

RESOLUTION 2024-0315

Adopted by the Sacramento City Council

October 22, 2024

Certifying the Environmental Impact Report and Adopting the Mitigation Monitoring Program for the Stockton Boulevard Plan Project

BACKGROUND

- A. On October 10, 2024, the Planning and Design Commission conducted a public hearing on the Stockton Boulevard Plan, and considered and reviewed the EIR prepared for the project, for which notice was given pursuant Sacramento City Code Section 17.812.030(B)(1) (publication in the official newspaper of the city at least ten days prior to the hearing) and forwarded to the City Council a recommendation to approve the Stockton Boulevard Plan.
- B. On October 22, 2024, the City Council conducted a public hearing on the Stockton Boulevard Plan, for which notice was given pursuant Sacramento City Code Section 17.812.030(B)(1) (publication in the official newspaper of the city at least ten days prior to the hearing) and received and considered evidence concerning the Stockton Boulevard Plan (Project).

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

SECTION 1.

The City Council finds that the Environmental Impact Report for the Stockton Boulevard Plan (herein EIR), which consists of the Draft EIR and the Final EIR (Response to Comments) (collectively the "EIR") has been completed in accordance with the requirements of the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the Sacramento Local Environmental Procedures.

SECTION 2.

The City Council certifies that the EIR was prepared, published, circulated and reviewed in accordance with the requirements of CEQA, the State CEQA Guidelines and the Sacramento Local Environmental Procedures, and constitutes an adequate, accurate, objective and complete Final Environmental Impact Report in full compliance with the requirements of CEQA, the State CEQA Guidelines, and the Sacramento Local Environmental Procedures.

SECTION 3.

The City Council certifies that the EIR has been presented to the City Council and that the City Council has reviewed the EIR and has considered the information contained in the EIR prior to acting on the Project, and that the EIR reflects the City Council's independent judgment and analysis.

SECTION 4.

Pursuant to CEQA Guidelines Sections 15091 and 15093, and in support of its approval of the Project, the City Council adopts the attached Findings of Fact and Statement of Overriding Considerations in support of approval of the Project as set forth in the attached Exhibit A of this Resolution.

SECTION 5.

Pursuant to CEQA section 21081.6 and CEQA Guidelines section 15091, and in support of its approval of the Project, the City Council adopts the Mitigation Monitoring Program to require all reasonably feasible mitigation measures be implemented by means of Project modifications other measures, as set forth in the Mitigation Monitoring Program as set forth in Exhibit B of this Resolution.

SECTION 6.

The City Council directs that, upon approval of the Project, the City's Environmental Planning Services shall file a notice of determination with the County Clerk of Sacramento County and with the State Office of Planning and Research, pursuant to the provisions of CEQA section 21152.

SECTION 7.

Pursuant to Guidelines section 15091(e), the documents and other materials that constitute the record of proceedings upon which the City Council has based its decision are located in and may be obtained from, the Office of the City Clerk at 915 I Street, Sacramento, California. The City Clerk is the custodian of records for all matters before the City Council.

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Adopted by the City of Sacramento City Council on October 22, 2024, by the following vote:

Ayes: Members Guerra, Jennings, Maple, Talamantes, Thao, Valenzuela, Vang, and Mayor Steinberg

Noes: None

Abstain: None

Absent: Member Kaplan

Attest:  11/06/2024

Mindy Cuppy, City Clerk

The presence of an electronic signature certifies that the foregoing is a true and correct copy as approved by the Sacramento City Council.

CEQA Findings of Fact and Statement of Overriding Considerations for the Stockton Boulevard Plan Environmental Impact Report

1 STATEMENT OF FINDINGS

The City of Sacramento (City), as lead agency pursuant to the California Environmental Quality Act (CEQA), has prepared an Environmental Impact Report (EIR) for the Stockton Boulevard Plan (project) (State Clearinghouse [SCH] No. 2021070139). The EIR consists of the Draft EIR and Final EIR.

These findings, as well as the accompanying statement of overriding considerations in Section 2, have been prepared in accordance with CEQA (Public Resources Code [PRC], Section 21000 et seq.) and the State CEQA Guidelines (14 California Code of Regulations [CCR] Section 15000 et seq.).

1.1 DESCRIPTION OF PROJECT

The City is considering a Specific Plan and a Neighborhood Action Plan for an area of Sacramento southeast of downtown.

The Specific Plan provides a planning framework for making decisions about development and other activities within the Specific Plan Area. The 353-acre Specific Plan Area consists of properties along a 4.5-mile-long stretch of the Stockton Boulevard corridor, from Alhambra Boulevard to 65th Street. The Specific Plan includes land use regulations and policies designed to streamline the development process within the Specific Plan Area and that are consistent with the City of Sacramento's 2040 General Plan.

The Neighborhood Action Plan, which covers the Specific Plan Area and 23 surrounding residential neighborhoods (referred to as the Neighborhood Study Area), includes desired "Priority Actions." Priority Actions are measures, procedures, or programs that are consistent with the 2040 General Plan and may, but not necessarily will, be carried forward by the community, the City, or a combination of the two. The Neighborhood Action Plan acts as an information resource for future planning and decision making, but does not mandate any one action nor include any specific project commitments. Adoption of the Neighborhood Action Plan does not authorize development or any other improvements that would not otherwise be allowed within the Neighborhood Study Area. As a result, the Neighborhood Action Plan does not have the potential to result in physical environmental effects. Accordingly, the EIR focuses on the Specific Plan.

1.1.1 Project Objectives

In adopting the Stockton Boulevard Plan, the City seeks to achieve the following objectives.

- Accommodate growth that increases the long-term economic sustainability, equity and well-being, and protection of people living and working in the Specific Plan Area.
- Provide for the orderly and systematic integration of land uses within the Specific Plan Area.

- Facilitate new mixed-use development, reuse, and redevelopment within the Specific Plan Area.
- Promote new infill residential development and redevelopment within the Specific Plan Area that supports a mixed-income community and a variety of housing choices, including market-rate and affordable housing options for low-income, very low-income, and extremely low-income households.
- Promote neighborhood-serving uses, including a grocery store and venue(s) for afterschool programs and activities for area youth.
- Enhance public recreation, use, and open space access in the Specific Plan Area.
- Enhance the Stockton Boulevard corridor as a future gateway and bridge connection between the City of Sacramento and unincorporated areas of Sacramento County to the south of the Specific Plan Area.
- Balance new investments with proactive protection and healing of the community, especially for residents and business owners that are black, indigenous, and people of color.
- Enhance the pedestrian and bicyclist environment along the corridor with safe routes to schools, parks, businesses, and other landmarks.
- Support and promote local businesses in the Specific Plan Area.
- Protect, celebrate, and enhance the cultural and ethnic diversity, art, and community-centered character of the Stockton Boulevard corridor and its surrounding neighborhoods.

1.2 PROCEDURAL FINDINGS

The City Council of the City of Sacramento finds the Draft EIR for the Stockton Boulevard Plan (SCH No. 2021070139) was prepared, noticed, published, circulated, reviewed, and completed in compliance with the CEQA (PRC Section 21000 et seq.), the State CEQA Guidelines (14 CCR Section 15000 et seq.), and the City of Sacramento environmental guidelines, as follows:

- A Notice of Preparation (NOP) of the Draft EIR was filed with the Governor's Office of Planning and Research (OPR) and each responsible and trustee agency and was circulated for public comments from July 8, 2021, to August 9, 2021.
- A web-based public scoping meeting was held on July 20, 2021, to request the public's input on the scope and content of the environmental information that should be addressed in the Draft EIR.
- A Notice of Completion (NOC) and copies of the Draft EIR were distributed to the OPR on June 21, 2024, and to those public agencies that have jurisdiction by law with respect to the Stockton Boulevard Plan, or which exercise authority over resources that may be affected by the Stockton Boulevard Plan, and to other interested parties and agencies, as required by law.
- An official 45-day public review and comment period for the Draft EIR was established by the OPR. The official OPR public comment period was from June 21, 2024, to August 7, 2024.
- A Notice of Availability (NOA) of the Draft EIR was mailed on June 19, 2024, to all interested groups, organizations, and individuals who had previously requested notice in writing. Additionally, the NOA was emailed to interested parties and agencies on June 21, 2024. The NOA stated that the City of Sacramento had completed the Draft EIR and that copies were

available at the City of Sacramento, Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, California, 95811, and on the City's website. An electronic copy of the Draft EIR was available for review at the downtown Central Library. The letter also indicated that the official 45-day public review period for the Draft EIR would end on August 7, 2024 and that the Draft EIR was available for public review and comment.

- A public notice was placed in the City's official newspaper of general circulation (Sacramento Bulletin) on June 21, 2024, which stated that the Draft EIR was available for public review and comment.
- A public notice was posted in the office of the Sacramento County Clerk on June 21, 2024, which stated that the Draft EIR was available for public review and comment.
- The NOA and Draft EIR were posted on the City's website at <https://www.cityofsacramento.gov/community-development/planning/environmental/impact-reports>.
- Following closure of the public comment period, all comments received on the Draft EIR during the comment period, the City's written responses to those comments, corrections to the Draft EIR, the Draft EIR, and additional information required by CEQA were used to produce the Final EIR. The Final EIR also includes the Draft EIR.
- The Final EIR was made available for public review and posted on the City's website at <https://www.cityofsacramento.gov/community-development/planning/environmental/impact-reports> on September 20, 2024.
- On September 19, 2024, the City mailed via certified mail all federal and state agencies that provided comments on the Draft EIR the agency's comment letter with the City's proposed response to that comment letter. On September 20, 2024, an email was sent to the same agencies that provided comments on the Draft EIR that included their comments and responses along with tentative hearing dates and location information.
- A written notice was published in the City's official newspaper of general circulation (Sacramento Bulletin) on September 30, 10 days prior to the October 10, 2024, Planning and Design Commission public hearing.
- The Planning and Design Commission held a public hearing on October 10, 2024, and recommended that City Council approve the Stockton Boulevard Plan and related documents.
- A written notice was published in the City's official newspaper of general circulation (Sacramento Bulletin) on October 12, 2024, 10 days prior to the October 22, 2024, City Council public hearing.

In certifying the Final EIR, the City Council finds that the Final EIR does not add significant new information to the Draft EIR that would require recirculation of the EIR under CEQA because the Final EIR contains no information revealing (1) any new significant environmental impact that would result from the Stockton Boulevard Plan or from a new or revised mitigation measure proposed to be implemented, (2) any substantial increase in the severity of a previously identified environmental impact, (3) any feasible project alternative or mitigation measures considerably different from others previously analyzed that would clearly lessen the environmental impacts of the Stockton Boulevard Plan but that was rejected by the City, or (4) that the Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. Any modifications are either environmentally benign or environmentally neutral, and thus represent the kinds of changes that commonly occur as the environmental review process works towards its

conclusion. The City Council hereby determines, based on the standards provided in section 15088.5 of the State CEQA Guidelines, that recirculation of the Draft EIR is not required

1.3 RECORD OF PROCEEDINGS

The contents of the record of proceedings shall be as set forth in subdivision (e) of PRC Section 21167.6. The following information is incorporated by reference and made part of the record supporting these findings:

- The proposed Stockton Boulevard Plan;
- Resolution No. 2024-0317 making Findings of Fact and adopting the Stockton Boulevard Plan;
- The Draft and Final EIR for the Stockton Boulevard Plan and all documents relied upon or incorporated by reference;
- Mitigation Monitoring Program for the Stockton Boulevard Plan;
- All public notices issued by the City in conjunction with the Stockton Boulevard Plan and EIR;
- Resolution No. 2024-0315 certifying the EIR for and making Findings of Fact and Statement of Overriding Considerations in support of the adoption of the Stockton Boulevard Plan.
- The City of Sacramento 2040 General Plan adopted February 27, 2024;
- The Master EIR for the City of Sacramento 2040 General Plan certified on February 27, 2024;
- Findings of Fact and Statement of Overriding Considerations for the Adoption of the Sacramento 2040 General Plan adopted February 27, 2024;
- Planning and Development Code of the City of Sacramento, as amended as of the date of this Resolution;
- The Sacramento Area Council of Governments' (SACOG) Metropolitan Transportation Plan/Sustainability Communities Strategy (MTP/SCS), November 2019;
- All records of decision, staff reports, memoranda, maps, exhibits, letters, synopses of meetings, and other documents approved, reviewed, relied upon, or prepared by any City commissions, boards, officials, consultants, or staff relating to the Stockton Boulevard Plan; and
- Any other materials required by PRC Section 21167.6, or other applicable law, to be included in the record of proceedings.

1.4 FINDINGS OF FACT

CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to substantially lessen or avoid significant environmental impacts that would otherwise occur. Mitigation measures or alternatives are not required, however, where such changes are infeasible or where the responsibility for the project lies with some other agency. (State CEQA Guidelines, Section 15091, sub. (a), (b).)

With respect to a project for which significant impacts are not avoided or substantially lessened, a public agency, after adopting proper findings, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency found

that the project's "benefits" rendered "acceptable" its "unavoidable adverse environmental effects." (State CEQA Guidelines, Sections 15093, 15043, sub. (b); see also PRC, Section 21081, sub. (b).)

In seeking to effectuate the substantive policy of CEQA to substantially lessen or avoid significant environmental effects to the extent feasible, an agency, in adopting findings, need not necessarily address the feasibility of *both* mitigation measures and environmentally superior alternatives when contemplating approval of a proposed project with significant impacts. Where a significant impact can be mitigated to an "acceptable" level solely by the adoption of feasible mitigation measures, the agency, in drafting its findings, has no obligation to consider the feasibility of any environmentally superior alternative that could also substantially lessen or avoid that same impact — even if the alternative would render the impact less severe than would the proposed project as mitigated. (*Laurel Hills Homeowners Association v. City Council* (1978) 83 Cal.App.3d 515, 521; see also *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 730-731; and *Laurel Heights Improvement Association v. Regents of the University of California ("Laurel Heights I")* (1988) 47 Cal.3d 376, 400-403.)

In these Findings, the City first addresses the extent to which each significant environmental effect can be substantially lessened or avoided through the adoption of feasible mitigation measures. Only after determining that, even with the adoption of all feasible mitigation measures, an effect is significant and unavoidable, the City addresses the extent to which alternatives described in the EIR are (i) environmentally superior with respect to that effect and (ii) "feasible" within the meaning of CEQA.

In cases in which a project's significant effects cannot be mitigated or avoided, an agency, after adopting proper findings, may nevertheless approve the project if it first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the "benefits of the project outweigh the significant effects on the environment." (PRC, Section 21081, sub. (b); see also, State CEQA Guidelines, Sections 15093, 15043, sub.(b).) In the Statement of Overriding Considerations found at the end of these Findings, the City identifies the specific economic, social, and other considerations that, in its judgment, outweigh the significant environmental effects that the Stockton Boulevard Plan will cause.

The California Supreme Court has stated that "[t]he wisdom of approving ... any development project, a delicate task which requires a balancing of interests, is necessarily left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore balanced." (*Goleta II* (1990) 52 Cal.3d 553 at 576.)

In support of its approval of the Stockton Boulevard Plan, the City Council makes the following findings for each of the significant environmental effects and alternatives of the Stockton Boulevard Plan identified in the EIR pursuant to Sections 21080 and 15091 of the State CEQA Guidelines.

1.4.1 Impacts Found to be Less Than Significant and Thus Requiring No Mitigation

Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC, Section 21002; State CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.) Based on substantial evidence in the whole record of this proceeding, the City Council finds that implementation of the Stockton Boulevard Plan will not result in any significant impacts in the following areas and that these impact areas, therefore, do not require mitigation.

AIR QUALITY

- Impact 3.1-1: Conflict with or Obstruction Implementation of an Applicable Air Quality Plan (Draft EIR pages 3.1-14 and 3.1-15)
- Impact 3.1-5: Create Objectionable Odors Affecting a Substantial Number of People (Draft EIR pages 3.1-21 and 3.1-22)

BIOLOGICAL RESOURCES

- Impact 3.2-2: Conflict with Any Local Policies or Ordinances Protecting Biological Resources, Such as a Tree Preservation Policy or Ordinance (Draft EIR pages 3.2-15 and 3.2-16)

CULTURAL RESOURCES

- Impact 3.3-3: Disturb Human Remains (Draft EIR pages 3.3-15 and 3.3-16)

ENERGY

- Impact 3.4-1: Wasteful, Inefficient, or Unnecessary Consumption of Energy, During Project Construction or Operation (Draft EIR pages 3.4-7 through 3.4-10)

HAZARDS AND HAZARDOUS MATERIALS

- Impact 3.6-3: Result in Significant Hazards to the Public or Environment due to Development on a site which is Included on a List of Hazardous Materials Sites (Draft EIR page 3.6-15)

PUBLIC SERVICES AND RECREATION

- Impact 3.8-1: Result in Substantial Adverse Physical Impacts Associated with the Provision of Fire Protection and Emergency Services (Draft EIR pages 3.8-9 and 3.8-10)
- Impact 3.8-2: Result in Substantial Adverse Physical Impacts Associated with the Provision of Police Protection (Draft EIR pages 3.8-10 and 3.8-11)
- Impact 3.8-3: Result in Substantial Adversely Physical Impacts Associated with the Provision of Schools (Draft EIR page 3.8-11)
- Impact 3.8-4: Result in Substantial Adverse Physical Impacts Associated with the Provision of Libraries (Draft EIR page 3.8-12)

TRANSPORTATION

- Impact 3.9-3: Impacts to Bicycle and Pedestrian Facilities or Access (Draft EIR page 3.9-23)
- Impact 3.9-4: Result in Geometric Design Features Inconsistent with Applicable Design Standards (Draft EIR page 3.9-24)

UTILITIES AND SERVICE SYSTEMS

- Impact 3.11-1: Require or Result in the Relocation or Construction of New or Expanded Water Infrastructure or Have Insufficient Water Supplies (Draft EIR pages 3.11-18 and 3.11-19)

- Impact 3.11-2: Require or Result in the Relocation or Construction of New or Expanded Wastewater Treatment and Stormwater Drainage Infrastructure (Draft EIR pages 3.11-19 through 3.11-21)
- Impact 3.11-3: Generate Solid Waste that Exceed the Capacity of Local Infrastructure and/or Reduction Goals (Draft EIR pages 3.11-21 and 3.11-22)
- Impact 3.11-4: Require Construction of New/Expanded Electricity, Natural Gas, and Telecommunication Services and Facilities (Draft EIR pages 3.11-22 and 3.11-23)

1.4.2 Significant or Potentially Significant Impacts Mitigated to a Less Than Significant Level

The following significant and potentially significant environmental impacts resulting from implementation of the Stockton Boulevard Plan, including cumulative impacts, will be mitigated to a less-than-significant level. Pursuant to Section 21081(a)(1) of CEQA and Section 15091(a)(1) of the State CEQA Guidelines, as to each such impact, the City Council, based on the evidence in the record before it, finds that changes or alterations incorporated into the Stockton Boulevard Plan by means of conditions or otherwise, mitigate, avoid or substantially lessen to a level of insignificance these significant or potentially significant environmental impacts of the Stockton Boulevard Plan. The basis for the Finding of Fact for each identified impact is set forth below.

AIR QUALITY

Impact 3.1-2: Cause Construction-Generated Criteria Air Pollutant or Precursor Emissions to Exceed SMAQMD-Recommended Thresholds

Findings

Changes or alterations have been required in, or incorporated into, the Stockton Boulevard Plan by the City of Sacramento that mitigate or avoid the significant effects on the environment.

Facts in Support of Findings

The City of Sacramento has adopted and will implement the following mitigation measure that will reduce impacts related to short-term construction emissions of PM₁₀ and PM_{2.5} to a less-than-significant level. With implementation of SMAQMD's Basic Construction Emission Control Practices, the emissions thresholds would be 80 lb/day or 14.6 tpy for PM₁₀ and 82 lb/day and or 15 tpy for PM_{2.5}. As shown in Table 3.1-4 of the Draft EIR (pages 3.1-15 and 3.1-16) modeled PM₁₀ and PM_{2.5} emissions would fall below the adjusted thresholds. Therefore, PM₁₀ and PM_{2.5} emissions resulting from construction of new uses under the Stockton Boulevard Plan would not exceed applicable thresholds. (Draft EIR pages 3.1-15 through 3.1-17)

Mitigation Measure

Mitigation Measure 3.1-2: Implement 2040 General Plan Policy

The City shall ensure that construction and grading activities minimize short-term impacts to air quality by employing appropriate measures and best practices. Refer to Basic Construction Emissions Control Practices (BMPs) recommended by the Sacramento Metropolitan Air Quality Management District (SMAQMD) (2040 General Plan Policy ERC-4.5).

As a condition of approval, construction contractors shall implement the following BMPs included in SMAQMD's Basic Construction Emission Control Practices:

- water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads;
- cover or maintain at least two feet or free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered;
- use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited;
- limit vehicle speeds on unpaved roads to 15 miles per hour (mph);
- complete construction of all roadways, driveways, sidewalks, parking lots as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used;
- minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [required by California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site; and
- maintain all construction equipment is in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition before it is operated.

BIOLOGICAL RESOURCES

Impact 3.2-1: Have a Substantial Adverse Effect, Either Directly or Through Habitat Modifications, on Any Species Identified as a Candidate, Sensitive, or Special Status Species in Local or Regional Plans, Policies, or Regulations, or by CDFW or USFWS

Findings

Changes or alterations have been required in, or incorporated into, the Stockton Boulevard Plan by the City of Sacramento that mitigate or avoid the significant effects on the environment.

Facts in Support of Findings

The City of Sacramento has adopted and will implement the following mitigation measures that will reduce the potential for impacts on purple martin to a less-than-significant level through survey and avoidance requirements. (Draft EIR pages 3.2-14 and 3.2-15)

Mitigation Measure

Mitigation Measure 3.2-1a: Avoid Direct Loss and Disturbance of Nesting Purple Martin

The City shall incorporate the following policy into the Specific Plan:

- **Policy BR-1: Purple Martin Avoidance** If vegetation removal, structure demolition, or ground disturbance is proposed between April and August, a qualified biologist shall conduct preconstruction surveys for nesting purple martin within 500 feet of the activities no more than 30 days before construction commences. A qualified biologist shall establish a non-

disturbance buffer at a distance sufficient to minimize nest disturbance based on the nest location, topography, cover, the species' sensitivity to disturbance, and the intensity/type of potential disturbance. The exclusionary buffer shall remain in place until the chicks have fledged or as otherwise determined appropriate by a qualified biologist. If a purple martin nest tree, or structure, (any tree or structure that has an active nest in the year the impact is to occur) must be removed, the tree/structure shall be removed between September and March, when not occupied.

Mitigation Measure 3.2-1b: Implement 2040 General Plan Policy

- **Biological Resources.** The City shall ensure that adverse impacts on sensitive biological resources, including special-status species, sensitive natural communities, sensitive habitat, and wetlands are avoided, minimized, or mitigated to the greatest extent feasible as development takes place. (2040 General Plan Policy ERC-2.2)

Impact 3.2-3: Potential for the Implementation of the Specific Plan, in Combination with other Development, to Contribute to a Significant Cumulative Impact to Biological Resources

Findings

Changes or alterations have been required in, or incorporated into, the Stockton Boulevard Plan by the City of Sacramento that mitigate or avoid the significant effects on the environment.

Facts in Support of Findings

The City of Sacramento has adopted and will implement the Mitigation Measures 3.2-1a and 3.2-1b (described above) that will reduce impacts related to biological resources to a less-than-significant level. Therefore, implementation of the Specific Plan would not result in considerable contribution to cumulative impacts associated with biological resources and the cumulative impacts would be reduced to a less-than-significant level with mitigation. (Draft EIR page 3.2-16)

Mitigation Measure

Mitigation Measure 3.2-1a: Avoid Direct Loss and Disturbance of Nesting Purple Martin (see above)

Mitigation Measure 3.2-1b: Implement 2040 General Plan Policy (see above)

ENERGY

Impact 3.4-2: Conflict with or Obstruct a State or Local Plan for Renewable Energy or Energy Efficiency

Findings

Changes or alterations have been required in, or incorporated into, the Stockton Boulevard Plan by the City of Sacramento that mitigate or avoid the significant effects on the environment.

Facts in Support of Findings

The City of Sacramento has adopted and will implement the following mitigation measure that will reduce impacts related to conflicts with or obstruction of a State or local plan for renewable energy or energy efficiency to a less-than-significant level. Implementation of Mitigation Measure 3.4-2 would require future project applicants to provide electric vehicle charging parking to encourage the use of

electric vehicles. Implementation of Mitigation Measure 3.5-1b would require compliance with the City's Climate Action and Adaptation Plan (CAAP). Implementation of these mitigation measures would ensure that impacts related to conflict with or obstruction of a State or local plan for renewable energy or energy efficiency would be less than significant. (Draft EIR pages 3.4-10 and 3.4-11)

Mitigation Measure

Mitigation Measure 3.4-2: Electric Vehicle Charging Parking

The City shall incorporate the following policy related to electric vehicle charging stations into the Specific Plan:

- **Policy E-1:** EV Parking Spaces Applicants shall include the most recent CalGreen Tier 2 requirements pertaining to required EV parking spaces in the project design in order to meet the prerequisites for SMAQMD's Tier 1 BMP 2.

Mitigation Measure 3.5-1b (see Impact 3.5-1 below)

Impact 3.4-3: Potential for the Implementation of the Specific Plan, in Combination with Other Development, to Contribute to a Significant Cumulative Energy Impact

Findings

Changes or alterations have been required in, or incorporated into, the Stockton Boulevard Plan by the City of Sacramento that mitigate or avoid the significant effects on the environment.

Facts in Support of Findings

The City of Sacramento has adopted and will implement Mitigation Measures 3.4-2 and 3.5-1b (described above) that will reduce impacts related to energy to a less-than-significant level. With implementation of mitigation measures and the City's continued encouragement for all-electric development, the Specific Plan would not conflict with the goals of the 2022 Scoping Plan and the City's CAAP to reduce natural gas utility use. Therefore, implementation of the Specific Plan would not result in a considerable contribution to a significant cumulative impact. (Draft EIR pages 3.4-11 and 3.4-15)

Mitigation Measure

Mitigation Measure 3.4-2: Electric Vehicle Charging Parking (see above)

Mitigation Measure 3.5-1b: Implement the Greenhouse Gas Emission Reduction Actions of the Climate Action & Adaptation Plan (see Impact 3.5-1 below)

GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

Impact 3.5-1: Generate GHG Emissions, Either Directly or Indirectly, That May Have a Significant Impact on the Environment

Findings

Changes or alterations have been required in, or incorporated into, the Stockton Boulevard Plan by the City of Sacramento that mitigate or avoid the significant effects on the environment.

Facts in Support of Findings

The City of Sacramento has adopted and will implement the following mitigation measures that will reduce impacts related to generation of GHG emissions that may have a significant impact on the environment to a less-than-significant level. Implementation of Mitigation Measures 3.5-1a and 3.5-1b would ensure that GHG emissions from project operation and construction would be less than significant through compliance with applicable General Plan policies and the City's CAAP policies. (Draft EIR pages 3.5-9 through 3.5-15)

Mitigation Measure

Mitigation Measure 3.5-1a: Implement 2040 General Plan Policies

- **Project Design.** The City shall promote the incorporation of new technologies, materials, and design and construction techniques in private development projects that minimize air pollution, noise, excess heat, and other forms of pollution and its impacts. (2040 General Plan Policy ERC-4.3)
- **Construction Emissions.** The City shall ensure that construction and grading activities minimize short-term impacts to air quality by employing appropriate measures and best practices. Refer to Basic Construction Emissions Control Practices (BMPs) recommended by the Sacramento Metropolitan Air Quality Management District (SMAQMD). (2040 General Plan Policy ERC-4.5)
- **Regenerative Food System.** The City shall encourage regenerative agriculture practices in urban agriculture uses, including carbon-sequestering practices. (2040 General Plan Policy ERC-9.12)
- **Street Classification System.** The City shall maintain a street classification system that considers the role of streets as corridors for movement but prioritizes a context-sensitive Complete Streets concept that enables connected, comfortable, and convenient travel for those walking, rolling, and taking transit. (2040 General Plan Policy M-1.1)
- **User Prioritization.** The City shall prioritize mobility, comfort, health, safety, and convenience for those walking, followed by those bicycling and riding transit, ahead of design and operations for those driving. (2040 General Plan Policy M-1.2)
- **Walking Facilities.** The City shall work to complete the network of tree-shaded sidewalks throughout the city, to the greatest extent feasible, by building new sidewalks and crossings, especially within the high-injury network, in disadvantaged communities, near high-ridership transit stops, and near important destinations, such as schools, parks, and commercial areas. Walking facilities should incorporate shade trees. (2040 General Plan Policy M-1.14).
- **Improve Bicycling Connectivity.** The City shall plan and seek funding for a continuous, low-stress bikeway network consisting of bicycling-friendly facilities that connect neighborhoods with destinations and activity centers throughout the city. (2040 General Plan Policy M-1.17)

Mitigation Measure 3.5-1b: Implement the Greenhouse Gas Emission Reduction Actions of the Climate Action & Adaptation Plan

- **Future development projects under the Specific Plan shall incorporate GHG emissions reductions measures contained in the Climate Action and Adaptation Plan (CAAP).** The CAAP includes the following measures: Eliminate natural gas in new construction (CAAP Measure E-2).

- Support infill growth to ensure that 90 percent of growth is in the established and center/corridor communities and 90 percent small-lot and attached homes by 2040, consistent with the regional Sustainable Communities Strategy. Project-level VMT should be 15 percent below (or 85 percent of) the regional average. (CAAP Policy E-5)
- Improve active transportation infrastructure to achieve 6 percent active transportation mode share by 2030 and 12 percent by 2045. (CAAP Policy TR-1)
- Support public transit improvements to achieve 11 percent public transit mode share by 2030 and maintain through 2045. (CAAP Policy TR-2)
- Achieve zero-emission vehicle adoption rates of 28 percent for passenger vehicles and 22 percent for commercial vehicles by 2030 and 100 percent for all vehicles by 2045. (CAAP Policy TR-3)
- Work to reduce organic waste disposal 75 percent below 2014 levels by 2025. (CAAP Policy W-1)
- Reduce water utility emissions (in MT CO₂e per million gallon) delivered by 100 percent by 2030 and maintain that through 2045. (CAAP Policy WW-1)
- Reduce wastewater emissions by 22 percent by 2030 and 40 percent by 2045. (CAAP Policy WW-2)
- Increase urban tree canopy cover to 25 percent by 2030 and 35 percent by 2045. (CAAP Policy CS-1)

HAZARDS AND HAZARDOUS MATERIALS

Impact 3.6-1: Create a Significant Hazard to the Public or the Environment through the Routine Transport, Use, or Disposal of Hazardous Materials or through the Reasonably Foreseeable Upset and Accident Conditions Involving the Release of Hazardous Materials into the Environment

Findings

Changes or alterations have been required in, or incorporated into, the Stockton Boulevard Plan by the City of Sacramento that mitigate or avoid the significant effects on the environment.

Facts in Support of Findings

The City of Sacramento has adopted and will implement the following mitigation measure that will reduce the impacts related to the routine transport, use, and disposal of hazardous materials and reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment to a less-than-significant level. Implementation of Mitigation Measure 3.6-1 would reduce impacts associated with hazardous materials to a less-than-significant level by requiring preparation of a Phase I environmental site assessment and implementation of remediation activities appropriate to the site based on the conclusions and recommendations of the Phase I report. (Draft EIR pages 3.6-11 through 3.6-14)

Mitigation Measure

Mitigation Measure 3.6-1: Conduct a Phase I ESA

Prior to the issuance of a grading permit, project applicants for all future development projects within the Specific Plan Area shall complete a Phase I ESA (performed in accordance with the current ASTM Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process [E 1527]) for each individual property prior to development or redevelopment to ascertain the presence or absence of Recognized Environmental Conditions (RECs), Historical Recognized Environmental Condition (HRECs), and Potential Environmental Concerns (PECs). The findings and conclusions of the Phase I ESA shall become the basis for potential recommendations for follow-up investigation, if found to be warranted.

Impact 3.6-2: Emit Hazardous Emissions or Handle Hazardous or Acutely Hazardous Materials, Substances, or Waste within 0.25 Mile of an Existing or Proposed School

Findings

Changes or alterations have been required in, or incorporated into, the Stockton Boulevard Plan by the City of Sacramento that mitigate or avoid the significant effects on the environment.

Facts in Support of Findings

The City of Sacramento has adopted and will implement Mitigation Measures 3.6-1 that will reduce impacts related to emitting hazardous emissions within 0.25 mile of an existing or proposed school. Mitigation Measure 3.6-1 would require preparation of Phase I environmental site assessments and implementation of remediation activities prior to the issuance of grading permits. Implementation of Mitigation Measure 3.6-1 as well as compliance with federal, state, and local regulations, would reduce potential impacts associated with emitting hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school. Impacts would be less than significant. (Draft EIR pages 3.6-14 and 3.6-15, Final EIR Chapter 3, "Revisions to Draft EIR")

Mitigation Measure

Mitigation Measure 3.6-1: Conduct a Phase I ESA (see above)

Impact 3.6-4: Impair Implementation of or Physically Interfere with an Emergency Response Plan or Emergency Evacuation Area

Findings

Changes or alterations have been required in, or incorporated into, the Stockton Boulevard Plan by the City of Sacramento that mitigate or avoid the significant effects on the environment.

Facts in Support of Findings

The City of Sacramento has adopted and will implement the following mitigation measure that will reduce impacts related to impairing implementation of or physically interfering with an emergency response plan or emergency evacuation area to a less-than-significant level. Implementation of Mitigation Measure 3.6-4 will require preparation and enforcement of a construction traffic management plan. The plan will include access points (if applicable), procedures for notification of road closures, construction materials delivery plan, and a description of emergency personnel access routes during road closures. The plan will be subject to review and approval by the City. Because this mitigation

measure ensures that acceptable operating conditions on local roadways are maintained, implementation of the Specific Plan would not interfere with an emergency response plan or emergency evacuation area and this impact would be less than significant. (Draft EIR pages 3.6-15 and 3.6-16)

Mitigation Measure

Mitigation Measure 3.6-4: Prepare and enforce a Construction Traffic Management Plan Prior to issuance of grading permits, the applicant shall submit to the City for review and approval a Construction Traffic Management Plan to minimize traffic impacts on all roadways at and near the work site affected by construction activities. The plan shall include construction and public (if applicable) access points, procedures for notification of road closures, construction materials delivery plan, a description of emergency personnel access routes during road closures, this plan shall ensure adequate access for emergency responders.

Impact 3.6-5: Potential for the Implementation of the Stockton Boulevard Specific Plan, in Combination with Other Development, to Contribute to a Significant Cumulative Impact to Hazards and Hazardous Materials

Findings

Changes or alterations have been required in, or incorporated into, the Stockton Boulevard Plan by the City of Sacramento that mitigate or avoid the significant effects on the environment.

Facts in Support of Findings

The City of Sacramento has adopted and will implement the Mitigation Measures 3.6-1 and 3.6-4 that will reduce impacts related to hazards and hazardous materials to a less-than-significant level as discussed above. Through adherence to applicable regulatory requirements and implementation of mitigation measures, the contributions of individual projects under the Specific Plan within the cumulative context would be less than cumulatively considerable. (Draft EIR page 3.6-17)

Mitigation Measure

Mitigation Measure 3.6-1: Conduct a Phase I ESA (see above)

Mitigation Measure 3.6-4: Prepare and enforce a Construction Traffic Management Plan (see above)

NOISE AND VIBRATION

Impact 3.7-1: Generate a Substantial Temporary Increase in Noise Levels at Noise-Sensitive Land Uses in Excess of Standards Established by the City Code

Findings

Changes or alterations have been required in, or incorporated into, the Stockton Boulevard Plan by the City of Sacramento that mitigate or avoid the significant effects on the environment.

Facts in Support of Findings

The City of Sacramento has adopted and will implement the following mitigation measures that will reduce impacts related to construction noise to a less-than-significant level. Compliance with Mitigation Measures 3.7-1a and 3.7-1b would restrict construction operations to less sensitive time periods and

implement the best available construction noise level reductions necessary for specific projects. Construction noise impacts would be reduced to less than significant with mitigation incorporated. (Draft EIR pages 3.7-19 through 3.7-22)

Mitigation Measure

Mitigation Measure 3.7-1a: Implement 2040 General Plan Policies

- **Project Design.** The City shall promote the incorporation of new technologies, materials, and design and construction techniques in private development projects that minimize air pollution, noise, excess heat, and other forms of pollution and its impacts (2040 General Plan Policy ERC-4.3).
- **Construction Noise Controls.** The City shall limit the potential noise impacts of construction activities on surrounding land uses through noise regulations in the City Code that address permitted days and hours of construction, types of work, construction equipment, and sound attenuation devices. (2040 General Plan Policy ERC-10.9).

Mitigation Measure 3.7-1b: New Policy for Goal E-1: Environment, Public Health, and Safety

The City shall include the following new policy in the Specific Plan:

- **Policy NV-1:** Implement additional measures to reduce construction-related noise. For all projects in the Specific Plan Area that require a building permit, the City shall require that the contractor implement the following measures during all phases of construction:
 - Construction hours shall be limited to 7:00 a.m. to 6:00 p.m. Monday through Saturday and between 9:00 a.m. and 6:00 p.m. on Sunday. Construction outside of these hours may be approved through a development permit based on a site specific “construction noise mitigation plan” and a finding by the Director of Community Development or their designee that the construction noise mitigation plan is adequate to prevent excessive noise disturbance of affected residential uses. The site-specific development permit would allow for work outside normally permitted hours (e.g., overnight) subject to conditions of approval, including performance standards, imposed by the City to limit noise impacts.
 - All heavy construction equipment and all stationary noise sources shall have manufacturer-installed mufflers. Mufflers and noise suppressors shall be properly maintained and tuned to ensure proper fit, function, and minimization of noise.
 - Heavy-duty equipment shall be operated at the lowest operating power possible and shall be restricted in close proximity to sensitive receptors.
 - For construction activity that occurs during nighttime hours, where available and feasible, equipment with back-up alarms shall be equipped with either audible self-adjusting backup alarms or alarms that only sound when an object is detected. Self-adjusting backup alarms shall automatically adjust to 5 dB over the surrounding background levels. All non-self-adjusting backup alarms shall be set to the lowest setting required to be audible above the surrounding noise levels.
 - To the extent that noise-generating outdoor construction activity needs to occur at night as part of a continuous construction activity, the activity shall be planned such that the portion that needs to take place closest to sensitive receptors takes place during less noise-sensitive daytime hours. Temporary noise barriers shall be constructed, if needed, to screen noise-generating equipment when located near noise-sensitive land uses.

- If impact pile driving is required, sonic pile drivers shall be used, unless engineering studies are submitted to the City that show this is not feasible, based on geotechnical considerations.

Impact 3.7-2: Generation of Excessive Groundborne Vibration or Groundborne Noise Levels

Findings

Changes or alterations have been required in, or incorporated into, the Stockton Boulevard Plan by the City of Sacramento that mitigate or avoid the significant effects on the environment.

Facts in Support of Findings

The City of Sacramento has adopted and will implement the following mitigation measures that will reduce impacts related to construction vibration to a less-than-significant level. Implementation of Mitigation Measures 3.7-2a and 3.7-2b will serve to reduce potential vibration impacts from the use of equipment during construction activities by requiring minimum setbacks to sensitive land uses, impact monitoring during pile driving activity, and use of alternative equipment when appropriate and feasible. These measures will ensure that construction activities within the Specific Plan Area would reduce the potential exposure to excessive groundborne noise and vibration levels and ensure that construction vibration levels would not impact persons or buildings. Therefore, implementation of Mitigation Measures 3.7-2a and 3.7-2b will reduce this impact to a less-than-significant level. (Draft EIR pages 3.7-23 through 3.7-26)

Mitigation Measure

Mitigation Measure 3.7-2a: Implement 2040 General Plan Policies

- Interior Vibration Standards. The City shall require construction projects that are anticipated to generate significant vibration levels to use appropriate methods (i.e., type of equipment, low-impact tools, modifying operations, increasing setback distance, vibration monitoring) to ensure acceptable interior vibration levels at nearby residential and commercial uses based on the current City or Federal Transit Administration (FTA) criteria. (2040 General Plan Policy ERC10.5)
- Vibration. The City shall consider the potential for vibration-induced damage associated with construction activities, highways, and rail lines in close proximity to historic buildings and archaeological sites. Where there is potential for substantial vibration-induced damage, the City shall require preparation of a Pre-Construction Survey and Vibration Management and Monitoring Plan, prepared by a qualified historic preservation specialist or structural engineer to document existing conditions, present appropriate methods to avoid or reduce potential vibration damage, monitor for excessive vibration, and ensure any damage is documented and repaired. (2040 General Plan Policy ERC-10.7)

Mitigation Measure 3.7-2b: New Policy for Goal E-1: Environment, Public Health, and Safety

The City shall include the following new policy in the Specific Plan:

- ▶ **Policy NV-2:** Implement additional measures to reduce construction-related vibration.

The following vibration control measures (or other equally effective measures approved by the City) shall be included in the plan:

- To prevent structural damage, minimum setback requirements for different types of ground vibration-producing activities (e.g., pile driving) for the purpose of preventing

damage to nearby structures shall be established based on the proposed activities and locations, once determined. Factors to be considered include the specific nature of the vibration producing activity (e.g., type and duration of pile driving), local soil conditions, and the fragility/resiliency of nearby structures. Established setback requirements can be breached if a project-specific site-specific vibration analysis is conducted by a qualified geotechnical engineer or ground vibration specialist that indicates that no structural damage would occur at nearby buildings or structures.

- To prevent disturbance to sensitive land uses, minimum setback requirements for different types of ground vibration producing activities (e.g., pile driving) shall be established based on the proposed activities and locations, once determined.
- Alternatives to traditional pile driving (e.g., sonic pile driving, jetting, cast-in-place or auger cast piles, etc.) shall be considered and implemented where feasible to reduce vibration levels. ▪ Phase pile-driving and high-impact activities so as not to occur simultaneously with other construction activities, to the extent feasible. The total vibration level produced could be significantly less when each vibration source is operated at separate times.

Impact 3.7-4: Expose Noise-Sensitive Land Uses to Operational Stationary Noise that Exceeds Applicable Standards

Findings

Changes or alterations have been required in, or incorporated into, the Stockton Boulevard Plan by the City of Sacramento that mitigate or avoid the significant effects on the environment.

Facts in Support of Findings

The City of Sacramento has adopted and will implement the following mitigation measures that will reduce impacts related to operational stationary noise to a less-than-significant level. Implementation of Mitigation Measures 3.7-1a (detailed above) and 3.7-3 (detailed below) will ensure that new stationary noise sources associated with development under the Specific Plan would be mitigated so as not exceed City exterior noise standards at sensitive receptors. Therefore, implementation of Migration Measures 3.7-1a and 3.7-3 would reduce this impact to a less-than-significant level. (Draft EIR pages 3.7-30 and 3.7-31)

Mitigation Measure

Mitigation Measure 3.7-1a: Implement 2040 General Plan Policies (see above)

Mitigation Measure 3.7-3: Implement 2040 General Plan Policies (see below)

PUBLIC SERVICES AND RECREATION

Impact 3.8 -5: Result in Substantial Adverse Physical Impacts Associated with the Demand for or Provision of New Parks and Other Recreational Facilities

Findings

Changes or alterations have been required in, or incorporated into, the Stockton Boulevard Plan by the City of Sacramento that mitigate or avoid the significant effects on the environment.

Facts in Support of Findings

The City of Sacramento has adopted and will implement the following mitigation measures that will reduce impacts related to parks and other recreational facilities to a less-than-significant level. Mitigation Measure 3.8-5a will require implementation of 2040 General Plan policies to ensure that the park and recreational facilities level of service standards can be met through the dedication of parks and open space, the payment of in-lieu fees, and incorporation of privately-owned open spaces and facilities in the design of future development in the Specific Plan Area. Mitigation Measure 3.8-5b will require the City to evaluate the equitable increase in public parkland and recreation facilities to serve the needs of the current and new residents within the Specific Plan Area, that would be developed as neighborhood parks or other non-conventional park solutions to be accessible within a 10-minute walk of residential land uses. Therefore, implementation of Mitigation Measures 3.8-5a and 3.8-5b would reduce this impact to a less-than-significant level. (Draft EIR pages 3.8-12 through 3.8-15)

Mitigation Measure

Mitigation Measure 3.8 -5a: Implement 2040 General Plan Policies

- **Parkland Dedication Requirements.** The City shall continue to require that new residential development projects contribute toward the provision of adequate parks and recreational facilities to serve the new residents, either through the dedication of parkland, the construction of public and/or private recreation facilities, or the payment of parkland in-lieu fees, consistent with the Quimby Ordinance. To achieve the level of service for all parkland in all areas of the city, the City shall seek other funding resources to prioritize park needs in park deficit areas. (2040 General Plan Policy YPRO-1.4)
- **Incentivizing Onsite Public Facilities.** The City shall continue to provide Park Impact Fee (PIF) credit for development projects that provide publicly accessible parks, plazas, and parkways onsite that promote active or passive recreational opportunities and serve as neighborhood gathering points. (2040 General Plan Policy YPRO-1.5)
- **Non-Conventional Park Solutions.** In densely built out urban areas of the city where the provision of large park spaces is not feasible, the City shall explore creative solutions to provide neighborhood park and recreation facilities that serve the needs of local residents and employees. Such solutions may include the following:
 - Publicly accessible, privately-owned open spaces and plazas;
 - Rooftop play courts and gardens;
 - Freeway underpass, utility corridor, and wide landscape medians;
 - Conversion of rails to trails with trails;
 - Pocket parks and pedestrian areas in the public right-of-way; and
 - The provision of neighborhood and community-serving recreational facilities in regional parks. (2040 General Plan Policy YPRO-1.8)

Mitigation Measure 3.8 -5b: Identify Park and Recreation Facilities

Through implementation of the 2040 Parks Plan, the City shall evaluate the equitable increase in public parkland and recreation facilities to serve the needs of the current and new residents within the Stockton Boulevard Specific Plan Area, that shall be developed as neighborhood parks or other nonconventional park solutions to be accessible within a 10-minute walk of residential land uses.

Impact 3.8 -6: Potential for the Implementation of the Specific Plan, in Combination with Other Development, to Contribute to a Significant Cumulative Impacts to Public Services and Recreation

Findings

Changes or alterations have been required in, or incorporated into, the Stockton Boulevard Plan by the City of Sacramento that mitigate or avoid the significant effects on the environment.

Facts in Support of Findings

The City of Sacramento has adopted and will implement the following mitigation measures that will reduce cumulative impacts related to public services and recreation to a less-than-significant level. Implementation of Mitigation Measures 3.8 -5a and 3.8 -5b would ensure that there would be parks/recreational facilities available to serve the Specific Plan Area and would not result in demand for construction or expansion of these facilities. In addition, the contribution of impact fees for the provision of services to the City would further reduce the Specific Plan's incremental contribution to the need for public services and recreation/park facilities within the cumulative context. Therefore, the Specific Plan would not result in a considerable contribution to the existing significant cumulative impacts associated with the provision of parks and other recreation facilities. This impact would be less than significant with mitigation. (Draft EIR page 3.8-15)

Mitigation Measure

Mitigation Measure 3.8 -5a: Implement 2040 General Plan Policies (see above)

Mitigation Measure 3.8 -5b: Identify Park and Recreation Facilities (see above)

VISUAL RESOURCES

Impact 3.12-1: Conflict with Applicable Zoning and Other Regulations Governing Scenic Quality

Findings

Changes or alterations have been required in, or incorporated into, the Stockton Boulevard Plan by the City of Sacramento that mitigate or avoid the significant effects on the environment.

Facts in Support of Findings

The City of Sacramento has adopted and will implement the following mitigation measure that will reduce impacts related to conflict with applicable zoning and other regulations governing scenic quality to a less-than-significant level. Implementation of Mitigation Measure 3.12-1 would ensure that implementation of the Specific Plan would ensure that new development would be consistent with existing design guidelines, resulting in development that complements the scenic quality of surrounding areas by requiring compliance with 2040 General Plan policies. Implementation of Mitigation Measure 3.12-1 and the City's Urban Design Guidelines would ensure that impacts related to conflict with applicable zoning and other regulations that govern scenic quality would be less than significant. (Draft EIR pages 3.12-12 through 3.12-14)

Mitigation Measure

Mitigation Measure 3.12-1: Implement 2040 General Plan Policies

- **Compatibility with Adjoining Uses.** The City shall ensure that the introduction of higher-intensity mixed-use development along major arterial corridors is compatible with adjacent land uses, particularly residential uses, by requiring features such as the following:
 - Buildings set back from rear or side yard property lines adjoining single-unit dwelling residential uses;
 - Building heights stepped back from sensitive adjoining uses to maintain appropriate transitions in scale and to minimize impacts to privacy and solar access;
 - Landscaped off-street parking areas, loading areas, and service areas screened from adjacent residential areas to the degree feasible; or
 - Lighting shielded from view and directed downward to minimize impacts on adjacent residential uses. (2040 General Plan Policy LUP-4.6)
- **Compatibility with Historic Context.** The City shall continue to review new development, alterations, and rehabilitation/remodels for compatibility with the surrounding historic context and consistency with adopted design guidelines/standards, including the Historic District Plans. The City shall pay special attention to the scale, massing, and relationship of proposed new development to complement surrounding historic environments. (2040 General Plan Policy HCR-1.3)
- **Responsiveness to Context.** The City shall require building and site design that respects and responds to the local context, including use of local materials and plant species where feasible, responsiveness to Sacramento's climate, and consideration of cultural and historic context of Sacramento's neighborhoods, corridors, and centers. (2040 General Plan Policy LUP-8.10)

Impact 3.12-2: Create a New Source of Substantial Light or Glare which Would Adversely Affect Day or Nighttime Views in the Area

Findings

Changes or alterations have been required in, or incorporated into, the Stockton Boulevard Plan by the City of Sacramento that mitigate or avoid the significant effects on the environment.

Facts in Support of Findings

The City of Sacramento has adopted and will implement the following mitigation measure that will reduce impacts related to light and glare to a less-than-significant level. Implementation of Mitigation Measure 3.12-1 will ensure that lighting will be directed away from adjacent residential areas within and surrounding the Specific Plan Area, reducing impacts associated with substantial light and glare sources by requiring compliance with 2040 General Plan Policy LUP-4.6. This impact would be less than significant with mitigation. (Draft EIR page 3.12-15)

Mitigation Measure

Mitigation Measure 3.12-1: Implement 2040 General Plan Policies (see above)

Impact 3.12-3: Potential for the Implementation of the Stockton Boulevard Specific Plan, in combination Other Development, to Contribute to a Significant Cumulative Impact Related to Aesthetics

Findings

Changes or alterations have been required in, or incorporated into, the Stockton Boulevard Plan by the City of Sacramento that mitigate or avoid the significant effects on the environment.

Facts in Support of Findings

The City of Sacramento has adopted and will implement Mitigation Measure 3.12-1, which will reduce cumulative impacts related to visual resources to a less-than-significant level. As discussed under Impacts 3.12-1 and 3.12-2 above, implementation of Mitigation Measure 3.12-1 would ensure that future development within the Specific Plan Area would be consistent and complement the existing visual quality and characteristics of the Plan Area and shield light sources from adjacent residential areas by directing the light downward. The Specific Plan will be required to apply policies stated in the 2040 General Plan and would not conflict with those policies related to zoning or scenic quality. Therefore, the Specific Plan would not result in considerable contribution to the existing significant cumulative impacts associated with visual resources within and surrounding the Plan Area and the cumulative impacts would be less than significant with mitigation.

Mitigation Measure

Mitigation Measure 3.12-1: Implement 2040 General Plan Policies (see above)

1.4.3 Significant and Unavoidable Impacts

The following significant and potentially significant environmental impacts of implementing the Specific Plan, including cumulative impacts, are unavoidable and cannot be mitigated in a manner that would lessen the significant impact to below the level of significance. Notwithstanding disclosure of these impacts, the City Council elects to approve the Specific Plan due to overriding considerations as set forth below in Section 2, "Statement of Overriding Considerations."

AIR QUALITY

Impact 3.1-3: Result in a Net Increase in Long-Term Operational Criteria Air Pollutant and Precursor Emissions That Exceed SMAQMD-Recommended Thresholds

Findings

Changes or alterations, which substantially reduce the significant effects of long-term operational emissions of ROG, PM₁₀, and PM_{2.5} have been required in, or incorporated into, the Specific Plan by the City of Sacramento; however, these would not be sufficient to reduce the impact to less than significant. Specific social, economic, and environmental benefits of the Specific Plan outweigh the identified potential unavoidable significant impacts. See Section 2, "Statement of Overriding Considerations," below.

Facts in Support of Findings

Implementation of Mitigation Measure 3.5-1b would reduce PM emissions associated with future development in the Specific Plan Area through the implementation of various measures of the City of Sacramento Climate Action and Adaptation Plan that directly reduce exhaust and fugitive dust, endorse low-emission vehicles, and require electric development. However, at this level of analysis, it cannot be guaranteed that these measures would be sufficient to reduce PM emissions below a significant level. This is because the extent of the application of these measures cannot be reliably estimated without specifics regarding diesel truck trips that would occur at the project level during the operation of individual project under the Specific Plan. Enforcement of these measures cannot be guaranteed at this level of analysis but would occur at the project level as subsequent CEQA analyses are performed for individual projects under the Specific Plan. Additionally, there is no mitigation which can be implemented to reliably reduce the use of consumer products in order to minimize ROG emissions below a significant level. Thus, this impact would be significant and unavoidable even after implementation of mitigation. (Draft EIR pages 3.1-17 through 3.1-19)

Mitigation Measure

Mitigation Measures 3.5-1b: Implement the Greenhouse Gas Emission Reduction Actions of the Climate Action & Adaptation Plan (see above)

Impact 3.1-4: Expose Sensitive Receptors to Substantial Pollutant Concentrations

Findings

Changes or alterations, which substantially reduce the significant effects related to TAC emissions have been required in, or incorporated into, the Specific Plan by the City of Sacramento; however, these would not be sufficient to reduce the impact to less than significant. Specific social, economic, and environmental benefits of the Specific Plan outweigh the identified potential unavoidable significant impacts. See Section 2, "Statement of Overriding Considerations," below.

Facts in Support of Findings

Mitigation Measure 3.1-4 requires implementation of 2040 General Plan policies to reduce TAC emissions. General Plan Policy ERC-3.11 recommends amendments to the City's Parking Lot Shading Design and Maintenance Guidelines and Parking Lot Shading Ordinance. General Plan Policy ERC-4.2 directs the City to promote new technologies and design considerations to minimize exposure to air pollution. General Plan Policy ERC-4.4 encourages partnership with SMAQMD to reduce exposure to TACs. General Plan Policy EJ-A.2 directs the City to explore opportunities to accelerate the installation of air filtration systems in existing homes currently experiencing high pollution. Nevertheless, the potential development, particularly from the emissions of diesel PM from truck-related activity, would expose sensitive uses to TACs emissions. Impacts for construction and operation would be significant and unavoidable. (Draft EIR pages 3.1-19 through 3.1-21)

Mitigation Measure

Mitigation Measure 3.1-4: Implement 2040 General Plan Policies

- Parking Lot Shading. The City shall review and amend the Parking Lot Shading Design and Maintenance Guidelines and Parking Lot Shading Ordinance as needed to promote tree health, growth, and maintenance of trees to reduce urban heat island impacts. (General Plan Policy ERC-3.11)

- **Project Design.** The City shall promote the incorporation of new technologies, materials, and design and construction techniques in private development projects that minimize air pollution, noise, excess heat, and other forms of pollution and its impacts. (General Plan Policy ERC-4.3)
- **Sensitive Uses.** The City shall consult, as appropriate, with the Sacramento Metropolitan Air Quality Management District (SMAQMD) in evaluating exposure of sensitive receptors to toxic air contaminants, and will impose conditions, as appropriate, on projects to protect public health and safety. (General Plan Policy ERC-4.4)
- **Air Filtration Systems:** The City shall explore opportunities to accelerate the installation of air filtration systems in existing buildings in partnerships with the Sacramento Metropolitan Air Quality Management District (SMAQMD) and other partners in the Sacramento region. Schools, nursing homes, and other sensitive uses within disadvantaged communities (DACs) and areas most affected by air quality issues should be prioritized. (General Plan Policy EJ-A.2) (2040 General Plan Policy ERC-4.4)

Impact 3.1-6: Potential for the Implementation of the Specific Plan, in Combination with Other Development, to Contribute to a Significant Cumulative Air Quality or Odor Impact

Findings

Changes or alterations, which substantially reduce the cumulative significant effects to air quality have been required in, or incorporated into, the Specific Plan by the City of Sacramento; however, these would not be sufficient to reduce the impact to less than significant. Specific social, economic, and environmental benefits of the Specific Plan outweigh the identified potential unavoidable significant impacts. See Section 2, "Statement of Overriding Considerations," below.

Facts in Support of Findings

As noted in Impacts 3.1-3 and 3.1-4, Mitigation Measures 3.5-1b and 3.1-4 would reduce air pollution emissions impacts but not to a level that reduces the Specific Plan's contribution to emissions less than cumulatively considerable. Impacts would remain significant and unavoidable. (Draft EIR pages 3.1-22 through 3.1-24)

Mitigation Measure

No additional feasible mitigation is available to reduce the Specific Plan's contribution to less than cumulatively considerable.

CULTURAL RESOURCES

Impact 3.3-1: Cause a Substantial Adverse Change in the Significance of a Historical Resource

Findings

Changes or alterations, which substantially reduce the impacts to significant historic resources have been required in, or incorporated into, the Specific Plan by the City of Sacramento; however, these would not be sufficient to reduce the impact to less than significant. Specific social, economic, and environmental benefits of the Specific Plan outweigh the identified potential unavoidable significant impacts. See Section 2, "Statement of Overriding Considerations," below.

Facts in Support of Findings

Implementation of Mitigation Measures 3.3-1a through 3.3-1h would reduce the impacts to historic resources through compliance with General Plan policies and conducting surveys and for the historic-age buildings and structures present in the Specific Plan Area prior to any physical alterations. However, because there is no feasible mitigation available to ensure demolition, damage, or destruction of historically significant resources would not occur, the impact would be significant and unavoidable. (Draft EIR pages 3.3-10 through 3.3-14)

Mitigation Measure

Mitigation Measure 3.3-1a: Code Enforcement

The City shall implement 2040 General Plan Policy HCR-2.5:

- **Code Compliance.** The City's Code Enforcement, Building, and Preservation Planning Division staff shall work collaboratively to identify historic properties under code enforcement actions and facilitate repair work that brings historic properties into compliance, consistent with preservation best practices, including utilizing the State Historical Building Code to support preservation goals. (2040 General Plan Policy HCR-2.5)

Mitigation Measure 3.3-1b: Early Consultation

The City shall implement 2040 General Plan Policy HCR-1.6:

- **Early Project Consultation.** The City will continue to strive to minimize impacts to historic and cultural resources by consulting with property owners, land developers, tribal representatives, and the building industry early in the development review process as needed. (2040 General Plan Policy HCR-1.6)

Mitigation Measure 3.3-1c: Context Compatibility

The City shall implement 2040 General Plan Policies LUP-8.10 and LUP-8.11:

- **Responsiveness to Context.** The City shall require building and site design that respects and responds to the local context, including use of local materials and plant species where feasible, responsiveness to Sacramento's climate, and consideration of cultural and historic context of Sacramento's neighborhoods, corridors, and centers. (2040 General Plan Policy LUP-8.10)
- **Neighborhood and Transitions.** The City shall ensure that development standards facilitate transitions between areas that border one another so that neighborhoods and districts maintain their own unique qualities. (2040 General Plan Policy LUP-8.11)

The City shall include the following implementing action in the Specific Plan:

- **Action CR-A2: Avoidance or Minimization of Effects on Identified Historic Resources.** If assessment of project impacts finds that a proposed project would have a significant impact on historic resources, the project applicant shall, in consultation with City of Sacramento Planning Division staff, determine whether the project can be feasibly redesigned or revised to avoid such impacts. If avoidance of historic resource(s) is not feasible, the project applicant shall seek to reduce the effect on historic resource(s) as much as possible through project design.

Mitigation Measure 3.3-1d: Identification of Historic Resources

The City shall implement 2040 General Plan Policy HCR-1.18:

- Evaluation of Potentially Eligible Built Environment Resources. The City shall continue to evaluate all buildings and structures 50 years old and older for potential historic significance prior to approving a project that would demolish or significantly alter the resource. (2040 General Plan Policy HCR-1.18)

The City shall incorporate the following implementing action into the Specific Plan:

- **Action CR-A3:** Evaluate the Historic Significance of Age-Eligible Properties. If alteration or new construction is proposed on a parcel within the Plan Area which includes a building, structure, or landscape more than 45 years old (the typical age threshold applied by the California Office of Historic Preservation), the project applicant, at the request of the City's Preservation Director, shall retain a professional who meets the Secretary of the Interior's Professional Qualifications Standards for architectural history or history (as appropriate) to conduct an evaluation of the historic significance and eligibility of buildings, structures, and landscape features on the parcel for listing on the Sacramento Register of Historic and Cultural Resources (Sacramento Register) and California Register of Historical Resources (California Register).

Mitigation Measure 3.3-1e: Assessing Impacts

The City shall include the following implementing action in the Specific Plan:

- **Action CR-A4:** Assess Project Impacts on Eligible Properties. Projects proposing to alter buildings, structures, or landscape features found through evaluation to be eligible for listing on the California Register or National Register of Historic Places shall, at the direction of the City's Preservation Director, be evaluated for adherence to the Secretary of the Interior's Standards for the Treatment of Historic Properties. Potential direct and/or indirect effects on the identified historic resources shall be assessed according to CEQA Guidelines Section 15064.5(b).

Mitigation Measure 3.3-1f: Design Consistency

The City shall implement 2040 General Plan Policy HCR-1.3:

- Compatibility with Historic Context. The City will continue to review new development, alterations, and rehabilitation/remodels for compatibility with the surrounding historic context and consistency with design guidelines/standards, including the Historic District Plans. The City shall pay special attention to the scale, massing, and relationship of proposed new development to complement surrounding historic environments. (2040 General Plan Policy HCR-1.3)

Mitigation Measure 3.3-1g: Demolition Mitigation

The City shall implement 2040 General Plan Policy HCR-1.10:

- Demolition. Consistent with Secretary of the Interior Standards, the City shall consider demolition of historic resources as a last resort, to be permitted only if rehabilitation or adaptive reuse of the resource is not feasible; demolition is necessary to protect the health, safety, and welfare of its residents; or the public benefits outweigh the loss of the historic resource. (2040 General Plan Policy HCR-1.10)

The City shall include the following implementing actions in the Specific Plan:

- **Action CR-A5:** Documentation of Identified Historic Resources. In cases where impacts to historic resources cannot be reduced through avoidance or project redesign to a less-than-significant level, the project applicant shall undertake historic documentation prior to

issuance of building permits. Documentation may include completion of a Historic American Buildings Survey (HABS) Historical Report and accompanying HABS-style photographs. The appropriate level of photographic and narrative HABS documentation shall be determined by City Preservation Director based on the significance and associations of the resource.

- **Action CR-A6: Interpretive Program.** If a proposed project within the Plan Area would cause a significant impact to a historic resource, and the City Preservation Director deems that an interpretive program would be effective and feasible, the project applicant shall hire a qualified professional to develop an on-site interpretive program. An interpretive program would likely be deemed effective in cases where the resource(s) planned for alteration or demolition has particular significance to the history of Sacramento or within the community. The development of interpretive program content shall be conducted or overseen by a qualified professional who meets Secretary of the Interior's Professional Qualification Standards for history, architectural history, or architecture (as appropriate), and approved by the City of Sacramento Planning Division staff. The interpretive program shall include, at a minimum, an on-site, publicly accessible exhibit with information about the property's history, contribution to the history of the neighborhood and/or city, and relevant historic photographs or drawings.

Mitigation Measure 3.3-1h: Protection during Construction

The City shall include the following implementing actions in the Specific Plan:

- **Action CR-A6: Protection of Historic Resources During Construction.** If a project within the Plan Area proposes demolition, alteration, or new construction within 25 feet of a building, structure, or feature which has been listed on the Sacramento Register, California Register, or National Register, or found eligible through evaluation for listing on the California Register or National Register, the project applicant shall incorporate into construction specifications for the proposed project a requirement that construction contractors use all feasible means to avoid damage to adjacent and nearby historic resources. Such methods may include maintaining a safe distance between the construction site and the historic resource, using construction techniques that reduce vibration (including alternatives to jackhammers and hoe-rams where possible), appropriate excavation shoring methods to prevent movement of adjacent structures, and adequate site security to minimize risks of vandalism and fire. This measure shall apply to historic buildings, structures, and site or landscape features both within and outside of the proposed project parcel.
- **Action CR-A7: Construction Monitoring Program for Historical Resources.** If a project within the Plan Area proposes demolition, alteration, or new construction within 25 feet of a building, structure, or feature which has been listed on the Sacramento Register, California Register, or National Register, or found eligible through evaluation for listing on the California Register or National Register, the project applicant shall undertake a monitoring program to document and minimize damage to adjacent historic resources. Prior to the start of ground-disturbing project activity, the project applicant shall engage a historic architect or qualified historic preservation professional to undertake a pre-construction survey of historic resources within 25 feet of planned project activities to document and photograph existing conditions of the resource(s). The consultant shall conduct regular periodic inspections of each historic resource during ground-disturbing activity on the project site. Should damage to a historic resource occur, the contractor or consultant, as appropriate, shall immediately notify the project applicant. Any historic resource(s) damaged as a result of project activities shall be remediated to their pre-construction condition at the conclusion of ground-disturbing activity on the site. The consultant shall submit monthly monitoring reports, which shall include photographs from site inspections and reports of any observed damage, to the

project applicant for the duration of monitoring activity. This mitigation measure may be implemented in combination with required mitigation measures for vibration, as appropriate.

Impact 3.3-2: Cause a Substantial Adverse Change in the Significance of Unique Archaeological Resources

Findings

Changes or alterations, which substantially reduce the impacts to significant archaeological resources have been required in, or incorporated into, the Specific Plan by the City of Sacramento; however, these would not be sufficient to reduce the impact to less than significant. Specific social, economic, and environmental benefits of the Specific Plan outweigh the identified potential unavoidable significant impacts. See Section 2, "Statement of Overriding Considerations," below.

Facts in Support of Findings

Implementation of Mitigation Measures 3.3-2a to 3.3-2c would help reduce the significance of impacts to archeological resources through compliance with General Plan policies, conducting archaeological survey prior to construction, and taking actions to identify unanticipated discoveries. However, because there is no feasible mitigation available to ensure that the loss, damage or destruction of significant archeological resources would occur, the impact would be significant and unavoidable. (Draft EIR pages 3.3-14 and 3.3-15)

Mitigation Measure

Mitigation Measure 3.3-2a: Regulations and Best Practices

The City shall implement 2040 General Plan Policy HCR-1.14:

- Archaeological, Tribal, and Cultural Resources. The City shall continue to comply with federal and State regulations and best practices aimed at protecting and mitigating impacts to archaeological resources and the broader range of cultural resources as well as tribal cultural resources. (2040 General Plan Policy HCR-1.14)

Mitigation Measure 3.3-2b: Conduct Archaeological Survey Prior to Construction

The City shall include the following policy in the Specific Plan:

- **Policy CR-1:** Upon direction of the City Preservation Director, the City shall require archaeological resources surveys for projects that include ground disturbance.

Mitigation Measure 3.3-2c: Identify Unanticipated Discoveries

The City shall include the following implementation action for the above policy in the Specific Plan:

- **Action CR-A1:** In the event that archaeological resources or human remains are encountered during construction, work within 100 feet of the discovery shall cease until a notice to proceed is issued by the City. The applicant shall notify the City of Sacramento Manager of Environmental Planning Services or the City Preservation Director and shall comply with City direction, and federal and State regulations and guidelines regarding the treatment of cultural resources and human remains. The Coroner shall be notified in the event human remains are discovered; the applicant shall be responsible for the employment of a qualified archaeologist to advise regarding treatment of any artifacts

Impact 3.3-4: Potential for the Implementation of the Specific Plan, in Combination with Other Development, to Contribute to a Significant Cumulative Impacts to Cultural Resources

Findings

Changes or alterations, which substantially reduce the cumulative effects to cultural resources have been required in, or incorporated into, the Specific Plan by the City of Sacramento; however, these would not be sufficient to reduce the impact to less than significant. Specific social, economic, and environmental benefits of the Specific Plan outweigh the identified potential unavoidable significant impacts. See Section 2, "Statement of Overriding Considerations," below.

Facts in Support of Findings

As noted in Impacts 3.3-1 and 3.3-2, Mitigation Measures 3.3-1a through 3.3-1h and 3.3-2a through 3.3-2c would reduce historical resources and archaeological resources impacts. However, because there is no feasible mitigation available to ensure the loss, damage or destruction of significant historic and archeological resources would not occur, the Specific Plan's contribution to this cumulative impact is significant and unavoidable. (Draft EIR page 3.3-16)

Mitigation Measure

No additional feasible mitigation is available to reduce the Specific Plan's contribution to less than cumulatively considerable.

NOISE AND VIBRATION

Impact 3.7-3: Exposure of Existing Sensitive Receptors to Project-Generated Traffic Noise

Findings

Changes or alterations, which substantially reduce the impacts to traffic noise have been required in, or incorporated into, the Specific Plan by the City of Sacramento; however, these would not be sufficient to reduce the impact to less than significant. Specific social, economic, and environmental benefits of the Specific Plan outweigh the identified potential unavoidable significant impacts. See Section 2, "Statement of Overriding Considerations," below.

Facts in Support of Findings

Implementation of Mitigation Measure 3.7-3 would help reduce the significance of impacts related to traffic noise through compliance with General Plan policies. Specifically, Policy ERC10.1 (Exterior Noise Standards) would require mitigation at the project level for development which would exceed the General Plan's Noise Compatibility standards; Policy ERC-10.3 (Interior Noise Standards) would require new development to attenuate interior noise levels to appropriate levels; and Policy ERC-10.8 would encourage the use of alternative pavement materials, which would reduce vehicular noise generation. Although the implementation of Mitigation Measure 3.7-3 would reduce traffic noise to the extent feasible, it is not possible to guarantee that long-term traffic noise associated with development under the Specific Plan would be reduced below the applicable thresholds. Therefore, this impact would be significant and unavoidable. (Draft EIR pages 3.7-26 through 3.7-30)

Mitigation Measure

Mitigation Measure 3.7-3: Implement 2040 General Plan Policies

- Exterior Noise Standards. The City shall require noise mitigation for all development where the projected exterior noise levels exceed those shown in Table ERC-1 [shown as Table 3.7-2 in this EIR], to the extent feasible. (2040 General Plan Policy ERC-10.1)
- Interior Noise Standards. The City shall require new development to include noise attenuation to assure acceptable interior noise levels appropriate to the land use, as follows:
 - 45 dB L_{dn} for residential, transient lodgings, hospitals, nursing homes, and other uses where people normally sleep; and
 - 45 dB L_{eq} (peak hour with windows closed) for office buildings and similar uses. (2040 General Plan Policy ERC-10.3)
- Alternative Paving Materials. The City shall continue to explore opportunities to use alternative pavement materials such as rubberized asphalt and porous pavement on residential roadways in order to reduce noise generation, extend maintenance cycles, and improve air quality and stormwater management. (2040 General Plan Policy ERC-10.8)

Impact 3.7-5: Potential for Implementation of the Specific Plan, in Combination with Other Development, to Contribute to a Significant Cumulative Noise Impact

Findings

Changes or alterations, which substantially reduce the cumulative noise impacts have been required in, or incorporated into, the Specific Plan by the City of Sacramento; however, these would not be sufficient to reduce the impact to less than significant. Specific social, economic, and environmental benefits of the Specific Plan outweigh the identified potential unavoidable significant impacts. See Section 2, “Statement of Overriding Considerations,” below.

Facts in Support of Findings

As noted in Impact 3.7-3, Mitigation Measure 3.7-3 would reduce traffic noise impacts. However, it is not possible to guarantee that long-term traffic noise associated with development under the Specific Plan would be reduced below the applicable thresholds. Therefore, the Specific Plan’s contribution to this cumulative impact is significant and unavoidable. (Draft EIR page 3.7-31 and 3.7-32)

Mitigation Measure

No additional feasible mitigation is available to reduce the Specific Plan’s contribution to less than cumulatively considerable.

TRANSPORTATION AND CIRCULATION

Impact 3.9-1: Result in VMT Impacts on the Roadway System

Findings

Changes or alterations, which substantially reduce VMT impacts have been required in, or incorporated into, the Specific Plan by the City of Sacramento; however, these would not be sufficient to reduce the impact to less than significant. Specific social, economic, and environmental benefits of the Specific Plan outweigh the identified potential unavoidable significant impacts. See Section 2, “Statement of Overriding Considerations,” below.

Facts in Support of Findings

Implementation of Mitigation Measures 3.9-1a and 3.9-1b would reduce VMT impacts by instituting a Transportation Demand Management (TDM) plan and contributing to the construction of infrastructure and facilitation of programs associated with the reduction of vehicle trips generated by the Specific Plan. However, even with TDM strategy implementation, the Specific Plan’s passenger vehicle VMT would likely exceed the threshold of 34.22 personal vehicle VMT per capita. Due to uncertainties regarding the ability for the mitigation measure to reduce VMT to a less-than-significant level, as well as TDM being dependent on individual property owners and tenants, the impact would remain significant and unavoidable. (Draft EIR pages 3.9-16 through 3.9-21)

Mitigation Measure

Mitigation Measure 3.9-1a: Project applicants shall prepare and implement a Transportation Demand Management (TDM) Plan to guide implementation of TDM strategies for development, as outlined below.

Prior to issuance of building permits, future projects shall submit to the City either a project-specific transportation analysis that demonstrates that the project would obtain the City’s VMT reduction target or a TDM Plan. Both documents shall be subject to review and approval by the City of Sacramento Department of Public Works. The TDM Plan shall be designed to reduce passenger vehicle VMT per capita to 34.22 (a 16.8-percent reduction from baseline passenger vehicle VMT per capita) or as close as deemed feasible by the City. The TDM Plan shall contain VMT reduction strategies identified in the Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (California Air Pollution Control Officers Association [CAPCOA] 2021) or an equivalent reference where the effectiveness of strategies is supported by substantial evidence.

The TDM Plan may include, but would not be limited to, the CAPCOA strategies listed in Table 3.9-3.

Table 3.9-3 Applicable CAPCOA Strategies

Category	Measure	Strategy Description	VMT Mitigation Reduction Potential
Land Use	T-1	Increase Residential Density	0 – 30.0 percent of GHG emissions from project VMT in Specific Plan Area, based upon how much the residential density of project exceeds 9.1 DU/acre
	T-2	Increase Job Density	0 – 30.0 percent of GHG emissions from project VMT in the Specific Plan Area, based upon job density of project development
	T-3	Provide Transit Oriented Development	6.9 – 31.0 percent of GHG emissions from project VMT in Specific Plan Area, based upon existing transit mode share in the city
	T-4	Integrate Affordable and Below Market Rate Housing	0 – 28.6% of GHG emissions from project multifamily residential VMT, based upon percent of multifamily units dedicated as affordable
Neighborhood Design	T-19A	Construct or Improve Bike Facility	0 – 0.8 percent of GHG emissions from vehicles on parallel roadways, based upon percent of plan VMT that occurs on the parallel roadway, number of key destinations near project, and facility type
	T-20	Expand Bikeway Network	0 – 0.5 percent of GHG emissions from vehicle travel in the community, based on trip lengths and mode share

Category	Measure	Strategy Description	VMT Mitigation Reduction Potential
	T-21-A/B	Implement Carshare Program (Conventional or Electric)	0 – 0.18 percent of GHG emissions from vehicle travel in the community, based upon number and type of vehicles deployed and project VMT
	T-22-A/B/C	Implement Bikeshare or Scootershare Program (Pedal or Electric)	0 – 0.07 percent of GHG emissions from vehicle travel in the community, based upon proximity to share stations
Trip Reduction Programs	T-23	Provide Community-Based Travel Planning	0 – 2.3 percent of GHG emissions from vehicle travel in the community, based upon residences in community
Parking or Road Pricing/ Management	T-24	Implement Market Price Public Parking (On-Street)	0 – 30 percent of GHG emissions from vehicle travel in the community, based upon VMT in the area without the measure, parking prices, and trips parking on the street
Transit	T-25	Extend Network Coverage or Hours	0 – 4.6 percent of GHG emissions from vehicle travel in the community, based upon transit service miles or hours in community before expansion
	T-26	Increase Transit Service Frequency	0 – 11.3 percent of GHG emissions from vehicle travel in the community, based upon increase in transit frequency, level of implementation, and mode share
	T-27	Implement Transit-Supportive Roadway Treatments	0 – 0.6 percent of GHG emissions from vehicle travel in the community, based upon percent of transit routes that receive treatments
	T-28	Provide Bus Rapid Transit	0 – 13.8 percent of GHG emissions from vehicle travel in the community, based upon increase in transit frequency due to BRT and level of implementation
	T-29	Reduce Transit Fares	0 – 1.2 percent of GHG emissions from vehicle travel in the community, based upon reduction in fare and percent of routes with reduced fares

Sources: *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* CAPCOA 2021, Fehr & Peers 2023.

Mitigation Measure 3.9-1b: Project applicants shall contribute to the City of Sacramento’s development impact fee program an amount determined by City, subject to the following conditions:

- The contribution will only apply towards improvement projects that demonstrate VMT reduction potential per CAPCOA.
- The contribution, when combined with the other fee revenue and city revenues, shall be sufficient to construct the applicable improvements prior to build-out of the proposed Specific Plan.

Impact 3.9-2: Impacts to Transit Facilities, Services, or Access

Findings

Changes or alterations, which substantially reduce the impacts to transit facilities, services, and access have been required in, or incorporated into, the Specific Plan by the City of Sacramento; however, these would not be sufficient to reduce the impact to less than significant. Specific social, economic, and environmental benefits of the Specific Plan outweigh the identified potential unavoidable significant impacts. See Section 2, “Statement of Overriding Considerations,” below.

Facts in Support of Findings

Implementation of Mitigation Measures 3.9-2a and 3.9-2b would reduce the significance of impacts to transit facilities, services, and access by monitoring transit service performance and implementing strategies to improve transit performance. However, the improvements that are necessary to improve transit performance would require implementation by SacRT. Moreover, the effectiveness of the TDM strategies identified in Mitigation Measure 3.9-2a are not known and subsequent vehicle trip reduction effects and, in turn, reductions to delays to transit, cannot be guaranteed. In addition, note that SacRT has indicated that “the transit performance improvements identified in these mitigation measures may be possible with sufficient funding,” which may increase as a result of the “population growth associated with the implementation of this “Specific Plan.” (Final EIR page 2-24) Since the City of Sacramento cannot guarantee that these improvements would be implemented and/or effective, this impact would remain significant and unavoidable. (Draft EIR pages 3.9-21 through 3.9-23)

Mitigation Measure

Mitigation Measure 3.9-2a: Monitor transit service performance and implement strategies to minimize delays to transit service.

The City of Sacramento shall coordinate with SacRT and other relevant transit operators to establish baseline on-time performance metrics for routes operating on Stockton Boulevard in the vicinity of the Specific Plan Area consistent with established standards and methods.

Mitigation Measure 3.9-2b: Monitor transit service performance and implement transit service and/or facility improvements.

The City of Sacramento shall coordinate with SacRT and other relevant transit operators to establish baseline transit performance (i.e., loading, productivity, and on-time performance) and safety metrics for routes operating within the vicinity of the Specific Plan Area consistent with established standards and methods.

Impact 3.9-5: Potential for the Implementation of the Specific Plan, in Combination with Other Development, to Contribute to a Significant Cumulative Impacts to Transportation and Circulation SystemFindings

Changes or alterations, which substantially reduce the cumulation impacts to transportation and circulation system have been required in, or incorporated into, the Specific Plan by the City of Sacramento; however, these would not be sufficient to reduce the impact to less than significant. Specific social, economic, and environmental benefits of the Specific Plan outweigh the identified potential unavoidable significant impacts. See Section 2, “Statement of Overriding Considerations,” below.

Facts in Support of Findings

As noted in Impacts 3.9-1 and 3.9-2, Mitigation Measures 3.9-1a, 3.9-1b, 3.9-2a, and 3.9-2b would reduce impacts related to VMT and transit facilities, services and access but not to a less-than-significant level. Therefore, the Specific Plan’s contribution to cumulative transportation and circulation impacts would be cumulatively considerable, and impacts would be significant and unavoidable. (Draft EIR pages 3.9-24 and 3.9-25)

Mitigation Measure

No additional feasible mitigation is available to reduce the Specific Plan's contribution to less than cumulatively considerable.

TRIBAL CULTURAL RESOURCES**Impact 3.10-1: Cause a Substantial Adverse Change in the Significance of a TCR**Findings

Changes or alterations, which substantially reduce the impacts to tribal cultural resources have been required in, or incorporated into, the Specific Plan by the City of Sacramento; however, these would not be sufficient to reduce the impact to less than significant. Specific social, economic, and environmental benefits of the Specific Plan outweigh the identified potential unavoidable significant impacts. See Section 2, "Statement of Overriding Considerations," below.

Facts in Support of Findings

Mitigation Measures 3.10-1a through 3.10-1c would help reduce the significance of impacts to tribal cultural resources by implementing discovered cultural resources protection measures and implementing 2040 General Plan policies related to cultural and tribal cultural resources protection. However, because there is no feasible mitigation available to ensure damage or destruction of a tribal cultural resource would not occur, the impact remains significant and unavoidable. (Draft EIR pages 3.10-7 through 3.10-10)

Mitigation Measure**Mitigation Measure 3.10-1a: Protect Discovered Tribal Cultural Resources**

If any suspected tribal cultural resources (such as unusual amounts of bone or shell, artifacts, or human remains) are encountered at the project site during construction, work shall be suspended within 100 feet of the find (based on the apparent distribution of cultural materials), and the construction contractor shall immediately notify the project's City representative. Avoidance and preservation in place is the preferred manner of mitigating impacts to tribal cultural resources. This will be accomplished, if feasible, by several alternative means, including:

- Planning construction to avoid tribal cultural resources and/or archaeological sites; incorporating these resources within parks, green-space or other open space; covering archaeological resources; deeding a tribal cultural resource to a permanent conservation easement; or other preservation and protection methods agreeable to consulting parties and regulatory authorities with jurisdiction over the activity.
- Recommendations for avoidance of tribal cultural resources will be reviewed by the City representative, interested culturally affiliated Native American tribes, and other appropriate agencies, in light of factors such as costs, logistics, feasibility, design, technology and social, cultural and environmental considerations, and the extent to which avoidance is consistent with project objectives. Avoidance and design alternatives may include realignment within the project site to avoid cultural resources, modification of the design to eliminate or reduce impacts to tribal cultural resources or modification or realignment to avoid highly significant features within a tribal cultural resource.

- Native American representatives from interested culturally affiliated Native American tribes will be invited to review and comment on these analyses and shall have the opportunity to meet with the City representative and its representatives who have technical expertise to identify and recommend feasible avoidance and design alternatives, so that appropriate and feasible avoidance and design alternatives can be identified.
- If the discovered tribal cultural resource can be avoided, the construction contractor(s), will install protective fencing outside the site boundary, including a 100-foot buffer area, before construction restarts. The boundary of a tribal cultural resource will be determined in consultation with interested culturally affiliated Native American tribes and tribes will be invited to monitor the installation of fencing. Use of temporary and permanent forms of protective fencing will be determined in consultation with Native American representatives from interested culturally affiliated Native American tribes.
- The construction contractor(s) will maintain the protective fencing throughout construction to avoid the site during all remaining phases of construction. The area will be demarcated as an “Environmentally Sensitive Area.”

If a tribal cultural resource cannot be avoided, the following performance standard shall be met prior to continuance of construction and associated activities that may result in damage to or destruction of tribal cultural resources:

- Each resource will be evaluated for California Register of Historical Resources (CRHR) eligibility through application of established eligibility criteria (California Code of Regulations 15064.636), in consultation with consulting Native American Tribes, as applicable.

If a cultural resource or a tribal cultural resource is determined to be eligible for listing in the CRHR, the City will avoid damaging effects to the resource in accordance with California PRC Section 21084.3, if feasible. The City will coordinate the investigation of the find with a qualified archaeologist (meeting the Secretary of the Interior’s Professional Qualifications Standards for Archeology) approved by the City and with interested culturally affiliated Native American tribes that respond to the City’s invitation. As part of the site investigation and resource assessment, the City and the archaeologist shall consult with interested culturally affiliated Native American tribes to assess the significance of the find, make recommendations for further evaluation and treatment as necessary and provide proper management recommendations should potential impacts to the resources be determined by the City to be significant. A written report detailing the site assessment, coordination activities, and management recommendations will be provided to the City representative by the qualified archaeologist. These recommendations will be documented in the project record. For any recommendations made by interested culturally affiliated Native American tribes that are not implemented, a justification for why the recommendation was not followed will be provided in the project record.

Native American representatives from interested culturally affiliated Native American Tribes and the City representative will also consult to develop measures for long-term management of any discovered tribal cultural resources. Consultation will be limited to actions consistent with the jurisdiction of the City and taking into account ownership of the subject property. To the extent that the City has jurisdiction, routine operation and maintenance within tribal cultural resources retaining tribal cultural integrity shall be consistent with the avoidance and minimization standards identified in this mitigation measure.

If the City determines that the project may cause a significant impact to a tribal cultural resource, and measures are not otherwise identified in the consultation process, the following are examples of mitigation capable of avoiding or substantially lessening potential significant impacts to a tribal cultural resource or alternatives that would avoid significant impacts to the resource. These measures may be considered to avoid or minimize significant adverse impacts

and constitute the standard by which an impact conclusion of less-than significant may be reached:

- Avoid and preserve resources in place, including, but not limited to, planning construction to avoid the resources and protect the cultural and natural context to incorporate the resources with culturally appropriate protection and management criteria.
- Treat the resource with culturally appropriate dignity taking into account the Tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - Protect the cultural character and integrity of the resource.
 - Protect the traditional use of the resource.
 - Protect the confidentiality of the resource.
 - Establish permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purpose of preserving or using the resources or places.
 - Protect the resource.

Mitigation Measure 3.10-1b: Protect Discovered Human Remains

If an inadvertent discovery of human remains is made at any time during project-related construction activities or project planning, the City the following performance standards shall be met prior to implementing or continuing actions such as construction, which may result in damage to or destruction of human remains. In accordance with the California Health and Safety Code (HSC), if human remains are encountered during ground-disturbing activities, the City shall immediately halt potentially damaging excavation in the area of the remains and notify the Sacramento County Coroner and a professional archaeologist to determine the nature of the remains. The Coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or State lands (HSC Section 7050.5[b]).

If the human remains are of historic age and are determined to be not of Native American origin, the City will follow the provisions of the HSC Section 7000 (et seq.) regarding the disinterment and removal of non-Native American human remains.

If the Coroner determines that the remains are those of a Native American, he or she must contact the Native American Heritage Commission (NAHC) by phone within 24 hours of making that determination (HSC Section 7050[c]). After the Coroner's findings have been made, the archaeologist and the NAHC-designated Most Likely Descendant (MLD), in consultation with the landowner, shall determine the ultimate treatment and disposition of the remains. The responsibilities of the City for acting upon notification of a discovery of Native American human remains are identified in California PRC Section 5097.9 et seq.

Mitigation Measure 3.10-1c: Implement 2040 General Plan Policies

- Early Project Consultation. The City will continue to strive to minimize impacts to historic and cultural resources by consulting with property owners, land developers, tribal representatives, and the building industry early in the development review process as needed. (2040 General Plan Policy HCR-1.6)
- Indigenous Cultures. The City shall seek ways to recognize the peoples who first lived in, traveled, and traded in what is now the Sacramento area, by working with tribal representatives

to preserve their identity, culture, and artifacts. Methods for recognizing tribal history and imagery may include, but are not limited to, the following:

- Public art that provides a Native American perspective including works by Native artists;
 - Naming of parks and places that reflects local Native American heritage and/or restores tribal names;
 - Parks and recreation programming that increases awareness of tribal heritage and culture (including through interpretive displays) and allows opportunities for craft sharing;
 - Incorporation of traditional native plants into landscape design palettes. (2040 General Plan Policy HCR-1.13)
- Archaeological, Tribal, and Cultural Resources. The City shall continue to comply with federal and State regulations and best practices aimed at protecting and mitigating impacts to archaeological resources and the broader range of cultural resources as well as tribal cultural resources. (2040 General Plan Policy HCR-1.14)
 - Treatment of Native American Human Remains. The City shall treat Native American human remains with sensitivity and dignity and ensure compliance with the associated provisions of California Health and Safety Code and the California Public Resources Code. The City shall collaborate with the most likely descendants identified by the Native American Heritage Commission. (2040 General Plan Policy HCR-1.15)
 - Endemic Traditions. The City shall seek ways to recognize the endemic traditions of various communities in Sacramento, including African American, Hispanic, Native, and Asian American communities, to promote the retention of Sacramento's intangible cultural heritage, which may include oral traditions, performing arts, social practices and festive events, legacy businesses, knowledge and practices concerning nature and the universe, and traditional craftsmanship. (2040 General Plan Policy HCR-1.16)
 - Evaluation of Archeological Resources. The City shall work in good faith with interested communities to evaluate proposed development sites for the presence of sub-surface historic, archaeological, and tribal cultural resources that may be present at the site. These efforts may include the following:
 - Consideration of existing reports and studies,
 - Consultation with Native American tribes as required by State law,
 - Appropriate site-specific investigative actions, and
 - Onsite monitoring during excavation if appropriate. (2040 General Plan Policy HCR-1.17)

Impact 3.10-2: Potential for the Project, in Combination with Other Development, to Contribute to a Significant Cumulative Impact to Tribal Cultural Resources

Findings

Changes or alterations, which substantially reduce the cumulative impacts to tribal cultural resources have been required in, or incorporated into, the Specific Plan by the City of Sacramento; however, these would not be sufficient to reduce the impact to less than significant. Specific social, economic, and environmental benefits of the Specific Plan outweigh the identified potential unavoidable significant impacts. See Section 2, "Statement of Overriding Considerations," below.

Facts in Support of Findings

As noted in Impact 3.10-1, implementation of Mitigation Measures 3.10-1a through 3.10-1c would help reduce the significance of the impact. However, because there is no feasible mitigation available to ensure damage or destruction of a tribal cultural resource would not occur, the cumulative impact would remain significant and unavoidable. (Draft EIR pages 3.10-10 and 3.10-11)

Mitigation Measure

No additional feasible mitigation is available to reduce the Specific Plan's contribution to less than cumulatively considerable.

1.4.4 Project Alternatives

PRC Section 21002 provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would *substantially lessen* the significant environmental effects of such projects[.]" (PRC, Section 21002, italics added.) The same statute states that the procedures required by CEQA "are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will *avoid or substantially lessen* such significant effects." (*Ibid.*, italics added.) Section 21002 goes on to state that "in the event [that] specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects." (*Ibid.*)

CEQA defines "feasible" to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors." (PRC, Section 21061.1.) The State CEQA Guidelines add another factor: "legal" considerations. (State CEQA Guidelines, Section 15364; see also *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 565 (*Goleta II*)). Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site. (State CEQA Guidelines, Section 15126.6, subd. (f)(1).) The concept of "feasibility" also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project. (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410, 417.)

Where a significant impact can be substantially lessened (i.e., mitigated to an "acceptable level") solely by the adoption of mitigation measures, the lead agency, in drafting its findings, has no obligation to consider the feasibility of alternatives with respect to that impact, even if the alternative would mitigate the impact to a greater degree than the project. (PRC, Section 21002; *Laurel Hills Homeowners Association v. City Council* (1978) 83 Cal.App.3d 515, 521; see also *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 691, 730-731; and *Laurel Heights Improvement Association v. Regents of the University of California* (1988) 47 Cal.3d 376, 400-403.) In short, CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to substantially lessen or avoid significant environmental impacts that would otherwise occur. Project modification or alternatives are not required, however, where such changes are infeasible or where the responsibility of modifying the project lies with some other agency. (State CEQA Guidelines, Section 15091, subds. (a), (b).)

The City Council has considered the project alternatives presented and analyzed in the EIR. Some of these alternatives have the potential to avoid or reduce certain significant or potentially significant

environmental impacts, as set forth below. The City Council finds that it considered a reasonable range of potentially feasible alternatives consistent with State CEQA Guidelines Section 15126.6, subdivision (f).

The City Council finds, based on specific economic, legal, social, technological, or other considerations, that these alternatives are infeasible. Based on the impacts identified in the EIR and other reasons summarized below, and as supported by substantial evidence in the record, the City Council finds that approval and implementation of the Specific Plan as proposed is the most desirable, feasible, and appropriate action and hereby rejects the other alternatives and other combinations and/or variations of alternatives as infeasible based on consideration of the relevant factors set forth in State CEQA Guidelines Section 15126.6, subdivision (f). (See also State CEQA Guidelines, Section 15091, subd. (a)(3).) Each alternative and the facts supporting the finding of infeasibility of each alternative are set forth below.

ALTERNATIVES CONSIDERED AND DISMISSED FROM FURTHER CONSIDERATION

In identifying alternatives to the Specific Plan, primary consideration was given to alternatives that could reduce significant unavoidable impacts resulting from the Specific Plan while still obtaining the Specific Plan's objectives. The following alternatives were considered but rejected for the reasons discussed below:

Enhanced VMT Land Use Scenario

The Enhanced VMT Land Use Scenario Alternative would involve changing the land use configuration to shorten trip lengths and reduce trip generation, which would reduce VMT impacts. This approach typically involves a greater focus on mixed-use development to place jobs and retail closer to residences. The proposed Specific Plan envisions mixed-use development almost exclusively throughout the Plan Area. Because the Specific Plan already maximizes mixed use, there are no opportunities for modifying the land use scenario to better maximize VMT efficiency. Therefore, this potential alternative was dismissed for further consideration.

Reduced Residential

A slight reduction in transportation noise may be achieved by reducing the number of residential units allowed. To achieve meaningful reduction in transportation noise generation, a major decrease in trip generation is necessary. A Reduced Residential Alternative that could achieve the project's objectives related to residential capacity would not likely reduce the project's significant impact related to transportation noise to a less-than-significant level. Further, reducing the number of residential units would be contrary to basic principles of the 2040 General Plan. The General Plan encourages residential development in established corridors, and Stockton Boulevard within the Specific Plan Area. In addition, state law, including the Housing Accountability Act and the Housing Crisis Act prohibit reduction of density in particular cases; therefore, this alternative may be contrary to state law. This alternative is considered infeasible.

Employment-Focused Land Use Scenario

Increasing residential density and prioritizing mixed-use development in areas that are well-served by public transit generally translates to increased VMT efficiency; however, it is possible that expanding commercial uses with high employment generation potential near existing residential uses could also result in greater VMT efficiency, due to reduced trip length. Such uses could include office, light-industrial/manufacturing, or heavy industrial. The Employment-Focused Land Use Scenario Alternative

would include increased employment-generating uses. However, this alternative would not be consistent with the land uses identified in the 2040 General Plan. In addition, increased industrial and commercial use in the Specific Plan Area could result in issues related to environmental justice, especially related to increases in heavy trucks and associated emissions. Although expanding employment generating uses could result VMT efficiencies, it is unlikely that the VMT efficiency would be substantially greater than the proposed Specific Plan; therefore, it is unlikely that this alternative would substantially reduce or avoid the significant VMT impact associated with the Specific Plan. In addition, this alternative would not achieve several project objectives related to housing. For all of these reasons, this alternative was dismissed from further evaluation.

Reduced Historic Resources Impacts

Implementation of the Specific Plan would result in a significant impact related to historic resources. The Reduced Historic Resources Impacts Alternative would avoid the significant impact to historic resources through placing a prohibition on demolition of any structure that is listed or eligible for listing on the State or National registers. However, this alternative was dismissed, as its legality is questionable. The City may not have legal authority to place a blanket prohibition on demolition of privately-owned structures across an entire plan area; typically, proposed demolition of these structures involves a discretionary approval process, not outright prohibition. Also, some structures may require demolition for public health and safety purposes. Therefore, this alternative was dismissed, due to likely infeasibility.

ALTERNATIVES CONSIDERED IN THE DRAFT EIR

The alternatives considered in the EIR are:

- **Alternative 1: No Project-Planned Land Use.** Alternative 1 assumes a specific plan would not be approved and development in the plan area would occur according to the 2040 General Plan.
- **Alternative 2: Enhanced Transit.** Alternative 2 would reduce the Specific Plan's significant impacts related to VMT. This alternative would further reduce reliance on automobiles by enhancing transit facilities beyond the improvements identified in the Corridor Study.

Alternative 1: No Project-Planned Land Use

Under Alternative 1, the Stockton Boulevard Plan would not be approved and the primary land use plan guiding development in the Specific Plan Area would be the currently adopted 2040 General Plan. The proposed Stockton Boulevard Plan is designed to be consistent with the land use designations identified in the 2040 General Plan for the Specific Plan Area; therefore, under the No Project Alternative, buildout of the project area would be identical to the project in terms of the type and arrangement of land uses. Alternative 1 would not reduce impacts as compared to the project.

Facts in Support of Finding of Infeasibility

Both the 2040 General Plan and the proposed Specific Plan identify the same area for urban development. Therefore, impacts associated with ground disturbance would be practically identical between Alternative 1 and the Specific Plan, including impacts related to cultural resources, tribal cultural resources, biological resources, construction-related hazardous materials, construction-generated water pollutant emissions, and tribal cultural resources. Operational impacts would also be nearly identical because the types of land use allowed within the 2040 General Plan and the proposed Specific Plan are essentially identical. Therefore, because the only difference in the level of impact would relate to potential timing of development due to streamlining and funding associated with the

project, which would be unavailable under Alternative 1, overall impacts resulting from Alternative 1 would be similar to those associated with the project.

Development under the Alternative 1 would not receive some of the regulatory streamlining that would be available under the project, including the level of discretionary review, as well as additional CEQA streamlining (i.e., under Section 15182). Alternative 1 would also not include the same level of integrated infrastructure planning associated with the Specific Plan. It would also not include the same level of public input and coordination as the proposed Specific Plan. In addition, public and private funding opportunities, including grants, bonds, and incentives targeted at planned developments, would not be as likely available under Alternative 1. These financial mechanisms can accelerate development by providing necessary capital up front or by making projects more economically viable from the outset. Therefore, Alternative 1 is rejected due to economic infeasibility.

Alternative 2: Enhanced Transit

Alternative 2 would include improvements (beyond those identified in the Corridor Study) consistent with the Stockton Boulevard Multimodal Partnership and Bus Rapid Transit (BRT) Corridor—a project submitted in early 2023 for SACOG’s Transformative Grant Program. This project would be a multi-agency endeavor involving the City, County, Sacramento Regional Transit, and Sacramento Transportation Authority. Specifically, the project would include transit improvements along BRT Route 51, including BRT-lite treatments, BRT station shelters and amenities, traffic signal priority, intelligent transportation system equipment, zero emission vehicle and related infrastructure needs, as well as complete streets safety and mobility improvements on Stockton Boulevard. Other than these improvements, the land use types and intensities are identical to the proposed project.

Facts in Support of Finding of Infeasibility

Because the only difference between the alternative and the project is the further enhancement of transit facilities, the only potential project-related significant impacts that could be reduced by the alternative are those associated with VMT, specifically, air quality, noise, and transportation. The alternative would not result in any new or more severe significant impacts. The Enhanced Transit Alternative would meet the project objectives; however, because the Stockton Boulevard Multimodal Partnership and BRT Corridor requires involvement by several separate agencies, as well as funding from a grant that has not yet been awarded, the feasibility of this alternative is currently uncertain.

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

An EIR is required to identify the environmentally superior alternative from among the range of reasonable alternatives that are evaluated. Section 15126.6 (e)(2) of the State CEQA Guidelines requires that an environmentally superior alternative be designated and states that if the environmentally superior alternative is the No Project alternative, the EIR also is required to identify an environmentally superior alternative among the other alternatives.

Alternative 2: Enhance Transit would be considered the environmentally superior action alternative because although the environmental impacts would, overall, be similar to the proposed project, and no significant impacts would be completely avoided, the increased VMT efficiency would result in modest reductions to transportation-related impacts related to air quality, GHG emissions, noise, and VMT.

2 STATEMENT OF OVERRIDING CONSIDERATIONS

Pursuant to Guidelines Section 15092, the City Council finds that in approving the project it has eliminated or substantially lessened all significant and potentially significant effects of the Specific Plan on the environment, where feasible. The City Council further finds that it has balanced the economic, legal, social, technological, and other benefits of the Specific Plan against the remaining unavoidable environmental risks in determining whether to approve the Specific Plan and has determined that those benefits outweigh the unavoidable environmental risks and that those risks are acceptable. The City Council makes this Statement of Overriding Considerations in accordance with Section 15093 of the State CEQA Guidelines in support of approval of the project.

The City of Sacramento has considered the information contained in and related to the EIR for the Specific Plan (i.e., the Draft EIR, comments on the Draft EIR, responses to comments, text changes and other revisions to the EIR, and all other public comments, responses to comments, accompanying technical memoranda and staff reports, and findings included in the public record for the Specific Plan). Pursuant to State CEQA Guidelines Section 15092, the City Council finds that in approving the Specific Plan, it has eliminated or substantially lessened all significant and potentially significant effects of the Specific Plan on the environment where feasible as shown in the Findings of Fact.

The overall purpose of the Specific Plan is to provide a comprehensive guide for the integration of infill development and redevelopment to facilitate the transformation of the area along Stockton Boulevard south of downtown Sacramento by establishing goals, policies, standards, design guidelines and implementation actions. Based on the objectives identified in the EIR and administrative record, and through extensive public participation, the City Council has determined that the Stockton Boulevard Plan should be approved, and any remaining significant environmental impacts attributable to the Stockton Boulevard Plan are outweighed by the following specific economic, fiscal, social, housing and other overriding considerations. Each benefit set forth below is supported by substantial evidence in the record and constitutes an overriding consideration warranting approval of the Stockton Boulevard Plan, independent of the other benefits, despite each and every unavoidable impact.

The considerations that have been taken into account by the City Council in making this decision are identified below:

- **Achieving the City's Vision.** The Specific Plan adopts the land uses and design standards set forth in existing city documents, including the 2040 General Plan, the City's Planning and Development Code, and various design guidelines. The Stockton Boulevard Plan fulfills the City's objectives to preserve and create neighborhoods that provide a range of housing choices, economic opportunities, and safe streets that ensure neighborhoods will be inclusive and places that provide long-term health, equity, and social well-being for the entire community. The Stockton Boulevard Plan is built around a framework of values, community priorities, goals, policies, and actions. The goals reflect the desired future, in line with the anti-displacement values. The goals reveal the ideal end result when the community priorities are addressed. The policies apply only to the Specific Plan Area and are meant to direct the City's actions to achieve the end result described in the goals. The Specific Plan includes policies that generally encourage inclusive community revitalization through support for programs that improve access to housing and commercial space, which reflect the City's vision of sustainable, equitable growth and community development.

For the reasons set forth above, the City Council finds that the ability of the project to provide a policy framework for achieving the City's vision outweighs its environmental impacts.

- **Focusing Growth on Vacant and Underdeveloped Land.** The Stockton Boulevard Plan builds on goals and policies from the 2040 General Plan and encourages future growth within vacant and underutilized spaces in the Specific Plan Area. The Stockton Boulevard Plan facilitates infill development and compact development patterns by including land use policies that encourage infill development, focus on community priorities, and increase community-supportive uses of vacant parcels and buildings. The Stockton Boulevard Plan provides opportunity for future development to integrate housing with commercial, office, and entertainment uses, reducing residents' need to travel far for goods and services or jobs.

For the reasons set forth above, the City Council finds that the ability of the Stockton Boulevard Plan to focus growth on vacant and underdeveloped land, result in a more compact, higher density pattern of development, and mixed-uses in a complementary fashion outweighs its environmental impacts.

- **Providing Safe Spaces for Diverse Cultural Expression.** The Stockton Boulevard Plan encourages local residents to continue investing in their neighborhoods by expressing cultural awareness and promoting pride of ownership through local building and business owners, a vibrant art and music scene curated by local artists, and regular community events. The Stockton Boulevard Plan includes cultural, arts, and community character policies to promote streetscape beautification; celebrate and highlight historic resources of social or cultural significance; support the expansion of affordable spaces for arts; and encourage lively, safe, and accessible nightlife.

For the reasons set forth above, the City Council finds that the ability of the Stockton Boulevard Plan to provide a variety of forms of expression to celebrate diverse voices and cultures outweighs its environmental impacts

- **Providing Inclusive Economic Development Opportunities.** The Stockton Boulevard Plan promotes inclusive economic growth by including policies that support the diversity of small businesses and provide workforce training and support to nearby residents. The objective of inclusive economic growth is to create an equitable, prosperous, and resilient society for people of all backgrounds and incomes, particularly for those facing the greatest barriers, by broadly expanding economic opportunities and enhancing quality of life. Promoting inclusive economic growth also strengthens the local economy by improving economic competitiveness and fostering sustainable development.

For the reasons set forth above, the City Council finds that the ability of the Stockton Boulevard Plan to promote inclusive economic development for people of all backgrounds and incomes would result in a strong, inclusive, and equitable local economy outweighs its environmental impacts.

- **Promoting a Healthy and Safe Environment.** The Stockton Boulevard Plan includes various neighborhood-level approaches to enhance the local environment, increase community resilience, and promote a sense of safety. The plan includes policies to encourage the addition of lighting along Stockton Boulevard and promote coordination among agencies to address criminal activities.

For the reasons set forth above, the City Council finds that the ability of the Stockton Boulevard Plan to provide a healthy and safe environment to the local residents and businesses outweighs its environmental impacts.

The City Council has considered these benefits and the potentially significant unavoidable environmental effects of the project. The City Council has determined that the economic, social, technological and other benefits of the project outweigh the identified impacts. The City Council has

determined that the project benefits set forth above override the significant and unavoidable environmental costs associated with the project.

The City Council adopts the mitigation measure in the final Mitigation Monitoring Program, incorporated by reference into these Findings, and finds that any residual or remaining effects on the environment resulting from the project, identified as significant and unavoidable in the Findings of Fact, are acceptable due to the benefits set forth in this Statement of Overriding Considerations. The City Council makes this statement of overriding considerations in accordance with Section 15093 of the State CEQA Guidelines in support of approval of the project.

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MITIGATION MONITORING PROGRAM

INTRODUCTION

Public Resources Code Section 21081.6 and Section 15097 of the California Environmental Quality Act (CEQA) Guidelines require public agencies to establish monitoring or reporting programs for projects approved by a public agency whenever approval involves the adoption of either a mitigated negative declaration or specified environmental findings related to environmental impact reports.

The following is the Mitigation Monitoring Program (MMP) for the City of Sacramento Stockton Boulevard Plan, which was evaluated in an environmental impact report (EIR). The intent of the MMP is to track and successfully implement the mitigation measures identified within the EIR prepared for the Stockton Boulevard Plan. All of the mitigation measures requiring policy and action additions have been incorporated into the hearing draft of the Stockton Boulevard Plan and are included in Section 11.4 of the plan.

COMPONENTS OF THE MMP

The MMP describes the actions that must take place to implement the mitigation measures identified in the Stockton Boulevard Plan EIR, the timing of those actions, and the entities responsible for implementing and monitoring the actions.

The components of the attached table, which contains applicable mitigation measures, are addressed briefly, below.

Impact: This column summarizes the impact stated in the EIR.

Mitigation Measure: The mitigation measure identified in the EIR is presented and numbered according to the EIR.

Implementing Party: This item identifies the entity that will undertake the required action.

Action(s): For the mitigation measure, one or more actions are described. The actions delineate the means by which the mitigation measures will be implemented, and, in some instances, the criteria for determining whether a measure has been successfully implemented. Where mitigation measures are particularly detailed, the action may refer back to the measure.

Timing: Implementation of the action must occur prior to or during some part of project approval, project design or construction or on an ongoing basis. The timing for each measure is identified.

Monitoring and Enforcement: The City of Sacramento is primarily responsible for ensuring that mitigation measures are successfully implemented, including this mitigation measure. Within the City, a number of departments and divisions may have responsibility for monitoring some aspects of the overall project.

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City of Sacramento Stockton Boulevard Plan EIR Mitigation Monitoring Program

Impact	Mitigation Measure	Implementing Party	Action(s)	Timing	Monitoring and Enforcement
Air Quality					
Impact 3.1-2: Cause Construction-Generated Criteria Air Pollutant or Precursor Emissions to Exceed SMAQMD-Recommended Thresholds	<p>Mitigation Measure 3.1-2: Implement 2040 General Plan Policy</p> <p>The City shall ensure that construction and grading activities minimize short-term impacts to air quality by employing appropriate measures and best practices. Refer to Basic Construction Emissions Control Practices (BMPs) recommended by the Sacramento Metropolitan Air Quality Management District (SMAQMD) (2040 General Plan Policy ERC-4.5). As a condition of approval, construction contractors shall implement the following BMPs included in SMAQMD's Basic Construction Emission Control Practices:</p> <ul style="list-style-type: none"> ▶ water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads; ▶ cover or maintain at least two feet or free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered; ▶ use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited; ▶ limit vehicle speeds on unpaved roads to 15 miles per hour (mph); ▶ complete construction of all roadways, driveways, sidewalks, parking lots as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used; ▶ minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [required by California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site; and ▶ maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition before it is operated. 	City of Sacramento and construction contractors	<p>City of Sacramento to include SMAQMD BMPs as a condition of approval</p> <p>Construction contractor to implement SMAQMD BMPs</p>	Prior to and during construction	City of Sacramento
Impact 3.1-3: Result in a Net Increase in Long-Term Operational Criteria Air Pollutant and Precursor Emissions That Exceed SMAQMD-Recommended Thresholds	Implement Mitigation Measure 3.5-1b (see below)	See Mitigation Measure 3.5-1b below	See Mitigation Measure 3.5-1b below	See Mitigation Measure 3.5-1b below	See Mitigation Measure 3.5-1b below
Impact 3.1-4: Expose Sensitive Receptors to Substantial Pollutant Concentrations	<p>Mitigation Measure 3.1-4: Implement 2040 General Plan Policies</p> <ul style="list-style-type: none"> ▶ Parking Lot Shading. The City shall review and amend the Parking Lot Shading Design and Maintenance Guidelines and Parking Lot Shading Ordinance as needed to promote tree health, growth, and maintenance of trees to reduce urban heat island impacts (General Plan Policy ERC-3.11). ▶ Project Design. The City shall promote the incorporation of new technologies, materials, and design and construction techniques in private development projects that minimize air pollution, noise, excess heat, and other forms of pollution and its impacts. (General Plan Policy ERC-4.3). ▶ Sensitive Uses. The City shall consult, as appropriate, with the Sacramento Metropolitan Air Quality Management District (SMAQMD) in evaluating exposure of sensitive receptors to toxic air contaminants, and will impose conditions, as appropriate, on projects to protect public health and safety (General Plan Policy ERC-4.4). ▶ Air Filtration Systems: The City shall explore opportunities to accelerate the installation of air filtration systems in existing buildings in partnerships with the Sacramento Metropolitan Air Quality Management District (SMAQMD) and other partners in the Sacramento region. Schools, nursing homes, and other sensitive uses within disadvantaged communities (DACs) and areas most affected by air quality issues should be prioritized (General Plan Policy EJ-A.2) (2040 General Plan Policy ERC-4.4). 	City of Sacramento	City of Sacramento to implement General Plan Policies ERC-3.11, ERC-4.3, ERC-4.4, and EJ-A.2 are implemented	On-going during implementation of the Stockton Boulevard Plan	City of Sacramento
Impact 3.1-6: Potential for the Implementation of the Specific Plan, in Combination with Other Development, to Contribute to a Significant Cumulative Air Quality or Odor Impact	Implement Mitigation Measures 3.1-2 and 3.1-4 described above and Mitigation Measure 3.5-1b described below	See Mitigation Measures 3.1-2 and 3.1-4 described above and Mitigation Measure 3.5-1b described below	See Mitigation Measures 3.1-2 and 3.1-4 described above and Mitigation Measure 3.5-1b described below	See Mitigation Measures 3.1-2 and 3.1-4 described above and Mitigation Measure 3.5-1b described below	See Mitigation Measures 3.1-2 and 3.1-4 described above and Mitigation Measure 3.5-1b described below

Impact	Mitigation Measure	Implementing Party	Action(s)	Timing	Monitoring and Enforcement
Biological Resources					
Impact 3.2-1: Have a Substantial Adverse Effect, Either Directly or Through Habitat Modifications, on Any Species Identified as a Candidate, Sensitive, or Special Status Species in Local or Regional Plans, Policies, or Regulations, or by CDFW or USFWS	Mitigation Measure 3.2-1a: Avoid Direct Loss and Disturbance of Nesting Purple Martin The City shall incorporate the following policy into the Specific Plan: ► Policy BR-1: Purple Martin Avoidance If vegetation removal, structure demolition, or ground disturbance is proposed between April and August, a qualified biologist shall conduct preconstruction surveys for nesting purple martin within 500 feet of the activities no more than 30 days before construction commences. A qualified biologist shall establish a non-disturbance buffer at a distance sufficient to minimize nest disturbance based on the nest location, topography, cover, the species' sensitivity to disturbance, and the intensity/type of potential disturbance. The exclusionary buffer shall remain in place until the chicks have fledged or as otherwise determined appropriate by a qualified biologist. If a purple martin nest tree, or structure, (any tree or structure that has an active nest in the year the impact is to occur) must be removed, the tree/structure shall be removed between September and March, when not occupied.	City of Sacramento	City of Sacramento to incorporate Purple martin Avoidance policy into the Stockton Boulevard Plan	Prior to approval of the Stockton Boulevard Plan	City of Sacramento
	Mitigation Measure 3.2-1b: Implement 2040 General Plan Policy ► Biological Resources. The City shall ensure that adverse impacts on sensitive biological resources, including special-status species, sensitive natural communities, sensitive habitat, and wetlands are avoided, minimized, or mitigated to the greatest extent feasible as development takes place. (2040 General Plan Policy ERC-2.2)	City of Sacramento	City of Sacramento to implement General Plan Policy ERC-2.2	On-going during implementation of the Stockton Boulevard Plan	City of Sacramento
Impact 3.2-3: Potential for the Implementation of the Specific Plan, in Combination with other Development, to Contribute to a Significant Cumulative Impact to Biological Resources	Implement Mitigation Measures 3.2-1a and 3.2-1b described above.	See Mitigation Measures 3.2-1a and 3.2-1b above.	See Mitigation Measures 3.2-1a and 3.2-1b above.	See Mitigation Measures 3.2-1a and 3.2-1b above.	See Mitigation Measures 3.2-1a and 3.2-1b above.
Cultural Resources					
Impact 3.3-1: Cause a Substantial Adverse Change in the Significance of a Historical Resource	Mitigation Measure 3.3-1a: Code Enforcement The City shall implement 2040 General Plan Policy HCR-2.5: ► Code Compliance. The City's Code Enforcement, Building, and Preservation Planning Division staff shall work collaboratively to identify historic properties under code enforcement actions and facilitate repair work that brings historic properties into compliance, consistent with preservation best practices, including utilizing the State Historical Building Code to support preservation goals. (2040 General Plan Policy HCR-2.5)	City of Sacramento	City of Sacramento to implement General Plan Policy HCR-2.5	On-going during implementation of the Stockton Boulevard Plan	City of Sacramento
	Mitigation Measure 3.3-1b: Early Consultation The City shall implement 2040 General Plan Policy HCR-1.6: ► Early Project Consultation. The City will continue to strive to minimize impacts to historic and cultural resources by consulting with property owners, land developers, tribal representatives, and the building industry early in the development review process as needed. (2040 General Plan Policy HCR-1.6)	City of Sacramento	City of Sacramento to implement General Plan Policy HCR-1.6	On-going during implementation of the Stockton Boulevard Plan	City of Sacramento
	Mitigation Measure 3.3-1c: Context Compatibility The City shall implement 2040 General Plan Policies LUP-8,10 and LUP-8,11: ► Responsiveness to Context. The City shall require building and site design that respects and responds to the local context, including use of local materials and plant species where feasible, responsiveness to Sacramento's climate, and consideration of cultural and historic context of Sacramento's neighborhoods, corridors, and centers. (2040 General Plan Policy LUP-8,10) ► Neighborhood and Transitions. The City shall ensure that development standards facilitate transitions between areas that border one another so that neighborhoods and districts maintain their own unique qualities. (2040 General Plan Policy LUP-8,11) The City shall include the following implementing action in the Specific Plan: ► Action CR-A2: Avoidance or Minimization of Effects on Identified Historic Resources. If assessment of project impacts finds that a proposed project would have a significant impact on historic resources, the project applicant shall, in consultation with City of Sacramento Planning Division staff, determine whether the project can be feasibly redesigned or revised to avoid such impacts. If avoidance of historic resource(s) is not feasible, the project applicant shall seek to reduce the effect on historic resource(s) as much as possible through project design,	City of Sacramento, Project Applicants	City of Sacramento to implement General Plan Policies LUP-8,10 and LUP-8,11 City of Sacramento to incorporate historic resources avoidance and minimization action into the Stockton Boulevard Plan	On-going during implementation of the Stockton Boulevard Plan Prior to approval of the Stockton Boulevard Plan	City of Sacramento
	Mitigation Measure 3.3-1d: Identification of Historic Resources The City shall implement 2040 General Plan Policy HCR-1.18: ► Evaluation of Potentially Eligible Built Environment Resources. The City shall continue to evaluate all buildings and structures 50 years old and older for potential historic significance prior to approving a project that would demolish or significantly alter the resource. (2040 General Plan Policy HCR-1,18) The City shall incorporate the following implementing action into the Specific Plan:	City of Sacramento, Project Applicants	City of Sacramento to implement General Plan Policy HCR-1,18	On-going during implementation of the Stockton Boulevard Plan	City of Sacramento

Impact	Mitigation Measure	Implementing Party	Action(s)	Timing	Monitoring and Enforcement
	<ul style="list-style-type: none"> ▶ Action CR-A3: Evaluate the Historic Significance of Age-Eligible Properties. If alteration or new construction is proposed on a parcel within the Plan Area which includes a building, structure, or landscape more than 45 years old (the typical age threshold applied by the California Office of Historic Preservation), the project applicant, at the request of the City's Preservation Director, shall retain a professional who meets the Secretary of the Interior's Professional Qualifications Standards for architectural history or history (as appropriate) to conduct an evaluation of the historic significance and eligibility of buildings, structures, and landscape features on the parcel for listing on the Sacramento Register of Historic and Cultural Resources (Sacramento Register) and California Register of Historical Resources (California Register). 		City of Sacramento to incorporate age-eligible properties evaluation action into the Stockton Boulevard Plan	Prior to approval of the Stockton Boulevard Plan	
	<p>Mitigation Measure 3.3-1e: Assessing Impacts The City shall include the following implementing action in the Specific Plan:</p> <ul style="list-style-type: none"> ▶ Action CR-A4: Assess Project Impacts on Eligible Properties. Projects proposing to alter buildings, structures, or landscape features found through evaluation to be eligible for listing on the California Register or National Register of Historic Places shall, at the direction of the City's Preservation Director, be evaluated for adherence to the Secretary of the Interior's Standards for the Treatment of Historic Properties. Potential direct and/or indirect effects on the identified historic resources shall be assessed according to CEQA Guidelines Section 15064.5(b). 	City of Sacramento	City of Sacramento to incorporate eligible properties impact assessment action into the Stockton Boulevard Plan	Prior to approval of the Stockton Boulevard Plan	City of Sacramento
	<p>Mitigation Measure 3.3-1f: Design Consistency The City shall implement 2040 General Plan Policy HCR-1.3: Compatibility with Historic Context. The City will continue to review new development, alterations, and rehabilitation/remodels for compatibility with the surrounding historic context and consistency with design guidelines/standards, including the Historic District Plans. The City shall pay special attention to the scale, massing, and relationship of proposed new development to complement surrounding historic environments. (2040 General Plan Policy HCR-1.3)</p>	City of Sacramento	City of Sacramento to implement General Plan Policy HCR-1.3	On-going during implementation of the Stockton Boulevard Plan	City of Sacramento
	<p>Mitigation Measure 3.3-1g: Demolition Mitigation The City shall implement 2040 General Plan Policy HCR-1.10:</p> <ul style="list-style-type: none"> ▶ Demolition. Consistent with Secretary of the Interior Standards, the City shall consider demolition of historic resources as a last resort, to be permitted only if rehabilitation or adaptive reuse of the resource is not feasible; demolition is necessary to protect the health, safety, and welfare of its residents; or the public benefits outweigh the loss of the historic resource. (2040 General Plan Policy HCR-1.10) <p>The City shall include the following implementing actions in the Specific Plan:</p> <ul style="list-style-type: none"> ▶ Action CR-A5: Documentation of Identified Historic Resources. In cases where impacts to historic resources cannot be reduced through avoidance or project redesign to a less-than-significant level, the project applicant shall undertake historic documentation prior to issuance of building permits. Documentation may include completion of a Historic American Buildings Survey (HABS) Historical Report and accompanying HABS-style photographs. The appropriate level of photographic and narrative HABS documentation shall be determined by City Preservation Director based on the significance and associations of the resource. ▶ Action CR-A6: Interpretive Program. If a proposed project within the Plan Area would cause a significant impact to a historic resource, and the City Preservation Director deems that an interpretive program would be effective and feasible, the project applicant shall hire a qualified professional to develop an on-site interpretive program. An interpretive program would likely be deemed effective in cases where the resource(s) planned for alteration or demolition has particular significance to the history of Sacramento or within the community. The development of interpretive program content shall be conducted or overseen by a qualified professional who meets Secretary of the Interior's Professional Qualification Standards for history, architectural history, or architecture (as appropriate), and approved by the City of Sacramento Planning Division staff. The interpretive program shall include, at a minimum, an on-site, publicly accessible exhibit with information about the property's history, contribution to the history of the neighborhood and/or city, and relevant historic photographs or drawings. 	City of Sacramento	City of Sacramento to implement General Plan Policy HCR-1.10 City of Sacramento to incorporate documentation of identified historic resources and interpretive program actions into the Stockton Boulevard Plan	On-going during implementation of the Stockton Boulevard Plan Prior to approval of the Stockton Boulevard Plan	City of Sacramento
	<p>Mitigation Measure 3.3-1h: Protection during Construction The City shall include the following implementing actions in the Specific Plan:</p> <ul style="list-style-type: none"> ▶ Action CR-A7: Protection of Historic Resources During Construction. If a project within the Plan Area proposes demolition, alteration, or new construction within 25 feet of a building, structure, or feature which has been listed on the Sacramento Register, California Register, or National Register, or found eligible through evaluation for listing on the California Register or National Register, the project applicant shall incorporate into construction specifications for the proposed project a requirement that construction contractors use all feasible means to avoid damage to adjacent and nearby historic resources. Such methods may include maintaining a safe distance between the construction site and the historic resource, using construction techniques that reduce vibration (including alternatives to jackhammers and hoe-rams where possible), appropriate excavation shoring methods to prevent movement of adjacent structures, and adequate site security to minimize risks of vandalism and fire. This measure shall apply to historic buildings, structures, and site or landscape features both within and outside of the proposed project parcel. 	City of Sacramento	City of Sacramento to incorporate historic resources protection and monitoring actions into the Stockton Boulevard Plan	Prior to approval of the Stockton Boulevard Plan	City of Sacramento

Impact	Mitigation Measure	Implementing Party	Action(s)	Timing	Monitoring and Enforcement
	<ul style="list-style-type: none"> ▶ Action CR-A8: Construction Monitoring Program for Historical Resources. If a project within the Plan Area proposes demolition, alteration, or new construction within 25 feet of a building, structure, or feature which has been listed on the Sacramento Register, California Register, or National Register, or found eligible through evaluation for listing on the California Register or National Register, the project applicant shall undertake a monitoring program to document and minimize damage to adjacent historic resources. Prior to the start of ground-disturbing project activity, the project applicant shall engage a historic architect or qualified historic preservation professional to undertake a pre-construction survey of historic resources within 25 feet of planned project activities to document and photograph existing conditions of the resource(s). The consultant shall conduct regular periodic inspections of each historic resource during ground-disturbing activity on the project site. Should damage to a historic resource occur, the contractor or consultant, as appropriate, shall immediately notify the project applicant. Any historic resource(s) damaged as a result of project activities shall be remediated to their preconstruction condition at the conclusion of ground-disturbing activity on the site. The consultant shall submit monthly monitoring reports, which shall include photographs from site inspections and reports of any observed damage, to the project applicant for the duration of monitoring activity. This mitigation measure may be implemented in combination with required mitigation measures for vibration, as appropriate. 				
Impact 3.3-2: Cause a Substantial Adverse Change in the Significance of Unique Archaeological Resources	<p>Mitigation Measure 3.3-2a: Regulations and Best Practices The City shall implement 2040 General Plan Policy HCR-1.14:</p> <ul style="list-style-type: none"> ▶ Archaeological, Tribal, and Cultural Resources. The City shall continue to comply with federal and State regulations and best practices aimed at protecting and mitigating impacts to archaeological resources and the broader range of cultural resources as well as tribal cultural resources. (2040 General Plan Policy HCR-1.14) 	City of Sacramento	City of Sacramento to implement General Plan Policy HCR-1.14	On-going during implementation of the Stockton Boulevard Plan	City of Sacramento
	<p>Mitigation Measure 3.3-2b: Conduct Archaeological Survey Prior to Construction The City shall include the following policy in the Specific Plan:</p> <ul style="list-style-type: none"> ▶ Policy CR-1: Archaeological Survey Prior to Construction. Upon direction of the City Preservation Director, the City shall require archaeological resources surveys for projects that include ground disturbance, 	City of Sacramento	City of Sacramento to incorporate archaeological survey requirement policy into the Stockton Boulevard Plan	Prior to approval of the Stockton Boulevard Plan	City of Sacramento
	<p>Mitigation Measure 3.3-2c: Identify Unanticipated Discoveries The City shall include the following implementation action for the above policy in the Specific Plan:</p> <ul style="list-style-type: none"> ▶ Action CR-A1: Identify Unanticipated Discoveries. In the event that archaeological resources or human remains are encountered during construction, work within 100 feet of the discovery shall cease until a notice to proceed is issued by the City. The applicant shall notify the City of Sacramento Manager of Environmental Planning Services or the City Preservation Director and shall comply with City direction, and federal and State regulations and guidelines regarding the treatment of cultural resources and human remains. The Coroner shall be notified in the event human remains are discovered; the applicant shall be responsible for the employment of a qualified archaeologist to advise regarding treatment of any artifacts. 	City of Sacramento, Project Applicant	City of Sacramento to incorporate unanticipated discoveries action into the Stockton Boulevard Plan	Prior to approval of the Stockton Boulevard Plan	City of Sacramento
Impact 3.3-4: Potential for the Implementation of the Specific Plan, in Combination with Other Development, to Contribute to a Significant Cumulative Impacts to Cultural Resources	Implement Mitigation Measures 3.3-1a through 3.3-1h and 3.3-2a through 3.3-2c described above.	See Mitigation Measures 3.3-1a through 3.3-1h and 3.3-2a through 3.3-2c described above	See Mitigation Measures 3.3-1a through 3.3-1h and 3.3-2a through 3.3-2c described above	See Mitigation Measures 3.3-1a through 3.3-1h and 3.3-2a through 3.3-2c described above	See Mitigation Measures 3.3-1a through 3.3-1h and 3.3-2a through 3.3-2c described above
Energy					
Impact 3.4-2: Conflict with or Obstruct a State or Local Plan for Renewable Energy or Energy Efficiency	<p>Mitigation Measure 3.4-2: Electric Vehicle Charging Parking The City shall incorporate the following policy related to electric vehicle charging stations into the Specific Plan:</p> <ul style="list-style-type: none"> ▶ Policy E-1: Electrical Vehicle Parking Spaces. Applicants shall include the most recent CalGreen Tier 2 requirements pertaining to required EV parking spaces in the project design in order to meet the prerequisites for SMAQMD's Tier 1 BMP 2. 	City of Sacramento, Project Applicant	City of Sacramento to incorporate electric vehicle charging parking requirement policy into the Stockton Boulevard Plan	Prior to approval of the Stockton Boulevard Plan	City of Sacramento
	Implement Mitigation Measure 3.5-1b described below	See Mitigation Measure 3.5-1b described below	See Mitigation Measure 3.5-1b described below	See Mitigation Measure 3.5-1b described below	See Mitigation Measure 3.5-1b described below
Impact 3.4-3: Potential for the Implementation of the Specific Plan, in Combination with Other Development, to Contribute to a Significant Cumulative Energy Impact	Implement Mitigation Measure 3.4-2 described above and Mitigation Measures 3.5-1b described above.	See Mitigation Measure 3.4-2 described above and Mitigation Measures 3.5-1b described above	See Mitigation Measure 3.4-2 described above and Mitigation Measures 3.5-1b described above	See Mitigation Measure 3.4-2 described above and Mitigation Measures 3.5-1b described above	See Mitigation Measure 3.4-2 described above and Mitigation Measures 3.5-1b described above

Impact	Mitigation Measure	Implementing Party	Action(s)	Timing	Monitoring and Enforcement
Greenhouse Gas Emissions and Climate Change					
Impact 3.5-1: Generate GHG Emissions, Either Directly or Indirectly, That May Have a Significant Impact on the Environment	<p>Mitigation Measure 3.5-1a: Implement 2040 General Plan Policies</p> <ul style="list-style-type: none"> ▶ Project Design. The City shall promote the incorporation of new technologies, materials, and design and construction techniques in private development projects that minimize air pollution, noise, excess heat, and other forms of pollution and its impacts. (2040 General Plan Policy ERC-4.3) ▶ Construction Emissions. The City shall ensure that construction and grading activities minimize short-term impacts to air quality by employing appropriate measures and best practices. Refer to Basic Construction Emissions Control Practices (BMPs) recommended by the Sacramento Metropolitan Air Quality Management District (SMAQMD), (2040 General Plan Policy ERC-4.5) ▶ Regenerative Food System. The City shall encourage regenerative agriculture practices in urban agriculture uses, including carbon-sequestering practices. (2040 General Plan Policy ERC-9.12) ▶ Street Classification System. The City shall maintain a street classification system that considers the role of streets as corridors for movement but prioritizes a context-sensitive Complete Streets concept that enables connected, comfortable, and convenient travel for those walking, rolling, and taking transit. (2040 General Plan Policy M-1.1) ▶ User Prioritization. The City shall prioritize mobility, comfort, health, safety, and convenience for those walking, followed by those bicycling and riding transit, ahead of design and operations for those driving. (2040 General Plan Policy M-1.2) ▶ Walking Facilities. The City shall work to complete the network of treeshaded sidewalks throughout the city, to the greatest extent feasible, by building new sidewalks and crossings, especially within the high-injury network, in disadvantaged communities, near high-ridership transit stops, and near important destinations, such as schools, parks, and commercial areas. Walking facilities should incorporate shade trees. (2040 General Plan Policy M-1.14). ▶ Improve Bicycling Connectivity. The City shall plan and seek funding for a continuous, low-stress bikeway network consisting of bicycling-friendly facilities that connect neighborhoods with destinations and activity centers throughout the city. (2040 General Plan Policy M-1.17) 	City of Sacramento	City of Sacramento to implement General Plan Policies ERC-4.3, ERC-4.5, ERC-9.12, M-1.1, M-1.2, M-1.14, and M-1.17	On-going during implementation of the Stockton Boulevard Plan	City of Sacramento
	<p>Mitigation Measure 3.5-1b: Implement the Greenhouse Gas Emission Reduction Actions of the Climate Action & Adaptation Plan</p> <ul style="list-style-type: none"> ▶ Future development projects under the Specific Plan shall incorporate GHG emissions reductions measures contained in the Climate Action and Adaptation Plan (CAAP). The CAAP includes the following measures: Eliminate natural gas in new construction (CAAP Measure E2). ▶ Support infill growth to ensure that 90% of growth is in the established and center/corridor communities and 90% small-lot and attached homes by 2040, consistent with the regional Sustainable Communities Strategy Project-level VMT should be 15% below (or 85% of) the regional average. (CAAP Policy E-5) ▶ Improve active transportation infrastructure to achieve 6% active transportation mode share by 2030 and 12% by 2045. (CAAP Policy TR-1) ▶ Support public transit improvements to achieve 11% public transit mode share by 2030 and maintain through 2045. (CAAP Policy TR-2) ▶ Achieve zero-emission vehicle adoption rates of 28% for passenger vehicles and 22% for commercial vehicles by 2030 and 100% for all vehicles by 2045. (CAAP Policy TR-3) ▶ Work to reduce organic waste disposal 75% below 2014 levels by 2025. (CAAP Policy W-1) ▶ Reduce water utility emissions (in MT CO₂e per million gallon) delivered by 100% by 2030 and maintain that through 2045. (CAAP Policy WW-1) ▶ Reduce wastewater emissions by 22% by 2030 and 40% by 2045. (CAAP Policy WW-2) ▶ Increase urban tree canopy cover to 25% by 2030 and 35% by 2045. (CAAP Policy CS-1) 	City of Sacramento, Project Applicant	City of Sacramento and project applicants to implement Climate Action & Adaptation Plan Measure E2, Policy E-5, Policies TR-1 to TR-3, Policy W-1, Policy WW-1, Policy WW-2, and CS-1.	On-going during implementation of the Stockton Boulevard Plan	City of Sacramento
Hazards and Hazardous Materials					
Impact 3.6-1: Create a Significant Hazard to the Public or the Environment through the Routine Transport, Use, or Disposal of Hazardous Materials or through the Reasonably Foreseeable Upset and Accident Conditions Involving the Release of Hazardous Materials into the Environment	<p>Mitigation Measure 3.6-1: Conduct a Phase I ESA</p> <p>Prior to the issuance of a grading permit, project applicants for all future development projects within the Specific Plan Area shall complete a Phase I ESA (performed in accordance with the current ASTM Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process [E 1527]) for each individual property prior to development or redevelopment to ascertain the presence or absence of Recognized Environmental Conditions (RECs), Historical Recognized Environmental Condition (HRECs), and Potential Environmental Concerns (PECs). The findings and conclusions of the Phase I ESA shall become the basis for potential recommendations for follow-up investigation, if found to be warranted.</p>	Project Applicant	Project applicants to conduct Phase I environmental site assessment	Prior to construction	City of Sacramento

Impact	Mitigation Measure	Implementing Party	Action(s)	Timing	Monitoring and Enforcement
Impact 3.6-2: Emit Hazardous Emissions or Handle Hazardous or Acutely Hazardous Materials, Substances, or Waste within 0.25 Mile of an Existing or Proposed School	Implementation of Mitigation Measure 3.6-1 described above	See Mitigation Measure 3.6-1 above	See Mitigation Measure 3.6-1 above	See Mitigation Measure 3.6-1 above	See Mitigation Measure 3.6-1 above
Impact 3.6-4: Impair Implementation of or Physically Interfere with an Emergency Response Plan or Emergency Evacuation Area	Mitigation Measure 3.6-4: Prepare and enforce a Construction Traffic Management Plan Prior to issuance of grading permits, the applicant shall submit to the City for review and approval a Construction Traffic Management Plan to minimize traffic impacts on all roadways at and near the work site affected by construction activities. The plan shall include construction and public (if applicable) access points, procedures for notification of road closures, construction materials delivery plan, a description of emergency personnel access routes during road closures, this plan shall ensure adequate access for emergency responders.	City of Sacramento, Project Applicant	Project applicants to prepare and City of Sacramento to review Construction Traffic Management Plans	Prior to construction	City of Sacramento
Impact 3.6-5: Potential for the Implementation of the Stockton Boulevard Specific Plan, in Combination with Other Development, to Contribute to a Significant Cumulative Impact to Hazards and Hazardous Materials	Implementation of Mitigation Measures 3.6-1 and Mitigation Measure 3.6-4 described above	See Mitigation Measures 3.6-1 and 3.6-4 above	See Mitigation Measures 3.6-1 and 3.6-4 above	See Mitigation Measures 3.6-1 and 3.6-4 above	See Mitigation Measures 3.6-1 and 3.6-4 above
Noise and Vibration					
Impact 3.7-1: Generate a Substantial Temporary Increase in Noise Levels at Noise-Sensitive Land Uses in Excess of Standards Established by the City Code	Mitigation Measure 3.7-1a: Implement 2040 General Plan Policies <ul style="list-style-type: none"> ▶ Project Design. The City shall promote the incorporation of new technologies, materials, and design and construction techniques in private development projects that minimize air pollution, noise, excess heat, and other forms of pollution and its impacts (2040 General Plan Policy ERC-4.3). ▶ Construction Noise Controls. The City shall limit the potential noise impacts of construction activities on surrounding land uses through noise regulations in the City Code that address permitted days and hours of construction, types of work, construction equipment, and sound attenuation devices. (2040 General Plan Policy ERC-10.9) 	City of Sacramento	City of Sacramento to implement General Plan Policies ERC-4.3 and ERC-10.9	On-going during implementation of the Stockton Boulevard Plan	City of Sacramento
	Mitigation Measure 3.7-1b: New Policy for Goal E-1: Environment, Public Health, and Safety The City shall include the following new policy in the Specific Plan: <ul style="list-style-type: none"> ▶ Policy NV-1: Reduce Construction Related Noise. Implement additional measures to reduce construction-related noise. For all projects in the Specific Plan Area that require a building permit, the City shall require that the contractor implement the following measures during all phases of construction: <ul style="list-style-type: none"> ■ Construction hours shall be limited to 7:00 a.m. to 6:00 p.m. Monday through Saturday and between 9:00 a.m. and 6:00 p.m. on Sunday. Construction outside of these hours may be approved through a development permit based on a site specific "construction noise mitigation plan" and a finding by the Director of Community Development or their designee that the construction noise mitigation plan is adequate to prevent excessive noise disturbance of affected residential uses. The site-specific development permit would allow for work outside normally permitted hours (e.g., overnight) subject to conditions of approval, including performance standards, imposed by the City to limit noise impacts. ■ All heavy construction equipment and all stationary noise sources shall have manufacturer-installed mufflers. Mufflers and noise suppressors shall be properly maintained and tuned to ensure proper fit, function, and minimization of noise. ■ Heavy-duty equipment shall be operated at the lowest operating power possible and shall be restricted in close proximity to sensitive receptors. ■ For construction activity that occurs during nighttime hours, where available and feasible, equipment with back-up alarms shall be equipped with either audible self-adjusting backup alarms or alarms that only sound when an object is detected. Self-adjusting backup alarms shall automatically adjust to 5 dB over the surrounding background levels. All non-self-adjusting backup alarms shall be set to the lowest setting required to be audible above the surrounding noise levels. ■ To the extent that noise-generating outdoor construction activity needs to occur at night as part of a continuous construction activity, the activity shall be planned such that the portion that needs to take place closest to sensitive receptors takes place during less noise-sensitive daytime hours. Temporary noise barriers shall be constructed, if needed, to screen noise-generating equipment when located near noise-sensitive land uses. ■ If impact pile driving is required, sonic pile drivers shall be used, unless engineering studies are submitted to the City that show this is not feasible, based on geotechnical considerations. 	City of Sacramento	City of Sacramento to incorporate additional construction noise reduction measures policy into the Stockton Boulevard Plan	Prior to approval of the Stockton Boulevard Plan	City of Sacramento

Impact	Mitigation Measure	Implementing Party	Action(s)	Timing	Monitoring and Enforcement
Impact 3.7-2: Generation of Excessive Groundborne Vibration or Groundborne Noise Levels	Mitigation Measure 3.7-2a: Implement 2040 General Plan Policies <ul style="list-style-type: none"> Interior Vibration Standards. The City shall require construction projects that are anticipated to generate significant vibration levels to use appropriate methods (i.e., type of equipment, low-impact tools, modifying operations, increasing setback distance, vibration monitoring) to ensure acceptable interior vibration levels at nearby residential and commercial uses based on the current City or Federal Transit Administration (FTA) criteria. (2040 General Plan Policy ERC-10.5) Vibration. The City shall consider the potential for vibration-induced damage associated with construction activities, highways, and rail lines in close proximity to historic buildings and archaeological sites. Where there is potential for substantial vibration-induced damage, the City shall require preparation of a Pre-Construction Survey and Vibration Management and Monitoring Plan, prepared by a qualified historic preservation specialist or structural engineer to document existing conditions, present appropriate methods to avoid or reduce potential vibration damage, monitor for excessive vibration, and ensure any damage is documented and repaired. (2040 General Plan Policy ERC-10.7) 	City of Sacramento	City of Sacramento to implement General Plan Policies ERC-10.5 and ERC-10.7	During construction	City of Sacramento
	Mitigation Measure 3.7-2b: New Policy for Goal E-1: Environment, Public Health, and Safety The City shall include the following new policy in the Specific Plan: <ul style="list-style-type: none"> Policy NV-2: Reduce Construction-Related Vibration. Implement additional measures to reduce construction-related vibration. The following vibration control measures (or other equally effective measures approved by the City) shall be included in the plan: <ul style="list-style-type: none"> To prevent structural damage, minimum setback requirements for different types of ground vibration-producing activities (e.g., pile driving) for the purpose of preventing damage to nearby structures shall be established based on the proposed activities and locations, once determined. Factors to be considered include the specific nature of the vibration producing activity (e.g., type and duration of pile driving), local soil conditions, and the fragility/resiliency of nearby structures. Established setback requirements can be breached if a project-specific site-specific vibration analysis is conducted by a qualified geotechnical engineer or ground vibration specialist that indicates that no structural damage would occur at nearby buildings or structures. To prevent disturbance to sensitive land uses, minimum setback requirements for different types of ground vibration producing activities (e.g., pile driving) shall be established based on the proposed activities and locations, once determined. Alternatives to traditional pile driving (e.g., sonic pile driving, jetting, cast-in-place or auger cast piles, etc.,) shall be considered and implemented where feasible to reduce vibration levels. Phase pile-driving and high-impact activities so as not to occur simultaneously with other construction activities, to the extent feasible. The total vibration level produced could be significantly less when each vibration source is operated at separate times. 	City of Sacramento	City of Sacramento to incorporate additional construction vibration reduction measures policy into the Stockton Boulevard Plan	Prior to approval of the Stockton Boulevard Plan	City of Sacramento
Impact 3.7-3: Exposure of Existing Sensitive Receptors to Project-Generated Traffic Noise	Mitigation Measure 3.7-3: Implement 2040 General Plan Policies <ul style="list-style-type: none"> Exterior Noise Standards. The City shall require noise mitigation for all development where the projected exterior noise levels exceed those shown in Table ERC-1 [shown as Table 3.7-2 in this EIR], to the extent feasible. (2040 General Plan Policy ERC-10.1) Interior Noise Standards. The City shall require new development to include noise attenuation to assure acceptable interior noise levels appropriate to the land use, as follows: <ul style="list-style-type: none"> 45 dB L_{dn} for residential, transient lodgings, hospitals, nursing homes, and other uses where people normally sleep; and 45 dB L_{eq} (peak hour with windows closed) for office buildings and similar uses. (2040 General Plan Policy ERC-10.3) Alternative Paving Materials. The City shall continue to explore opportunities to use alternative pavement materials such as rubberized asphalt and porous pavement on residential roadways in order to reduce noise generation, extend maintenance cycles, and improve air quality and stormwater management. (2040 General Plan Policy ERC-10.8) 	City of Sacramento	City of Sacramento to implement General Plan Policies ERC-10.1, ERC-10.3, and ERC-10.8	On-going during implementation of the Stockton Boulevard Plan	City of Sacramento
Impact 3.7-4: Expose Noise-Sensitive Land Uses to Operational Stationary Noise that Exceeds Applicable Standards	Implement Mitigation Measures 3.7-1a and 3.7-3 described above	See Mitigation Measures 3.7-1a and 3.7-3 above	See Mitigation Measures 3.7-1a and 3.7-3 above	See Mitigation Measures 3.7-1a and 3.7-3 above	See Mitigation Measures 3.7-1a and 3.7-3 above
Impact 3.7-5: Potential for Implementation of the Specific Plan, in Combination with Other Development, to Contribute to a Significant Cumulative Noise Impact	Implement Mitigation Measure 3.7-3 described above	See Mitigation Measure 3.7-3 above	See Mitigation Measure 3.7-3 above	See Mitigation Measure 3.7-3 above	See Mitigation Measure 3.7-3 above
Public Services and Recreation					
Impact 3.8-5: Result in Substantial Adverse Physical Impacts Associated with the Demand for or Provision of New Parks and Other Recreational Facilities	Mitigation Measure 3.8-5a: Implement 2040 General Plan Policies <ul style="list-style-type: none"> Parkland Dedication Requirements. The City shall continue to require that new residential development projects contribute toward the provision of adequate parks and recreational facilities to serve the new residents, either through the dedication of parkland, the construction of public and/or private recreation facilities, or the payment of parkland in-lieu fees, consistent with the Quimby 	City of Sacramento	City of Sacramento to implement General Plan Policies YPRO-1.4, YPRO-1.5, and YPRO-1.8	On-going during implementation of the Stockton Boulevard Plan	City of Sacramento

Impact	Mitigation Measure	Implementing Party	Action(s)	Timing	Monitoring and Enforcement																					
	<p>Ordinance. To achieve the level of service for all parkland in all areas of the city, the City shall seek other funding resources to prioritize park needs in park deficit areas. (2040 General Plan Policy YPRO-1.4)</p> <ul style="list-style-type: none"> ▶ Incentivizing Onsite Public Facilities. The City shall continue to provide Park Impact Fee (PIF) credit for development projects that provide publicly accessible parks, plazas, and parkways onsite that promote active or passive recreational opportunities and serve as neighborhood gathering points. (2040 General Plan Policy YPRO-1.5) ▶ Non-Conventional Park Solutions. In densely built out urban areas of the city where the provision of large park spaces is not feasible, the City shall explore creative solutions to provide neighborhood park and recreation facilities that serve the needs of local residents and employees. Such solutions may include the following: <ul style="list-style-type: none"> ▪ Publicly accessible, privately-owned open spaces and plazas; ▪ Rooftop play courts and gardens; ▪ Freeway underpass, utility corridor, and wide landscape medians; ▪ Conversion of rails to trails with trails; ▪ Pocket parks and pedestrian areas in the public right-of-way; and ▪ The provision of neighborhood and community-serving recreational facilities in regional parks. (2040 General Plan Policy YPRO-1.8) <p>Mitigation Measure 3.8 -5b: Identify Park and Recreation Facilities Through implementation of the 2040 Parks Plan, the City shall evaluate the equitable increase in public parkland and recreation facilities to serve the needs of the current and new residents within the Stockton Boulevard Specific Plan Area, that shall be developed as neighborhood parks or other nonconventional park solutions to be accessible within a 10-minute walk of residential land uses.</p>																									
<p>Impact 3.8-6: Potential for the Implementation of the Specific Plan, in Combination with Other Development, to Contribute to a Significant Cumulative Impacts to Public Services and Recreation</p>	<p>Implement Mitigation Measures 3.8-5a and 3.8-5b described above</p>	<p>See Mitigation Measures 3.8-5a and 3.8-5b above</p>	<p>See Mitigation Measures 3.8-5a and 3.8-5b above</p>	<p>See Mitigation Measures 3.8-5a and 3.8-5b above</p>	<p>See Mitigation Measures 3.8-5a and 3.8-5b above</p>																					
Transportation and Circulation																										
<p>Impact 3.9-1: Result in VMT Impacts on the Roadway System</p>	<p>Mitigation Measure 3.9-1a: Project applicants shall prepare and implement a Transportation Demand Management (TDM) Plan to guide implementation of TDM strategies for development, as outlined below. Prior to issuance of building permits, future projects shall submit to the City either a project-specific transportation analysis that demonstrates that the project would obtain the City's VMT reduction target or a TDM Plan. Both documents shall be subject to review and approval by the City of Sacramento Department of Public Works. The TDM Plan shall be designed to reduce passenger vehicle VMT per capita to 34.22 (a 16.8-percent reduction from baseline passenger vehicle VMT per capita) or as close as deemed feasible by the City. The TDM Plan shall contain VMT reduction strategies identified in the <i>Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity</i> (California Air Pollution Control Officers Association [CAPCOA] 2021) or an equivalent reference where the effectiveness of strategies is supported by substantial evidence. The TDM Plan may include, but would not be limited to, the CAPCOA strategies listed in Table 3.9-3.</p> <table border="1" data-bbox="436 1057 1241 1386"> <thead> <tr> <th colspan="4" data-bbox="436 1057 1241 1076">Table 3.9-3 Applicable CAPCOA Strategies</th> </tr> <tr> <th data-bbox="436 1076 569 1105">Category</th> <th data-bbox="569 1076 709 1105">Measure</th> <th data-bbox="709 1076 905 1105">Strategy Description</th> <th data-bbox="905 1076 1241 1105">VMT Mitigation Reduction Potential</th> </tr> </thead> <tbody> <tr> <td data-bbox="436 1105 569 1386" rowspan="4" style="text-align: center;">Land Use</td> <td data-bbox="569 1105 709 1175">T-1</td> <td data-bbox="709 1105 905 1175">Increase Residential Density</td> <td data-bbox="905 1105 1241 1175">0 – 30,0 percent of GHG emissions from project VMT in Specific Plan Area, based upon how much the residential density of project exceeds 9,1 DU/acre</td> </tr> <tr> <td data-bbox="569 1175 709 1245">T-2</td> <td data-bbox="709 1175 905 1245">Increase Job Density</td> <td data-bbox="905 1175 1241 1245">0 – 30,0 percent of GHG emissions from project VMT in the Specific Plan Area, based upon job density of project development</td> </tr> <tr> <td data-bbox="569 1245 709 1315">T-3</td> <td data-bbox="709 1245 905 1315">Provide Transit Oriented Development</td> <td data-bbox="905 1245 1241 1315">6,9 – 31,0 percent of GHG emissions from project VMT in Specific Plan Area, based upon existing transit mode share in the city</td> </tr> <tr> <td data-bbox="569 1315 709 1386">T-4</td> <td data-bbox="709 1315 905 1386">Integrate Affordable and Below Market Rate Housing</td> <td data-bbox="905 1315 1241 1386">0 – 28,6% of GHG emissions from project multifamily residential VMT, based upon percent of multifamily units dedicated as affordable</td> </tr> </tbody> </table>	Table 3.9-3 Applicable CAPCOA Strategies				Category	Measure	Strategy Description	VMT Mitigation Reduction Potential	Land Use	T-1	Increase Residential Density	0 – 30,0 percent of GHG emissions from project VMT in Specific Plan Area, based upon how much the residential density of project exceeds 9,1 DU/acre	T-2	Increase Job Density	0 – 30,0 percent of GHG emissions from project VMT in the Specific Plan Area, based upon job density of project development	T-3	Provide Transit Oriented Development	6,9 – 31,0 percent of GHG emissions from project VMT in Specific Plan Area, based upon existing transit mode share in the city	T-4	Integrate Affordable and Below Market Rate Housing	0 – 28,6% of GHG emissions from project multifamily residential VMT, based upon percent of multifamily units dedicated as affordable	<p>City of Sacramento Department of Public Works, Project Applicant</p>	<p>Project applicants to prepare and implement Transportation Demand Management Plans</p> <p>City of Sacramento Department of Public Works to review plans</p>	<p>Prepare plans prior to issuance of building permit and implement plans during construction</p> <p>Prior to issuance of building permits</p>	<p>City of Sacramento Department of Public Works</p>
Table 3.9-3 Applicable CAPCOA Strategies																										
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Impact	Mitigation Measure				Implementing Party	Action(s)	Timing	Monitoring and Enforcement
	Neighborhood Design	T-19A	Construct or Improve Bike Facility	0 – 0,8 percent of GHG emissions from vehicles on parallel roadways, based upon percent of plan VMT that occurs on the parallel roadway, number of key destinations near project, and facility type				
		T-20	Expand Bikeway Network	0 – 0,5 percent of GHG emissions from vehicle travel in the community, based on trip lengths and mode share				
		T-21-A/B	Implement Carshare Program (Conventional or Electric)	0 – 0,18 percent of GHG emissions from vehicle travel in the community, based upon number and type of vehicles deployed and project VMT				
		T-22-A/B/C	Implement Bikeshare or Scootershare Program (Pedal or Electric)	0 – 0,07 percent of GHG emissions from vehicle travel in the community, based upon proximity to share stations				
	Trip Reduction Programs	T-23	Provide Community-Based Travel Planning	0 – 2,3 percent of GHG emissions from vehicle travel in the community, based upon residences in community				
	Parking or Road Pricing/ Management	T-24	Implement Market Price Public Parking (On-Street)	0 – 30 percent of GHG emissions from vehicle travel in the community, based upon VMT in the area without the measure, parking prices, and trips parking on the street				
	Transit	T-25	Extend Network Coverage or Hours	0 – 4,6 percent of GHG emissions from vehicle travel in the community, based upon transit service miles or hours in community before expansion				
		T-26	Increase Transit Service Frequency	0 – 11,3 percent of GHG emissions from vehicle travel in the community, based upon increase in transit frequency, level of implementation, and mode share				
		T-27	Implement Transit-Supportive Roadway Treatments	0 – 0,6 percent of GHG emissions from vehicle travel in the community, based upon percent of transit routes that receive treatments				
		T-28	Provide Bus Rapid Transit	0 – 13,8 percent of GHG emissions from vehicle travel in the community, based upon increase in transit frequency due to BRT and level of implementation				
T-29		Reduce Transit Fares	0 – 1,2 percent of GHG emissions from vehicle travel in the community, based upon reduction in fare and percent of routes with reduced fares					
Sources: Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity CAPCOA 2021, Fehr & Peers 2023					Project Applicants	Project applicants to contribute development impact fee	Prior to construction	City of Sacramento
Impact 3,9-2: Impacts to Transit Facilities, Services, or Access	Mitigation Measure 3,9-2a: Monitor transit service performance and implement strategies to minimize delays to transit service. The City of Sacramento shall coordinate with SacRT and other relevant transit operators to establish baseline on-time performance metrics for routes operating on Stockton Boulevard in the vicinity of the Specific Plan Area consistent with established standards and methods.				City of Sacramento	City of Sacramento to coordinate with transit agencies and operators to establish transit performance metrics	Prior to operation	City of Sacramento
	Mitigation Measure 3,9-2b: Monitor transit service performance and implement transit service and/or facility improvements. The City of Sacramento shall coordinate with SacRT and other relevant transit operators to establish baseline transit performance (i.e., loading, productivity, and on-time performance) and safety metrics for routes operating within the vicinity of the Specific Plan Area consistent with established standards and methods.				City of Sacramento	City of Sacramento to coordinate with transit agencies and operators to establish transit performance metrics	Prior to operation	City of Sacramento

Impact	Mitigation Measure	Implementing Party	Action(s)	Timing	Monitoring and Enforcement
Impact 3.9-5: Potential for the Implementation of the Specific Plan, in Combination with Other Development, to Contribute to a Significant Cumulative Impacts to Transportation and Circulation System	Implement Mitigation Measures 3.9-1a, 3.9-1b, 3.9-2a, and 3.9-2b described above.	See Mitigation Measures 3.9-1a, 3.9-1b, 3.9-2a, and 3.9-2b described above	See Mitigation Measures 3.9-1a, 3.9-1b, 3.9-2a, and 3.9-2b described above See Mitigation Measures 3.9-1a, 3.9-1b, 3.9-2a, and 3.9-2b described above	See Mitigation Measures 3.9-1a, 3.9-1b, 3.9-2a, and 3.9-2b described above	See Mitigation Measures 3.9-1a, 3.9-1b, 3.9-2a, and 3.9-2b described above
Tribal Cultural Resources					
Impact 3.10-1: Cause a Substantial Adverse Change in the Significance of a TCR	<p>Mitigation Measure 3.10-1a: Protect Discovered Tribal Cultural Resources</p> <p>If any suspected tribal cultural resources (such as unusual amounts of bone or shell, artifacts, or human remains) are encountered at the project site during construction, work shall be suspended within 100 feet of the find (based on the apparent distribution of cultural materials), and the construction contractor shall immediately notify the project's City representative. Avoidance and preservation in place is the preferred manner of mitigating impacts to tribal cultural resources. This will be accomplished, if feasible, by several alternative means, including:</p> <ul style="list-style-type: none"> ▶ Planning construction to avoid tribal cultural resources and/or archaeological sites; incorporating these resources within parks, green-space or other open space; covering archaeological resources; deeding a tribal cultural resource to a permanent conservation easement; or other preservation and protection methods agreeable to consulting parties and regulatory authorities with jurisdiction over the activity. ▶ Recommendations for avoidance of tribal cultural resources will be reviewed by the City representative, interested culturally affiliated Native American tribes, and other appropriate agencies, in light of factors such as costs, logistics, feasibility, design, technology and social, cultural and environmental considerations, and the extent to which avoidance is consistent with project objectives. Avoidance and design alternatives may include realignment within the project site to avoid cultural resources, modification of the design to eliminate or reduce impacts to tribal cultural resources or modification or realignment to avoid highly significant features within a tribal cultural resource. ▶ Native American representatives from interested culturally affiliated Native American tribes will be invited to review and comment on these analyses and shall have the opportunity to meet with the City representative and its representatives who have technical expertise to identify and recommend feasible avoidance and design alternatives, so that appropriate and feasible avoidance and design alternatives can be identified. ▶ If the discovered tribal cultural resource can be avoided, the construction contractor(s), will install protective fencing outside the site boundary, including a 100-foot buffer area, before construction restarts. The boundary of a tribal cultural resource will be determined in consultation with interested culturally affiliated Native American tribes and tribes will be invited to monitor the installation of fencing. Use of temporary and permanent forms of protective fencing will be determined in consultation with Native American representatives from interested culturally affiliated Native American tribes. ▶ The construction contractor(s) will maintain the protective fencing throughout construction to avoid the site during all remaining phases of construction. The area will be demarcated as an "Environmentally Sensitive Area." <p>If a tribal cultural resource cannot be avoided, the following performance standard shall be met prior to continuance of construction and associated activities that may result in damage to or destruction of tribal cultural resources:</p> <ul style="list-style-type: none"> ▶ Each resource will be evaluated for California Register of Historical Resources (CRHR) eligibility through application of established eligibility criteria (California Code of Regulations 15064.636), in consultation with consulting Native American Tribes, as applicable. <p>If a cultural resource or a tribal cultural resource is determined to be eligible for listing in the CRHR, the City will avoid damaging effects to the resource in accordance with California PRC Section 21084.3, if feasible. The City will coordinate the investigation of the find with a qualified archaeologist (meeting the Secretary of the Interior's Professional Qualifications Standards for Archeology) approved by the City and with interested culturally affiliated Native American tribes that respond to the City's invitation. As part of the site investigation and resource assessment, the City and the archaeologist shall consult with interested culturally affiliated Native American tribes to assess the significance of the find, make recommendations for further evaluation and treatment as necessary and provide proper management recommendations should potential impacts to the resources be determined by the City to be significant. A written report detailing the site assessment, coordination activities, and management recommendations will be provided to the City representative by the qualified archaeologist. These recommendations will be documented in the project record. For any recommendations made by interested culturally affiliated Native American tribes that are not implemented, a justification for why the recommendation was not followed will be provided in the project record.</p> <p>Native American representatives from interested culturally affiliated Native American Tribes and the City representative will also consult to develop measures for long-term management of any discovered tribal cultural resources. Consultation will be limited to actions consistent with the jurisdiction of the City and taking into account ownership of the subject property. To the extent that the City has</p>	City of Sacramento, construction contractors, and Native American representative	Construction contractors to implement discovered tribal cultural resources protection measures City of Sacramento and Native American representatives to review avoidance recommendation	Prior to and during construction Prior to and during construction	City of Sacramento

Impact	Mitigation Measure	Implementing Party	Action(s)	Timing	Monitoring and Enforcement
	<p>jurisdiction, routine operation and maintenance within tribal cultural resources retaining tribal cultural integrity shall be consistent with the avoidance and minimization standards identified in this mitigation measure.</p> <p>If the City determines that the project may cause a significant impact to a tribal cultural resource, and measures are not otherwise identified in the consultation process, the following are examples of mitigation capable of avoiding or substantially lessening potential significant impacts to a tribal cultural resource or alternatives that would avoid significant impacts to the resource. These measures may be considered to avoid or minimize significant adverse impacts and constitute the standard by which an impact conclusion of less-than significant may be reached:</p> <ul style="list-style-type: none"> ▶ Avoid and preserve resources in place, including, but not limited to, planning construction to avoid the resources and protect the cultural and natural context to incorporate the resources with culturally appropriate protection and management criteria. ▶ Treat the resource with culturally appropriate dignity taking into account the Tribal cultural values and meaning of the resource, including, but not limited to, the following: <ul style="list-style-type: none"> ▪ Protect the cultural character and integrity of the resource. ▪ Protect the traditional use of the resource. ▪ Protect the confidentiality of the resource. ▪ Establish permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purpose of preserving or using the resources or places. ▪ Protect the resource. 				
	<p>Mitigation Measure 3.10-1b: Protect Discovered Human Remains</p> <p>If an inadvertent discovery of human remains is made at any time during project-related construction activities or project planning, the City the following performance standards shall be met prior to implementing or continuing actions such as construction, which may result in damage to or destruction of human remains. In accordance with the California Health and Safety Code (HSC), if human remains are encountered during ground-disturbing activities, the City shall immediately halt potentially damaging excavation in the area of the remains and notify the Sacramento County Coroner and a professional archaeologist to determine the nature of the remains. The Coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or State lands (HSC Section 7050.5(b)).</p> <p>If the human remains are of historic age and are determined to be not of Native American origin, the City will follow the provisions of the HSC Section 7000 (et seq.) regarding the disinterment and removal of non-Native American human remains.</p> <p>If the Coroner determines that the remains are those of a Native American, he or she must contact the Native American Heritage Commission (NAHC) by phone within 24 hours of making that determination (HSC Section 7050(c)). After the Coroner's findings have been made, the archaeologist and the NAHC-designated Most Likely Descendant (MLD), in consultation with the landowner, shall determine the ultimate treatment and disposition of the remains. The responsibilities of the City for acting upon notification of a discovery of Native American human remains are identified in California PRC Section 5097.9 et seq.</p>	<p>City of Sacramento, Sacramento County Coroner, archaeologist, NAHC-designated MLD, and constructure contractor</p>	<p>Construction contractor to halt work if an inadvertent discover of human remains is made</p> <p>City of Sacramento to notify the Sacramento County Coroner and a professional archaeologist to determine the nature of the remains</p> <p>The Coroner to examine all discoveries of human remains and to contact NAHC as needed</p> <p>The archaeologist and NAHC-designated MLD to determine treatment and disposition of the remains</p>	<p>During construction</p>	<p>City of Sacramento</p>
	<p>Mitigation Measure 3.10-1c: Implement 2040 General Plan Policies</p> <ul style="list-style-type: none"> ▶ Early Project Consultation. The City will continue to strive to minimize impacts to historic and cultural resources by consulting with property owners, land developers, tribal representatives, and the building industry early in the development review process as needed, (2040 General Plan Policy HCR-1,6) ▶ Indigenous Cultures. The City shall seek ways to recognize the peoples who first lived in, traveled, and traded in what is now the Sacramento area, by working with tribal representatives to preserve their identity, culture, and artifacts. Methods for recognizing tribal history and imagery may include, but are not limited to, the following: <ul style="list-style-type: none"> ▪ Public art that provides a Native American perspective including works by Native artists; ▪ Naming of parks and places that reflects local Native American heritage and/or restores tribal names; ▪ Parks and recreation programming that increases awareness of tribal heritage and culture (including through interpretive displays) and allows opportunities for craft sharing; ▪ Incorporation of traditional native plants into landscape design palettes, (2040 General Plan Policy HCR-1,13) 	<p>City of Sacramento</p>	<p>City of Sacramento to implement General Plan Policies HCR-1,6, HCR-1,13 through HCR-1,17</p>	<p>Prior to and during construction</p>	<p>City of Sacramento</p>

Impact	Mitigation Measure	Implementing Party	Action(s)	Timing	Monitoring and Enforcement
	<ul style="list-style-type: none"> ▶ Archaeological, Tribal, and Cultural Resources. The City shall continue to comply with federal and State regulations and best practices aimed at protecting and mitigating impacts to archaeological resources and the broader range of cultural resources as well as tribal cultural resources. (2040 General Plan Policy HCR-1.14) ▶ Treatment of Native American Human Remains. The City shall treat Native American human remains with sensitivity and dignity and ensure compliance with the associated provisions of California Health and Safety Code and the California Public Resources Code. The City shall collaborate with the most likely descendants identified by the Native American Heritage Commission. (2040 General Plan Policy HCR-1.15) ▶ Endemic Traditions. The City shall seek ways to recognize the endemic traditions of various communities in Sacramento, including African American, Hispanic, Native, and Asian American communities, to promote the retention of Sacramento’s intangible cultural heritage, which may include oral traditions, performing arts, social practices and festive events, legacy businesses, knowledge and practices concerning nature and the universe, and traditional craftsmanship. (2040 General Plan Policy HCR-1.16) ▶ Evaluation of Archeological Resources. The City shall work in good faith with interested communities to evaluate proposed development sites for the presence of sub-surface historic, archaeological, and tribal cultural resources that may be present at the site. These efforts may include the following: <ul style="list-style-type: none"> ■ Consideration of existing reports and studies, ■ Consultation with Native American tribes as required by State law, ■ Appropriate site-specific investigative actions, and ■ Onsite monitoring during excavation if appropriate. (2040 General Plan Policy HCR-1.17) 				
<p>Impact 3.10-2: Potential for the Project, in Combination with Other Development, to Contribute to a Significant Cumulative Impact to Tribal Cultural Resources</p>	<p>Implement Mitigation Measures 3.10-1a through 3.10-1c described above</p>	<p>See Mitigation Measures 3.10-1a through 3.10-1c above</p>	<p>See Mitigation Measures 3.10-1a through 3.10-1c above</p>	<p>See Mitigation Measures 3.10-1a through 3.10-1c above</p>	<p>See Mitigation Measures 3.10-1a through 3.10-1c above</p>
<p>Visual Resources</p>					
<p>Impact 3.12-1: Conflict with Applicable Zoning and Other Regulations Governing Scenic Quality</p>	<p>Mitigation Measure 3.12-1: Implement 2040 General Plan Policies</p> <ul style="list-style-type: none"> ▶ Compatibility with Adjoining Uses. The City shall ensure that the introduction of higher-intensity mixed-use development along major arterial corridors is compatible with adjacent land uses, particularly residential uses, by requiring features such as the following: <ul style="list-style-type: none"> ■ Buildings set back from rear or side yard property lines adjoining single-unit dwelling residential uses; ■ Building heights stepped back from sensitive adjoining uses to maintain appropriate transitions in scale and to minimize impacts to privacy and solar access; ■ Landscaped off-street parking areas, loading areas, and service areas screened from adjacent residential areas to the degree feasible; or ■ Lighting shielded from view and directed downward to minimize impacts on adjacent residential uses. (2040 General Plan Policy LUP-4,6) ▶ Compatibility with Historic Context. The City shall continue to review new development, alterations, and rehabilitation/remodels for compatibility with the surrounding historic context and consistency with adopted design guidelines/standards, including the Historic District Plans. The City shall pay special attention to the scale, massing, and relationship of proposed new development to complement surrounding historic environments. (2040 General Plan Policy HCR-1.3) ▶ Responsiveness to Context. The City shall require building and site design that respects and responds to the local context, including use of local materials and plant species where feasible, responsiveness to Sacramento’s climate, and consideration of cultural and historic context of Sacramento’s neighborhoods, corridors, and centers. (2040 General Plan Policy LUP-8,10) 	<p>City of Sacramento</p>	<p>City of Sacramento to implement General Plan Policies LUP-4,6, HCR-1,3, and LUP-8,10</p>	<p>Prior to individual project approval</p>	<p>City of Sacramento</p>
<p>Impact 3.12-2: Create a New Source of Substantial Light or Glare which Would Adversely Affect Day or Nighttime Views in the Area</p>	<p>Implement Mitigation Measure 3.12-1 described above</p>	<p>See Mitigation Measure 3.12-1 above</p>	<p>See Mitigation Measure 3.12-1 above</p>	<p>See Mitigation Measure 3.12-1 above</p>	<p>See Mitigation Measure 3.12-1 above</p>
<p>Impact 3.12-3: Potential for the Implementation of the Stockton Boulevard Specific Plan, in combination Other Development, to Contribute to a Significant Cumulative Impact Related to Aesthetics</p>	<p>Implement Mitigation Measures 3.12-1 described above</p>	<p>See Mitigation Measure 3.12-1 above</p>	<p>See Mitigation Measure 3.12-1 above</p>	<p>See Mitigation Measure 3.12-1 above</p>	<p>See Mitigation Measure 3.12-1 above</p>