle Drive	4	2,003
Linden Road (North) between Summerfield Drive and Jefferson Boulevard	2	3,334
Linden Road (South) between Summerfield Drive and Jefferson Boulevard	2	1,082
Linden Road between Jefferson Boulevard and Stonegate Drive	2	4,049
Marshall Road between Seymour Avenue and Jefferson Boulevard	2	5,855
Marshall Road between Marshall Road (west end) and Golden Gate Drive	2	2,610
North Harbor Boulevard between Riverbank Road and Reed Avenue	2	4,023
North Harbor Boulevard between City Limits and Riverbank Road	2	5,611
Reed Avenue between Riverside Parkway and Sunset Avenue	4	12,327
Sacramento Avenue between Sunset Avenue and Kegle Drive	4	14,464
Sacramento Avenue between Kegle Drive and 6th Street	2	7,840
5th Street between West Capitol Avenue and Riske Lane	4	11,413
5th Street between Riske Lane and 15th Street	2	13,925
Southport Parkway between Ramco Street and Lake Washington Boulevard	4	23,422
Southport Parkway between Promenade Street and Marshall Road	4	5,417
Southport Parkway between Marshall Road and Jefferson Boulevard	2	1,626
West Capitol Avenue between Enterprise Boulevard and Northport Drive	3	6,879
West Capitol Avenue between Northport Drive and Harbor Boulevard	2	8,817
West Capitol Avenue between Harbor Boulevard and Sycamore Street	4	13,008
West Capitol Avenue between Sycamore Street and Jefferson Boulevard	4	10,558
West Capitol Avenue between Jefferson Boulevard and Grand Street	4	5,223
West Capitol Avenue between Grand Street and 3rd Street	2	10,793

Source: City of West Sacramento 2022

## 3.16.2 ENVIRONMENTAL IMPACTS

### THRESHOLDS FOR DETERMINING SIGNIFICANCE

Since the previous EIRs were certified, the Appendix G checklist questions have been revised to clarify that the social inconvenience of traffic congestion is not an adverse physical environmental impact under CEQA. The updated checklist questions would, in general, guide the City's transportation impact analysis under the updated General Plan and Bridge District Specific Plan, including assessments of whether proposed projects would:

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

### IMPACTS AND MITIGATION MEASURES

#### Impact TRA-1: Deterioration of intersection level of service

The 2016 General Plan EIR evaluated changes in level of service for vehicles under Impact TRA-1, TRA-2, TRA-3, and TRA-4 on pages 3.16-11 through 3.16-18. The Bridge District Specific Plan EIR evaluated changes to vehicular level of service under Impact TRA-1, Impact TRA-2, Impact TRA-3, Impact TRA-4, Impact TRA-5, Impact TRA-6, 1993 Impact 4.5-1, 1993 Impact 4.5-2, 1993 Impact 4.5-8, and 1993 Impact 4.5-9 on pages 4H-12 through 4H-20.

Changes to traffic congestion are not considered an impact under CEQA. There is **no supplemental analysis** to present in this SEIR.

#### Impact TRA-2: Deterioration of level of service for freeway ramps and segments

The 2016 General Plan EIR evaluated changes in level of service for vehicles under Impact TRA-1, TRA-2, TRA-3, and TRA-4 on pages 3.16-11 through 3.16-18. The Bridge District Specific Plan EIR evaluated changes to vehicular level of service under Impact TRA-1, Impact TRA-2, Impact TRA-3, Impact TRA-4, Impact TRA-5, Impact TRA-6, 1993 Impact 4.5-1, 1993 Impact 4.5-2, 1993 Impact 4.5-8, and 1993 Impact 4.5-9 on pages 4H-12 through 4H-20.

Changes to traffic congestion are not considered an impact under CEQA. There is **no supplemental analysis** to present in this SEIR.

**Impact TRA-3: Increase in daily traffic volumes on arterial or nonresidential collector road segments to from an acceptable level to a level greater than the maximum desirable daily volume**

The 2016 General Plan EIR evaluated changes in level of service for vehicles under Impact TRA-1, TRA-2, TRA-3, and TRA-4 on pages 3.16-11 through 3.16-18. The Bridge District Specific Plan EIR evaluated changes to vehicular level of service under Impact TRA-1, Impact TRA-2, Impact TRA-3, Impact TRA-4, Impact TRA-5, Impact TRA-6, 1993 Impact 4.5-1, 1993 Impact 4.5-2, 1993 Impact 4.5-8, and 1993 Impact 4.5-9 on pages 4H-12 through 4H-20.

Changes to traffic congestion are not considered an impact under CEQA. There is **no supplemental analysis** to present in this SEIR.

**Impact TRA-4: Increase in daily traffic volumes on residential streets from an acceptable level to an unacceptable level**

The 2016 General Plan EIR evaluated changes in level of service for vehicles under Impact TRA-1, TRA-2, TRA-3, and TRA-4 on pages 3.16-11 through 3.16-18. The Bridge District Specific Plan EIR evaluated changes to vehicular level of service under Impact TRA-1, Impact TRA-2, Impact TRA-3, Impact TRA-4, Impact TRA-5, Impact TRA-6, 1993 Impact 4.5-1, 1993 Impact 4.5-2, 1993 Impact 4.5-8, and 1993 Impact 4.5-9 on pages 4H-12 through 4H-20.

Changes to traffic congestion are not considered an impact under CEQA. There is **no supplemental analysis** to present in this SEIR.

**Impact TRA-5: Potential to conflict with adopted policies, plans, or programs regarding bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such facilities**

The 2016 General Plan EIR found a **less-than-significant** impact related to policy conflicts (page 3.16-18), noting that the then-proposed Mobility Element of the General Plan focused on promoting, improving, and facilitating non-auto transportation, supported by complementary policies in the Land Use Element focused on promoting infill development, and the development of compact and mixed-use areas that support walking, bicycling, and transit service. The Bridge District Specific Plan EIR found a **beneficial** impact related to pedestrian and bicycle access (1993 Impact 4.5-30, page 4H-23), and a **less-than-significant impact with mitigation** related to increasing vehicular volumes on streets used by pedestrians and cyclists (1993 Impact 4.5-31, page 4H-23). The Bridge District Specific Plan EIR imposed 1993 Mitigation Measure 4.5-31, which requires streets in the Specific Plan Area to include adequate provisions for pedestrians and bicycles, including signalized crosswalks at major intersections, sidewalks, and bicycle lanes.

The Bridge District Specific Plan EIR found a **less-than-significant** impact related to inconsistency with adopted policies supporting alternatives to vehicular transportation (Impact TRA-11, page 4H-24), and a **less-than-significant impact with mitigation** related to consistency with adopted bicycle/pedestrian master plans (Impact TRA-12, page 4H-24). The City imposed Mitigation Measure TRA-12, which requires coordination with SACOG during project-level review to ensure that the project design accounts for the requirements of the respective SACOG-proposed bicycle and pedestrian facilities.

The proposed amendments to the Circulation Diagram in the General Plan Mobility Element evaluated in this SEIR incorporate geometries identified in the Pioneer Bluff and Stone Lock Reuse Master Plan, the Washington

Realized Sustainable Community Strategy, and the Bridge District Specific Plan. The City also proposes certain text changes to the Mobility Element – revisions to underscore the importance of multi-modal access in order to meet other environmental, economic, and social objectives of the General Plan and other City policy documents. Revisions have been made to offer expanded background and updated guidance related to managing vehicular travel demand (vehicle miles traveled, or “VMT”). Mobility Element revisions reflect an updated vision for transit service, and increase the safety, convenience, and practicality of pedestrian, bicycle, and transit modes for reaching daily destinations. Proposed updates to the Mobility Element focus on addressing gaps in pedestrian, bicycle, and transit access, particularly in areas where development patterns are relatively more supportive of these non-vehicular travel modes. Proposed changes to the Bridge District Specific Plan include revisions to maps showing backbone circulation and additional exhibits showing typical cross sections to augment the streetscape standards for new street segments. These changes do not conflict with adopted policies, plans, or programs in a way that would lead to any environmental impact. There is **no change in impact** for the proposed project compared to that addressed in the 2016 General Plan EIR and the Specific Plan EIR.

**Impact TRA-6: Potential to adversely affect public transit operations, or fail to adequately provide access to transit**

The 2016 General Plan EIR found a **less-than-significant** impact related to transit operations (page 3.16-19). The Bridge District Specific Plan EIR evaluated transit access under 1993 Impact 4.5-29, finding a **less-than-significant impact with mitigation**. The Specific Plan EIR imposed Mitigation Measures 4.5-29(a) through 4.5-29(d), which require coordination with area transit providers on extending transit, fair-share contributions from Specific Plan Area development to fund the extension of transit, and the provision of shuttle service by development in the Specific Plan Area to major destinations in downtown Sacramento.

The proposed amendments to the Circulation Diagram in the General Plan Mobility Element evaluated in this SEIR incorporate minor changes to the Circulation Diagram and text changes that are supportive of transit. There is **no change in impact** for the proposed project compared to that addressed in the 2016 General Plan EIR and the Specific Plan EIR.

**Impact TRA-7: Potential to result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks**

Neither the existing General Plan and Specific Plan, nor the proposed updates to the General Plan and Specific Plan have any bearing on air traffic patterns.

**Impact TRA-8: Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)**

The City evaluated impacts related to traffic hazards in the Bridge District Specific Plan EIR under Impact TRA-8, finding a **less-than-significant impact with mitigation**. The City imposed Mitigation Measure TRA-8, which requires coordination to review modifications to prevent any traffic hazards and temporary measures that may be required during construction.

The proposed amendments to the Circulation Diagram in the General Plan Mobility Element evaluated in this SEIR incorporate minor changes to the Circulation Diagram and text changes to reduce vehicular travel demand. There is **no change in impact** for the proposed project compared to that addressed in the 2016 General Plan EIR and the Specific Plan EIR.

### **Impact TRA-8: Result in inadequate emergency access?**

The City evaluated impacts related to traffic hazards in the Bridge District Specific Plan EIR under Impact TRA-9, finding a **less-than-significant** impact, noting that as the Specific Plan builds out, the City will assess the adequacy of emergency access and service needs for individual projects as part of their project review, and that projects will be required to meet City Fire Code and comply with City traffic standards.

The proposed amendments to the Circulation Diagram in the General Plan Mobility Element evaluated in this SEIR incorporate minor changes to the Circulation Diagram and text changes to reduce vehicular travel demand. There is **no change in impact** for the proposed project compared to that addressed in the 2016 General Plan EIR and the Specific Plan EIR.



## 4 ALTERNATIVES ANALYSIS

CEQA requires the EIR to analyze a reasonable range of alternatives to the proposed project that (1) meet most or all of the project's objectives; (2) substantially reduce one or more of its significant effects; and (3) are potentially feasible.

### 4.1 PROJECT OBJECTIVES

The proposed General Plan Mobility Element Update and proposed revisions to the Bridge District Specific Plan are consistent with the Project Objectives that were include in the City's 2016 General Plan EIR, which was circulated for public review in August of 2016, with the following non-substantive change shown in ~~strikeout~~ and underline, below:

- ▶ Incorporate goals, policies, and implementation measures into the General Plan that are consistent with current state law, including changes to California Planning Law enacted since the last major update of the General Plan in ~~1999~~ 2016.
- ▶ Adopt goals, policies, and implementation measures that reflect the City's commitment to community sustainability. Specific examples include a vital central business district; compact, mixed-use developments near transit nodes; encouragement of urban infill where practical; revitalization of areas such as Stone Lock, Pioneer Bluff, and Seaway; flood protection; and passive and active recreation opportunities along the Sacramento River.
- ▶ Reflect the land use pattern and intensity set out in the Sustainable Communities Strategy (SCS) adopted by Sacramento Area Council of Governments (SACOG).
- ▶ Adopt a climate action plan (CAP) to reduce the city's emissions of greenhouse gases and conform to State CEQA Guidelines Section 15183.5 allowing the streamlining of CEQA analyses of projects that are consistent with the CAP.

Regarding the last Project Objective bullet above, the City is currently, as of the drafting of this document, in the process of preparing a climate action plan.

### 4.2 ALTERNATIVES ANALYSIS

Pursuant to CEQA Guidelines Section 15163, the supplement to the EIR need contain only the information necessary to make the previous EIR adequate for the project as revised. The proposed Mobility Element updates and changes to typical cross sections and diagrams for transportation facilities in the Bridge District Specific Plan would not increase the severity of any impacts as they were disclosed in the 2016 General Plan EIR. The Mobility Element and Specific Plan updates included as a part of the proposed project would generally have beneficial environmental impacts, as presented in more detail throughout this SEIR. For example, the Mobility Element updates related to reducing vehicular travel demand VMT would also reduce associated adverse physical environmental impacts related to criteria air pollutant emissions, greenhouse gas emissions, and transportation noise. Since there are no new impacts associated with the proposed project and since there are no impacts that would increase in severity with implementation of the proposed project, this SEIR does not include any new alternatives for analysis. There are no alternatives that were determined to be infeasible at the time of drafting the

2016 General Plan EIR (Alternative Locations, Reduced Density Alternative, 2016 General Plan EIR page 4-3) that would address any potentially significant impact, and that are now feasible. Therefore, the proposed project would not make the alternatives analysis provided in Section 4.4 of the 2016 General Plan EIR inadequate, and **no changes** to Chapter 4 are needed.

## 5 OTHER CEQA CONSIDERATIONS

This chapter presents discussions of additional topics required by CEQA: cumulative impacts, growth-inducing impacts, significant and unavoidable impacts, and significant irreversible environmental changes.

### 5.1 CUMULATIVE IMPACTS

This section provides an analysis of cumulative impacts of the proposed project, taken together with other past, present, and reasonably anticipated future projects producing related impacts referred to as “related projects,” as required by Section 15130 of the California Environmental Quality Act Guidelines (CEQA Guidelines). This is a three-part exercise:

1. First, to determine whether the overall long-term impacts of related projects, described in the General Plan EIR as the maximum theoretical build-out scenario, when considered together, would create any “significant cumulative impact.”
2. Second, to determine whether the General Plan EIR determined that the General Plan would create any “cumulatively considerable” (and thus significant) incremental contribution to any such cumulatively significant impact. (See CEQA Guidelines Sections 15130[a]-[b], Section 15355[b], Section 15064[h], and Section 15065[c]). If the General Plan led to a “cumulatively significant” impact, the analysis moves to the third step.
3. Third, to determine whether the adoption of the Draft CAP itself would cause a “cumulatively considerable contribution to a cumulatively significant impact.”

The proposed project is considered to have a significant cumulative effect if:

1. The cumulative effects of development without the project are not significant and the project’s additional impact is substantial enough, when added to the cumulative effects, to result in a significant impact; or
2. The cumulative effects of development without the project are already significant and the project contributes measurably to the effect. The term “measurably” is subject to interpretation. The standards used herein to determine measurability are that either the impact must be noticeable to a reasonable person, or must exceed an established threshold of significance.

Pursuant to Section 15130 of the CEQA Guidelines: “(t)he discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone. The discussion should be guided by the standards of practicality and reasonableness, and should focus on the cumulative impacts to which the identified other projects contribute rather than the attributes of other projects which do not contribute to the cumulative impact.”

#### 5.1.1 AESTHETIC RESOURCES

The 2016 General Plan EIR concluded that development under the existing General Plan would contribute to cumulative visual impacts in the area. The land use changes associated with those anticipated within the planning horizon of the General Plan and other projects, have the potential to contribute similar impacts on aesthetic/visual

resources. While General Plan policies would ensure that degraded existing visual conditions in the planning area are improved and that new development would be designed sensitive to adjacent land uses, resulting visual changes from the conversion of rural land would be **cumulatively considerable**. Implementation of Mitigation Measures AES-3a and AES-3b would reduce the effects of light glare, however, the City concluded under the 2016 General Plan EIR that development under the existing General Plan would still result in substantially increase glare and nighttime lighting and be **cumulatively significant**. The Bridge District Specific Plan EIR found **less than significant** impacts related to implementation of the Bridge Specific Plan contributing to an intensification of residential, office, and commercial uses within West Sacramento and nearby areas, in conjunction with cumulative development.

The cumulative context for aesthetics is the same as that considered in the 2016 General Plan EIR and Bridge Specific Plan EIR and **has not changed** in a way that would result in new or significantly increased cumulative impacts compared to that addressed in the 2016 General Plan EIR or Bridge Specific Plan EIR. The proposed updates to the Mobility Element and Bridge District Plan involve minor changes to the alignment of some transportation facilities and revisions to typical cross sections – there are no proposed updates that would substantially change any visual impact compared to what was disclosed and mitigated under the 2016 General Plan EIR and Bridge Specific Plan EIR.

### 5.1.2 AIR QUALITY

As summarized in the 2016 General Plan EIR, the planning area was a nonattainment area for particulate matter (PM), CO, and ozone. Now, the area is in nonattainment for ozone (state one-hour standard), ozone (federal eight-hour standard), and particulate matter with aerodynamic diameter less than 10 microns (PM<sub>10</sub>) (state). The City evaluated air pollutant emissions in the 2016 General Plan EIR, observing that mobile source criteria air pollutants would generally decrease during the planning period due as a result of continuing improvements in engine technology and the retirement of older, higher-emitting vehicles (page 5-4). The General Plan EIR emphasizes that the existing General Plan promotes strategies that are consistent with attainment planning efforts and SACOG's MTP/SCS by promoting infill development, compact and mixed-use development, and transit-supportive development, concluding that, since the existing General Plan was consistent with these broader regional air quality planning efforts, the General Plan would **not result in a cumulatively considerable contribution to a cumulative operational impact**.

The Mobility Element and Bridge District Specific Plan update is focused on minor changes in the alignment and cross sections of transportation facilities, as well as promoting bicycle and pedestrian access, reducing VMT, and other actions that improve air quality. The updated Mobility Element includes an Implementation Program specifically designed to reduce vehicular travel demand – a top source of criteria air pollutant emissions. Therefore, the proposed project would **not increase the severity** of any cumulative air quality impact relative to that reported in the 2016 General Plan EIR and Bridge District Specific Plan EIR.

### 5.1.3 CULTURAL RESOURCES

The 2016 General Plan EIR evaluates cumulative impacts of cultural and tribal cultural resources on page 5-6 under Subsection 5.1.5, finding that, even with implementation of mitigation measures and compliance with existing policies and regulations, the General Plan, when combined with other cumulative projects may contribute to **significant cumulative effects** on cultural resources. The City considered the potential loss of tribal cultural

resources to contribute to the cumulative loss of such resources that has occurred over time, though the City acknowledged that the presence of possible tribal cultural resources in the planning area is largely unknown. The City considered the tribal cultural resources impact to be cumulatively considerable, even with the implementation of Policy NCR-9.2 Consultation, Policy NCR-9.13 Native American Museum, and Policy NCR-9.15 Early Identification of Resources.

The City also adopted Implementation Program 24, which requires:

The City shall not knowingly approve any public or private project that may adversely affect a significant archaeological resource without first having a site evaluation conducted by a qualified archaeologist. A qualified archaeologist must meet the Secretary of Interior's professional qualification standards for archaeology in order to conduct the site evaluation. As determined necessary by the archaeologist and the City, the evaluation may include, but not be limited to, an updated records search, pre-construction field surveys, research, testing, and/or other methods that identify whether a substantial adverse impact on significant archaeological resource would occur. If a cultural resource is discovered, the resources shall be examined by a qualified archaeologist to determine its significance and develop appropriate protection and preservation measures. The City shall ensure the implementation of the measures.

The City also adopted Implementation Program 25, which requires:

The City shall require that when any subsurface cultural resources, paleontological resources, or human remains are encountered, all work within 100 feet of the discovery be stopped and the area protected from further disturbance until the discovery is evaluated. The resources shall be evaluated by qualified personnel to determine their significance and develop appropriate measures to avoid or protect valuable resources.

The Mobility Element and Bridge District Specific Plan update is focused on minor changes in the alignment and cross sections of transportation facilities, as well as promoting bicycle and pedestrian access, reducing VMT, and other actions that improve air quality. The changes in alignment do not move transportation facilities into areas known to be sensitive for cultural or tribal cultural resources and existing mitigation, policies, and implementation programs would continue to be required for transportation improvements. Therefore, the proposed project would **not increase the severity** of any cumulative cultural or tribal cultural resource impact relative to that reported in the 2016 General Plan EIR and Bridge District Specific Plan EIR.

#### **5.1.4 GREENHOUSE GAS EMISSIONS**

Please see above under Section 3.7 – GHG emissions impacts are evaluated on a cumulative basis.

#### **5.1.5 NOISE AND VIBRATION**

The 2016 General Plan EIR evaluates cumulative noise and vibration effects on pages 5-8 and 5-9 under the Subsection 5.1.11, finding that traffic noise is a **significant cumulative** impact and that development under the existing General Plan would represent a **cumulatively considerable** contribution, but that compliance with existing General Plan policies would avoid a cumulative noise impact related to stationary and area noise sources. The 2016 General Plan EIR identified that, since groundborne vibration dissipates quickly with distance, there is

**no significant cumulative impact** from the vibration that results from individual development projects over time. Finally, the 2016 General Plan EIR concludes that the implementation of Policy S-7.5 Frequent, High Noise Events; Policy S-7.8 Train Noise Minimization; and Mitigation Measure NOI-2: Add vibration standards policy to the General Plan would avoid a cumulatively considerable contribution to any significant cumulative noise impact related to locating additional noise- and vibration-sensitive uses near sources of rail noise and vibration.

In general, since the proposed updates to the Mobility Element and Bridge District Specific Plan involve minor changes to diagrams and revised policies intended to improve bicycle, pedestrian, and transit access, these updates **do not change** any of the cumulative impacts as described in the 2016 General Plan EIR. As noted above, under revised Policy M-4.9, the City has added areas to which transit could be extended in the future, including Pioneer Bluff, Stone Lock, and Southport Town Center. However, there are no existing or planned noise- or vibration-sensitive uses in these areas.

### 5.1.6 TRANSPORTATION/TRAFFIC

The 2016 General Plan EIR evaluates cumulative transportation impacts on page 5-10 under the Subsection 5.1.15, observing that regional growth would increase regional traffic congestion under cumulative conditions. Changes to traffic congestion are not considered an impact under CEQA. There is **no supplemental analysis** to present in this SEIR.

The 2016 General Plan EIR also notes that development throughout the region would lead to an increase in VMT, which would be a **significant cumulative** impact, and that implementation of the General Plan would represent a **cumulatively considerable** contribution.

As noted previously, as a part of work on the MTP/SCS, SACOG indicated that VMT per capita in the SACOG region, which dipped significantly during the Great Recession, increased starting in 2011, though the MTP/SCS projects a 10-percent reduction in VMT per capita by 2040 for the SACOG region. SACOG has developed analysis and mapping showing the location of low-VMT areas within the region. For residential generated VMT, most of the developed portion of West Sacramento –all of the city north of the Deep Water Channel is in a low-VMT area, as identified by SACOG – an area where the density, mix of land uses, access to non-vehicular transportation options, and other factors result in a reduced need for vehicular transportation compared to the balance of the region. The proposed amendments to the Circulation Diagram in the General Plan Mobility Element evaluated in this SEIR incorporate geometries identified in the Pioneer Bluff and Stone Lock Reuse Master Plan, the Washington Realized Sustainable Community Strategy, and the Bridge District Specific Plan. Each of these plans is designed to promote compact, mixed-use, infill development – development that is shown by SACOG to help reduce VMT.

The City also proposes certain text changes to the Mobility Element – revisions to underscore the importance of multi-modal access in order to meet other environmental, economic, and social objectives of the General Plan and other City policy documents. Revisions have been made to offer expanded background and updated guidance related to managing vehicular travel demand (vehicle miles traveled, or “VMT”). The update includes a new VMT Reduction Program. Mobility Element revisions reflect an updated vision for transit service, and increase the safety, convenience, and practicality of pedestrian, bicycle, and transit modes for reaching daily destinations. Proposed updates to the Mobility Element focus on addressing gaps in pedestrian, bicycle, and transit access, particularly in areas where development patterns are relatively more supportive of these non-vehicular travel

modes. Using updated land use data, vehicular travel demand analysis shows an increase in VMT between present and 2040 of approximately 25 percent. There is **no new impact or change in the severity of impact** for the proposed project in relation to VMT impacts compared to that addressed in the 2016 General Plan EIR and the Specific Plan EIR.

## 5.2 GROWTH-INDUCING IMPACTS

According to Section 15126.2(d) of the CEQA Guidelines, an EIR should:

[d]iscuss ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects that would remove obstacles to population growth (a major expansion of a wastewater treatment plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities, requiring the construction of new facilities that could cause significant environmental effects. Also discuss characteristics of some projects that may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

A project has the potential to induce growth both directly and indirectly. Direct growth inducement would result if a project involved construction of new housing. Indirect growth inducement would result, for instance, if implementing a project resulted in substantial new permanent employment opportunities (e.g., commercial, industrial, or governmental enterprises); or a construction effort with substantial short-term employment opportunities that indirectly stimulates the need for additional housing and services to support the new employment demand; and/or removal of an obstacle to additional growth and development, such as improving the capacity of a public utility or service (e.g., construction of a major sewer line with excess capacity through an undeveloped area).

Growth inducement itself is not an environmental effect but may lead to environmental effects. These environmental effects may include increased demand on other services and infrastructure, increased traffic and noise, degradation of air or water quality, degradation or loss of plant or animal habitats, conversion of agricultural and open space land to urban uses, or other adverse impacts.

Based on the definition of growth inducement, a general plan is inherently growth-inducing because it must, by law, accommodate at least projected housing demand. The existing General Plan provided the framework by which public officials will be guided in making decisions relative to future development in West Sacramento.

The proposed updates to the Mobility Element and Bridge District Specific Plan update involve minor changes in alignments for transportation facilities that do not propose to extend such facilities into any areas that are not planned for development. The proposed updates do not propose major increases in employment development that would result in additional demand for residential development or any other features that would induce growth.

## 5.3 SIGNIFICANT AND UNAVOIDABLE IMPACTS

Section 15126.2(b) of the CEQA Guidelines requires EIRs to include a discussion of any significant environmental impacts that cannot be avoided if the proposed project is implemented.

Chapter 3 of this SEIR provides a detailed analysis of significant and potentially significant environmental impacts related to approval of the proposed project; identifies feasible mitigation measures, where available, that could avoid or reduce these significant and potentially significant impacts; and presents a determination whether these mitigation measures would reduce these impacts to less-than-significant levels. Cumulative impacts associated with the proposed project, including significant impacts, are summarized in Chapter 5 of this SEIR.

The City's 2016 General Plan EIR identified the following areas where, even with feasible mitigation measures, implementation of the General Plan may nonetheless result in impacts that cannot be fully mitigated to a less-than-significant level.

- ▶ Aesthetics
  - Impact AES-1: Substantial degradation of the existing visual character or quality of the site and its surroundings, including scenic vistas
  - Impact AES-3: Creation of a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area
- ▶ Agricultural Resources
  - Impact AG-1: Conversion of Important Farmland to nonagricultural use
- ▶ Air Quality
  - Impact AQ-2: Potential to violate any air quality standard or contribute substantially to an existing or projected air quality violation
- ▶ Cultural Resources
  - Impact CUL-1: Potential to cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5
  - Impact CUL-2: Potential to cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5
  - Impact CUL-3: Disturbance of any human remains, including those interred outside of formal cemeteries
- ▶ Greenhouse Gas Emissions
  - Impact GHG-1: Generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment
  - Impact GHG-2: Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases
- ▶ Hydrology and Water Quality
  - Impact WQ-7: Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map



► Noise and Vibration

- Impact NOI-1: Exposure of persons to or generation of noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies
- Impact NOI-3: Potential to result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project
- Impact NOI-4: Potential to result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project

► Population and Housing

- Impact POP-1: Potential to induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)

► Transportation and Traffic

- Impact TRA-1: Deterioration of intersection level of service
- Impact TRA-3: Increase in daily traffic volumes on arterial or non-residential collector road segments to from an acceptable level to a level greater than the maximum desirable daily volume
- Impact TRA-4: Increase in daily traffic volumes on residential streets from an acceptable level to an unacceptable level

► Utilities and Service Systems

- Impact UT-3: Potential to require new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects
- Impact UT-4: Potential to result in insufficient water supplies to serve the project from existing entitlements and resources, or a need for new or expanded entitlements

The Bridge District Specific Plan EIR, consistent with the 2016 General Plan EIR, found significant and unavoidable impacts related to aesthetics and visual resources, criteria air pollutant emissions, greenhouse gas emissions, and temporary construction noise. Additionally, the Bridge District Specific Plan EIR identified a significant and unavoidable impact related to temporary vibration impacts from the operation of heavy equipment near vibration-sensitive uses, along with a range of impacts related to traffic congestion, which are no longer considered to be an impact under CEQA. Appendix C to this SEIR is the executive summary table from the Bridge District Specific Plan EIR. As with the General Plan, projects within the Specific Plan Area would be required to implement applicable mitigation measures outlined in the Bridge District Specific Plan EIR and mitigation monitoring and reporting program.

Significant cumulative impacts are summarized in Section 5.1 of this SEIR.

## **5.4 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES THAT CANNOT BE AVOIDED IF THE PROJECT IS IMPLEMENTED**

CEQA requires EIRs to address significant irreversible environmental changes caused by a proposed project. Specifically, the EIR must consider whether “uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely” (CEQA Guidelines Section 15126.2[c]). Nonrenewable resources, as used in this discussion, refer to the physical features of the natural environment: land, air, and waterways.

Approval and implementation of actions related to the updated General Plan and Specific Plan would result in an irretrievable commitment of nonrenewable resources—such as fossil fuel–based energy supplies and construction-related materials—as a result of future development that would occur pursuant to the updated General Plan and Specific Plan. Energy resources would be used for construction, heating and cooling of buildings, transportation of people and goods, heating and refrigeration, lighting, and other associated energy needs.

Environmental changes would occur as the physical environment is altered through continued commitments of land and construction materials to development. There would be an irretrievable commitment of labor, capital, and materials used in construction, and open space would be permanently lost over time. Nonrenewable resources would be committed—primarily in the form of fossil fuels (oil, natural gas, and gasoline) used to support the additional development associated with implementation of the updated General Plan and Bridge District Specific Plan.

The consumption of other nonrenewable or slowly renewable resources would result from the development associated with the updated General Plan and Bridge District Specific Plan. These resources would include, but would not be limited to, lumber and other forest products, sand and gravel, asphalt, steel, copper, and water.

Future development in West Sacramento as envisioned in the updated General Plan and Bridge District Specific Plan would result in the construction of structures, facilities, or infrastructure on lands that are currently undeveloped or developed at a lesser intensity. Development of lands generally would result in their future and permanent commitment to urban use.

## **5.5 FUTURE USE OF THIS EIR**

The analysis in the 2016 General Plan EIR and Bridge District Specific Plan EIR, as augmented by this SEIR, is considered the first tier of environmental review and creates the foundation upon which future CEQA documents can build. Tiering refers to the concept of a multi-level approach to preparing environmental documents set forth in Public Resources Code Section 21083.3 and Section 15152 of the CEQA Guidelines. Project-level environmental analysis can be streamlined to limit the scope of future analysis – particularly for projects that are consistent with the General Plan and the Specific Plan. Section 15152 of the CEQA Guidelines provides that where a first-tier EIR has “adequately addressed” the subject of cumulative impacts, such impacts need not be revisited in second- and/or third-tier documents. According to Section 15152(f)(3), significant effects identified in a first-tier EIR have been adequately addressed for purposes of later approvals if the lead agency determines that such effects have been either:

- A) “mitigated or avoided as a result of the prior [EIR] and findings adopted in connection with that prior [EIR]”; or

- B) “examined at a sufficient level of detail in the prior [EIR] to enable those effects to be mitigated or avoided by site-specific revisions, the imposition of conditions, or by other means in connection with the approval of the later project.”

The analysis in the 2016 General Plan EIR and Bridge District Specific Plan EIR, as augmented by this SEIR, will help determine the need for subsequent environmental documentation, as well as dictate the scope of future CEQA review. According to Section 15168(d) of the CEQA Guidelines, a program EIR can be used to simplify the task of preparing future environmental documents on later activities in the program. A program EIR can:

- 1) “Provide the basis in an Initial Study for determining whether the later activity may have any significant effects.
- 2) Be incorporated by reference to deal with regional influences, secondary effects, cumulative impacts, broad alternatives, and other factors that apply to the program as a whole.
- 3) Focus an EIR on a later activity to permit discussion solely of new effects which had not been considered before.”

In addition, the City will evaluate future public and private projects in light of the General Plan EIR and this Supplement to determine whether future actions are “within the scope” of the EIR, as provided, for example in CEQA Guidelines Section 15168(c). In such cases, the City may find that no additional CEQA review is required – only that applicable and feasible mitigation measures are incorporated into future proposed projects.

The City intends to make full use of the streamlining allowed under Public Resources Code 21083.3 and CEQA Guidelines 15183. Under this provision, CEQA only applies to issues “peculiar to the site.” Lead agencies can use EIRs for a general plan, community plan, or other type of plan to analyze the impacts of projects that are consistent with the plan, and greatly limit later analysis to site-specific issues. CEQA Guidelines Section 15183(f) provides that impacts are not peculiar to the project if uniformly applied development policies or standards substantially mitigate that environmental effect. The mitigating policies and implementation programs of the City of West Sacramento’s General Plan are considered uniformly applied development policies.

Public agencies can use uniformly applied policies or standards to mitigate effects of future projects, precluding the need to analyze these effects, unless new information arises that changes the impact analysis (Public Resources Code Section 21083.3[d]).

Future CEQA documents within the City limits may reference the same mitigating policies and implementation programs, where appropriate, to demonstrate less-than-significant impacts and that later project-level issues are not “peculiar to the parcel” if they have been substantially mitigated by General Plan policies and implementation programs (uniformly applied development policies). Please refer to Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183 for a more detailed description of impacts that are peculiar to the parcel and the use of uniformly applied development standards and policies.

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## **APPENDIX A**

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Notice of Preparation

## **APPENDIX B**

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2016 General Plan Environmental Impact Report Executive Summary Table

## **APPENDIX C**

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Bridge District Specific Plan EIR Executive Summary Table