

FINAL ENVIRONMENTAL IMPACT REPORT

Stockton Boulevard Plan

State Clearinghouse No.: 2021070139

PREPARED FOR:

City of Sacramento

ATTENTION:

Elizabeth Boyd, AICP
Senior Planner

SEPTEMBER 2024

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State Clearinghouse No.: 2021070139

PREPARED FOR:

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September 2024

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LIST OF ABBREVIATIONS

ALUC	Airport Land Use Commission
Caltrans	California Department of Transportation
City	City of Sacramento
CLUP	Comprehensive Land Use Plan
EchoWater Facility	EchoWater Resource Recovery Facility
Final EIR	final environmental impact report
MMP	Mitigation Monitoring Program
NOP	notice of preparation
project	City of Sacramento Stockton Boulevard Plan
RWQCB	Regional Water Quality Control Board
SACOG	Sacramento Area Council of Governments
SacRT	Sacramento Regional Transit
SacSewer	Sacramento Area Sewer District
SMAQMD	Sacramento Metropolitan Air Quality Management District
TDM	Transportation Demand Management

1 INTRODUCTION

1.1 OVERVIEW

This final environmental impact report (Final EIR) contains the public and agency comments received during the public review comment period for the City of Sacramento Stockton Boulevard Plan (project) Draft EIR.

The EIR is an informational document intended to disclose to the Lead Agency, the City of Sacramento (City), and the public the environmental consequences of approving and implementing the Stockton Boulevard Plan or one of the alternatives to the project described in the Draft EIR. All written comments received during the public review period (June 21 through August 7, 2024) are addressed in this Final EIR. During the public review period, the City received a total of six comment letters from public agencies.

The responses in this Final EIR clarify, correct, and/or amplify text in the Draft EIR, as appropriate. Also included are text changes made at the initiative of the Lead Agency. These changes (summarized in Chapter 3) do not alter the conclusions of the Draft EIR.

1.2 BACKGROUND

In accordance with the California Environmental Quality Act (CEQA), the City released a notice of preparation (NOP) on July 8, 2021, for the required 30-day review period. The purpose of the NOP was to provide notification that an EIR for the project was being prepared and to solicit guidance on the scope and content of the document. The City held a public scoping meeting on July 20, 2021, to solicit comments regarding the scope of the EIR. The Draft EIR was circulated for public review and comment for a period of 45 days from June 21 through August 7, 2024.

Two public agencies, the California Department of Transportation and the Airport Land Use Commission, provided written comments on issues evaluated in the Draft EIR. This Final EIR has been prepared to respond to all comments received, consistent with Sections 15089 and 15132 of the State CEQA Guidelines. Responses to each of the comments received are provided in Chapter 2, “Comments and Responses,” of this Final EIR.

The comments and responses that make up the Final EIR, in combination with the Draft EIR, as amended by the text changes, constitute the “EIR” that will be considered for certification by the City Planning and Design Commission and City Council.

1.3 CEQA REQUIREMENTS

The contents of a Final EIR are specified in Sections 15089 and 15132 of the State CEQA Guidelines, which states that the Final EIR shall consist of:

- a) The Draft EIR or a revision of the draft.
- b) Comments and recommendations received on the Draft EIR either verbatim or in summary.
- c) A list of persons, organizations, and public agencies commenting on the Draft EIR.

- d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process.
- e) Any other information added by the lead agency.

The Lead Agency must provide each agency that commented on the Draft EIR with a copy of the Lead Agency's response to their comments a minimum of 10 days before certifying the Final EIR.

Section 15088.5(a) of the State CEQA Guidelines requires that a lead agency must recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. The Guidelines clarify that "[n]ew information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement."

Examples of significant new information requiring recirculation include:

- a) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
- b) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
- c) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.
- d) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. (*Mountain Lion Coalition v. Fish and Game Com.* (1989) 214 Cal.App.3d 1043).

Recirculation is not required where the new information added to the EIR merely clarifies, amplifies, or makes insignificant modifications in an adequate EIR.

1.4 USE OF THE FINAL EIR

The Final EIR serves as the environmental document to inform the Lead Agency's consideration of approval of the Stockton Boulevard Plan, either in whole or in part, or one of the alternatives to the project discussed in the Draft EIR.

As required by Section 15090 (a) (1)-(3) of the State CEQA Guidelines, a Lead Agency, in certifying a Final EIR, must make the following three determinations:

1. The Final EIR has been completed in compliance with CEQA.
2. The Final EIR was presented to the decision-making body of the Lead Agency, and the decision-making body reviewed and considered the information in the Final EIR prior to approving the project.
3. The Final EIR reflects the Lead Agency's independent judgment and analysis.

As required by Section 15091 of the State CEQA Guidelines, no public agency shall approve or carry out a project for which an EIR has been certified that identifies one or more significant environmental

effects of the project unless the public agency makes one or more written findings (Findings of Fact) for each of those significant effects, accompanied by a brief explanation of the rationale for each finding supported by substantial evidence in the record. The possible findings are:

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

Additionally, pursuant to Section 15093(b) of the State CEQA Guidelines, when a Lead Agency approves a project that would result in significant unavoidable impacts that are disclosed in the EIR, the agency must state in writing the reasons supporting the action. The Statement of Overriding Considerations shall be supported by substantial evidence in the Lead Agency's administrative record. The Findings of Fact and Statement of Overriding Considerations has been prepared for the project and is available as part of the staff report prepared as part of the hearing process.

1.5 PROJECT UNDER REVIEW

The Stockton Boulevard Plan covers a developed area of the City of Sacramento southeast of downtown, which is centrally located within the greater Sacramento region. There are two components to the Stockton Boulevard Plan: a Specific Plan and a Neighborhood Action Plan.

The Specific Plan provides a planning framework for making decisions about development and other activities within the Specific Plan Area. The Specific Plan Area is approximately 353 acres, consisting 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 would, 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 Draft EIR's analysis focused on the Specific Plan.

1.6 SUMMARY OF TEXT CHANGES

Chapter 3, "Revisions to the Draft EIR," of this Final EIR identifies all changes made to the document by section. These text changes provide additional clarity in response to comments received on the Draft EIR, but do not change the significance of the conclusions presented in the Draft EIR.

1.7 RESPONSES TO COMMENTS

A list of public agencies commenting on the Draft EIR is included in Chapter 2 in this Final EIR. During the public comment period, the City received six letters from public agencies. Section 15088(c) of the State CEQA Guidelines specifies that the focus of the responses to comments shall be on the disposition of significant environmental issues. Responses are not required on comments regarding the merits of the Specific Plan or on issues not related to environmental impacts. Comments on the merits or other comments that do not raise environmental issues are noted in the responses and will be reviewed by the City Council before any action on whether to approve the Stockton Boulevard Plan. When a comment does not directly pertain to the environmental issues analyzed in the Draft EIR, does not address the adequacy of the analysis contained in the Draft EIR, or does not challenge a conclusion of the Draft EIR, the response will note the comment and provide additional information where possible. Responses to comments received appear in Chapter 2 of this Final EIR. Each comment letter is numbered and presented with brackets indicating how the letter has been divided into individual comments. Each comment is given a binomial with the number of the comment letter appearing first, followed by the comment number. For example, comments in Letter 1 are numbered 1-1, 1-2, 1-3, and so on. Immediately following the letter are responses, each with binomials that correspond to the bracketed comments.

1.8 MITIGATION MONITORING AND REPORTING PROGRAM

Section 15097 of the State CEQA Guidelines requires mitigation monitoring plans for any mitigation measures. These plans, which are generally adopted upon approval of a project, describe the actions that must take place to implement each mitigation measure, the timing of those actions, and the entities responsible for implementing and monitoring the actions.

The Mitigation Monitoring Program (MMP) includes all of the mitigation measures required of the project included in the Draft EIR. A copy of the MMP is provided as an attachment to the Findings of Fact. If the City chooses to approve the Stockton Boulevard Plan or one of the alternatives described in the Draft EIR, then the City Council will adopt the MMP at the same time it adopts its CEQA Findings of Fact, as required by Section 21081.6 of the Public Resources Code.

1.9 REVIEW OF THE FINAL EIR

The Final EIR and associated appendices are available for review on the City website at:

- <https://www.cityofsacramento.gov/community-development/planning/environmental/impact-reports>.

A hard copy of the document is available at the following location:

- City of Sacramento Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, California 95811, between 9:00am and 4:00pm (except weekends and holidays).

1.10 OVERVIEW OF THE PUBLIC PARTICIPATION AND DRAFT EIR REVIEW PROCESS

On June 19, 2024, the City released the Draft EIR for a 45-day public review and comment period. The Draft EIR was submitted to the State Clearinghouse for distribution to reviewing agencies; posted on the City's website (<https://www.cityofsacramento.gov/community->

development/planning/environmental/impact-reports); and was made available at the Community Development Department, 300 Richards Boulevards, Third Floor, Sacramento, California 95811. A notice of availability of the Draft EIR was published in the Sacramento Bee and distributed by the City to a project-specific mailing list.

As a result of these notification efforts, written comments were received from six public agencies on the content of the Draft EIR. Chapter 2, “Comments and Responses,” identifies these commenting parties, their respective comments, and responses to these comments. None of the comments received, or the responses provided, constitute “significant new information” by CEQA standards (State CEQA Guidelines CCR Section 15088.5).

1.11 ORGANIZATION OF THE FINAL EIR

This Final EIR is organized as follows:

Chapter 1, “Introduction,” describes the purpose of the Final EIR, summarizes the proposed City of Sacramento Stockton Boulevard Plan, provides an overview of the CEQA public review process, and describes the content of the Final EIR.

Chapter 2, “Comments and Responses,” contains a list of all parties who submitted comments on the Draft EIR during the public review period, copies of the comment letters received, and responses to the comments.

Chapter 3, “Revisions to the Draft EIR,” presents revisions to the Draft EIR text made in response to comments, or to amplify, clarify or make minor modifications or corrections. Changes in the text are signified by ~~strikeouts~~ where text is removed and by underline where text is added.

Chapter 4, “References,” identifies the documents used as sources for the analysis.

Chapter 5, “List of Preparers,” identifies the Lead Agency contacts as well as the preparers of this Final EIR.

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2 COMMENTS AND RESPONSES

This chapter contains comment letters received during the public review period for the Draft EIR, which concluded on August 7, 2024. In conformance with Section 15088(a) of the State CEQA Guidelines, written responses were prepared addressing comments on environmental issues received from reviewers of the Draft EIR.

2.1 LIST OF COMMENTERS ON THE DRAFT EIR

Table 2-1 presents the list of commenters, including the numerical designation for each comment letter received, the author of the comment letter, and the date of the comment letter.

Table 2-1 List of Comment Letter

Letter No.	Entity	Author of Comment Letter/Email	Date of Comment Letter/Email
STATE AGENCIES			
1	California Department of Transportation (Caltrans) District 3	Gary Arnold, Branch Chief	July 25, 2024
2	California Water Boards, Central Valley Regional Water Quality Control Board (RWQCB)	Peter Minkel, Engineering Geologist	August 7, 2024
LOCAL AGENCIES			
3	Sacramento Area Council of Governments (SACOG) serving as the Airport Land Use Commission (ALUC)	Gregory Chew, Senior Planer	July 26, 2024
4	Sacramento Metropolitan Air Quality District (SMAQMD)	Carolyn Tran, Assistant Air Quality Planner	July 29, 2024
5	Sacramento Regional Transit (SacRT)	Sarah Poe, Senior Planner	August 7, 2024
6	Sacramento Area Sewer District (SacSewer)	Robb Armstrong, Policy & Planning	August 6, 2024

2.2 COMMENTS AND RESPONSES

The written individual comments received on the Draft EIR and the responses to those comments are provided below. Each comment letter is numbered, each comment is bracketed, and responses are provided to each comment. The responses amplify or clarify information provided in the Draft EIR and/or refer to the reader to the appropriate place in the document where the requested information may be found.

Comments that are not directly related to the environmental issues are noted for the record and will be forwarded to the decision makers for their consideration. Where text changes in the Draft EIR are warranted based on comments received, updated project information, or changes initiated by City of Sacramento staff are listed on Chapter 3, "Revisions to the Draft EIR." The changes to the analysis contained in the Draft EIR, provided in Chapter 3, represent only minor clarifications/amplifications and do not constitute significant new information. In accordance with the State CEQA Guidelines, Section 15088.5, recirculation of the Draft EIR is not required.

Comment Letter 1

CALIFORNIA STATE TRANSPORTATION AGENCY

GAVIN NEWSOM, GOVERNOR

California Department of Transportation

DISTRICT 3
703 B STREET | MARYSVILLE, CA 95901-5556
(530) 821-8401
www.dot.ca.gov



GTS# 03-SAC-2021-01823

July 25, 2024

Scott Johnson
Senior Planner
City of Sacramento
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811

Stockton Boulevard Plan

Dear Mr. Johnson:

Thank you for including the California Department of Transportation (Caltrans) in the review process for the project referenced above. We reviewed this local development for impacts to the State Highway System (SHS) in keeping with our mission, vision, and goals, some of which includes addressing equity, climate change, and safety, as outlined in our statewide plans such as the California Transportation Plan, Caltrans Strategic Plan, and Climate Action Plan for Transportation Infrastructure.

1-1

Project Understanding

The proposed project covers an approximately 4.8-mile corridor along Stockton Boulevard (Blvd), bounded by Alhambra Blvd on the north and 65th Street on the south, in the Sacramento Region. The project consists of two components: a Specific Plan and a Neighborhood Action Plan. The Specific Plan is a 353-acre area consisting of properties along a 4.5-mile stretch of the Stockton Blvd corridor, from Alhambra Blvd to 65th Street and includes land use regulations and policies designed to streamline development consistent with the City of Sacramento's 2040 General Plan. The Neighborhood Action Plan covers the Specific Plan Area and includes desired priority actions and serves as an information resource for future planning and decision making. Based on the Draft Environmental Impact Report provided, Caltrans has the following requests and recommendations:

1-2

"Provide a safe and reliable transportation network that serves all people and respects the environment"

Mr. Scott Johnson, Senior Planner
July 25, 2024
Page 2

Traffic Safety

A 3-year traffic collision report was pulled for the on-off ramps at this location for the period of 10/1/2020 to 9/30/2023. It shows a collision pattern at the EB Stockton on-ramp with an injury rate higher than the Statewide average, with all collisions related to the on-ramp turning movement. An Intersection Control Evaluation Report should be completed that analyzes providing controlled SB Stockton Blvd to EB 50 movements, whether that be a traffic signal or other treatment.

1-3

Complete Streets

The proposed improvements in the Specific Plan will create a robust biking network throughout the plan area and promises to orient the plan area to pedestrian, bicyclist, and transit rider needs which are in agreement with Caltrans' complete streets goals. As projects relating to the Specific Plan goals are developed consider referencing Caltrans DIB-94, the Smart Mobility Framework, and the Traffic Calming Guide for complete streets design guidance, particularly in the vicinity of the SHS, to create consistency of design throughout the region.

1-4

Encroachment Permit

Any project along or within the State's right of way (ROW) requires an encroachment permit issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five sets of plans clearly indicating State ROW must be submitted to:

1-5

Hikmat Bsaibess
California Department of Transportation
District 3, Office of Permits
703 B Street
Marysville, CA 95901

Please provide our office with copies of any further actions regarding this proposal. We would appreciate the opportunity to review and comment on any changes related to this development.

1-6

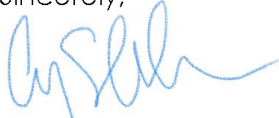
"Provide a safe and reliable transportation network that serves all people and respects the environment"

Mr. Scott Johnson, Senior Planner
July 25, 2024
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Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, or for future notifications and requests for review of new projects, please contact Robynn Spence, Local Development Review Coordinator by phone at (530) 812-6874 or via email at D3.local.development@dot.ca.gov.

1-7

Sincerely,



Gary S. Arnold, Branch Chief
Local Development Review and Complete Streets
Division of Planning, Local Assistance, and Sustainability
Caltrans District 3

"Provide a safe and reliable transportation network that serves all people and respects the environment"

RESPONSE TO COMMENT LETTER 1

- 1-1 The comment is an introductory remark and does not address the accuracy or adequacy of the Draft EIR. No further response is required.
- 1-2 The comment provides a summary of the project and does not address the accuracy or adequacy of the Draft EIR. No further response is required.
- 1-3 The comment suggests completion of an Intersection Control Evaluation Report that analyzes providing controlled southbound Stockton Boulevard to eastbound Highway 50 movement because the injury rate at this location is higher than the statewide average. City Staff will be initiating the evaluation of Stockton Boulevard for Complete Street and Bus Rapid Transit implementation in 2025. These recommendations from Caltrans for an Intersection Control Evaluation Report will be considered in that effort.
- The comment does not address the accuracy or adequacy of the Draft EIR, and no further response is required.
- 1-4 The comment notes that the Specific Plan improvements oriented toward meeting the needs of pedestrian, bicyclist, and transit riders are in agreement with Caltrans' complete streets goals. The comment also suggests reference documents for future projects to consider to promote consistency of transportation facilities design throughout the region. The comment does not address the accuracy or adequacy of the Draft EIR; no further response is required.
- 1-5 The comment provides information about encroachment permit requirements. Coordination with Caltrans and acquisition of any necessary permits for future development under the Specific Plan would occur, as needed and as individual developments are proposed. The comment does not address the accuracy or adequacy of the Draft EIR; no further response is required.
- 1-6 The comment asks the City to provide information about any further actions for Caltrans review. The City will provide documents to Caltrans for review if any changes related to the project occur.
- 1-7 The comment provides a closing remark and does not address the accuracy or adequacy of the Draft EIR. No further response is required.

Comment Letter 2



Letter 2



Central Valley Regional Water Quality Control Board

7 August 2024

Tom Buford
City of Sacramento
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811
tbuford@cityofsacramento.org

COMMENTS TO REQUEST FOR REVIEW FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT, STOCKTON BOULEVARD PLAN PROJECT, SCH#2021070139, SACRAMENTO COUNTY

Pursuant to the State Clearinghouse’s 21 June 2024 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Draft Environmental Impact Report* for the Stockton Boulevard Plan Project, located in Sacramento County.

2-1

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State’s water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

2-2

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by

MARK BRADFORD, CHAIR | PATRICK PULUPA, ESQ., EXECUTIVE OFFICER

11020 Sun Center Drive #200, Rancho Cordova, CA 95670 | www.waterboards.ca.gov/centralvalley

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Sacramento County

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the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases, the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues. For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:

http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Implementation Policy is available on page 74 at:

https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_2018_05.pdf

In part it states:

Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.

This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit), Construction General Permit Order No. 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). For more information on the Construction General Permit, visit the State Water Resources Control Board website at:



2-2
cont.

2-3

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http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACE). If a Section 404 permit is required by the USACE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements. If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications. For more information on the Water Quality Certification, visit the Central Valley Water Board website at:

https://www.waterboards.ca.gov/centralvalley/water_issues/water_quality_certification/

Waste Discharge Requirements – Discharges to Waters of the State

If USACE determines that only non-jurisdictional waters of the State (i.e., “non-federal” waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation. For more information on the Waste Discharges to Surface Water NPDES Program and WDR processes, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/water_issues/waste_to_surface_water/

Projects involving excavation or fill activities impacting less than 0.2 acre or 400 linear feet of non-jurisdictional waters of the state and projects involving dredging activities impacting less than 50 cubic yards of non-jurisdictional waters of the state may be eligible for coverage under the State Water Resources Control Board Water Quality Order No. 2004-0004-DWQ (General Order 2004-0004). For more information on the General Order 2004-0004, visit the State Water Resources Control Board website at:

2-3
cont.

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[https://www.waterboards.ca.gov/board decisions/adopted orders/water quality/2004/wqo/wqo2004-0004.pdf](https://www.waterboards.ca.gov/board%20decisions/adopted%20orders/water%20quality/2004/wqo/wqo2004-0004.pdf)

Dewatering Permit

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Threat General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Threat Waiver) R5-2018-0085. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/board decisions/adopted orders/water quality/2003/wqo/wqo2003-0003.pdf](http://www.waterboards.ca.gov/board%20decisions/adopted%20orders/water%20quality/2003/wqo/wqo2003-0003.pdf)

For more information regarding the Low Threat Waiver and the application process, visit the Central Valley Water Board website at:

[https://www.waterboards.ca.gov/centralvalley/board decisions/adopted orders/waivers/r5-2018-0085.pdf](https://www.waterboards.ca.gov/centralvalley/board%20decisions/adopted%20orders/waivers/r5-2018-0085.pdf)

Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Limited Threat Discharges to Surface Water* (Limited Threat General Order). A complete Notice of Intent must be submitted to the Central Valley Water Board to obtain coverage under the Limited Threat General Order. For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:

[https://www.waterboards.ca.gov/centralvalley/board decisions/adopted orders/general orders/r5-2016-0076-01.pdf](https://www.waterboards.ca.gov/centralvalley/board%20decisions/adopted%20orders/general%20orders/r5-2016-0076-01.pdf)

NPDES Permit

If the proposed project discharges waste that could affect the quality of surface waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit. For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at: <https://www.waterboards.ca.gov/centralvalley/help/permit/>

2-3
cont.

Stockton Boulevard Plan Project
Sacramento County

- 5 -

7 August 2024

If you have questions regarding these comments, please contact me at (916) 464-4684 or Peter.Minkel2@waterboards.ca.gov.] 2-4



Peter G. Minkel
Engineering Geologist

cc: State Clearinghouse unit, Governor's Office of Planning and Research,
Sacramento

RESPONSE TO COMMENT LETTER 2

- 2-1 The comment provides introductory text and outlines the Central Valley RWQCB's responsibilities/authority. The comment does not address the accuracy or adequacy of the Draft EIR; therefore, no further response is required.
- 2-2 The comment provides background on the Basin Plan and states that the environmental review document should evaluate potential impacts to both surface and groundwater quality. Impacts related to water quality are discussed in Section 1.3.1, "Environmental Issue Areas Not Evaluated in Detail," of the Draft EIR (pages 1-5 and 1-6). Development within the Specific Plan Area would be required to comply with several regulations designed to reduce or eliminate construction-related water quality effects, including the National Pollutant Discharge Elimination System General Construction Permit and General Order for Dewatering. These regulations would include a water pollution control plan and a stormwater pollution prevention plan. The Specific Plan Area is highly developed and projects under the Specific Plan would not result in a substantial increase in impervious surfaces. The operation of development within the Specific Plan Area would not substantially increase runoff that would result in significant impacts to water quality. Because the Specific Plan would not result in significant impacts related to hydrology and water quality.
- 2-3 The comment provides an overview of potential permitting requirements related to maintaining water quality that may apply to the development within the Specific Plan. Applicable regulatory requirements are provided as part of the hydrology and water quality impacts discussion in Section 1.3.1, "Environmental Issue Areas Not Evaluated in Detail," of the Draft EIR (pages 1-5 and 1-6). Coordination with Central Valley RWQCB and acquisition of any necessary permits for future development under the Specific Plan would occur, as needed and as individual developments are proposed. The comment provides general statements regarding potential requirements but does not raise specific issues regarding the accuracy or adequacy of the Draft EIR's analysis or identify applicable requirements that were not included as part of the Draft EIR. No further response is required.
- 2-4 The comment provides a closing remark and does not address the accuracy or adequacy of the Draft EIR. No further response is required.

Comment Letter 3



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Sacramento, CA
95814

916.321.9000
sacog.org

Elizabeth Boyd, Senior Planner
City of Sacramento Planning Department
300 Richards Blvd
Sacramento, CA 95811

Letter 3

July 26, 2024

Dear Ms. Boyd:

Thank you for alerting SACOG, serving as the Airport Land Use Commission (ALUC), that a draft Environmental Impact Report (EIR) for the *Stockton Blvd Specific Plan and Neighborhood Action Plan* is currently being circulated for public review and comment. The ALUC notes that part of the plan area extends into the influence area for Executive Airport as defined by the Airport Land Use Commission for Sacramento, Sutter, Yolo, and Yuba Counties and reflected in the 1999 *Sacramento Executive Airport Comprehensive Land Use Plan (CLUP)*.

3-1

While the ALUC does not have any formal role to review and comment on environmental documents, it does have a responsibility to review specific plans for consistency with airport land use compatibility plans such as the CLUP involved here. In accordance with California Public Utilities Code Section 21676(b), the City of Sacramento as the proponent of the *Stockton Blvd Specific Plan* is obligated to refer the document to the ALUC for a consistency review prior to acting to adopt the plan. Your Notice of Availability of the Draft EIR does not provide a link to the proposed plan; however, the city's website provides a Public Review Draft of the plan dated September 2023 which is the presumed version being analyzed by the draft EIR. Although the ALUC review of the Specific Plan can only be preliminary until such time as the city refers it for a formal consistency review, the ALUC is taking the opportunity presented by your circulation of the draft EIR for review to provide comments on both documents.

3-2

As mentioned above and illustrated in the attached map, the Specific Plan boundaries overlap the Executive Airport influence area. Although the airport's CLUP does not contain a map showing the geographic limits of the influence area, the specific plan text on page 10 indicates that the outer edge of the airspace protection surfaces adopted by the ALUC extend 14,000 feet from the ends of each of the airport's runways and this boundary constitutes the Airport Influence Area. In this regard, the draft EIR on page 3.6-11 states only that "*The Specific Plan Area is not located within 2 miles of an airport,*" but needs clarification. The EIR does not consider that the plan area is partially located within an adopted airport Influence area (which CEQA refers to as the "airport land use plan area").

3-3

Therefore, CEQA requires that any resulting impacts must be assessed, which the ALUC provides below:

3-4

- Auburn
- Citrus Heights
- Colfax
- Davis
- El Dorado County
- Elk Grove
- Folsom
- Galt
- Isleton
- Lincoln
- Live Oak
- Loomis
- Marysville
- Placer County
- Placerville
- Rancho Cordova
- Rocklin
- Roseville
- Sacramento
- Sacramento County
- Sutter County
- West Sacramento
- Wheatland
- Winters
- Woodland
- Yolo County
- Yuba City
- Yuba County

Findings: The summary of the ALUC’s preliminary analysis is that the September 2023 Public Review Draft reveals no apparent conflicts with the CLUP, although very tall structures will be limited.

3-4
cont.

Discussion: As the **attached** map shows, the northeastern edge of the airport safety zones (shown by blue lines on the map) just miss overlapping the western side of the Specific Plan area. The safety zones represent the largest area within which major restrictions on future land use development may be necessary. These restrictions are described in both the CLUP and in the Executive Airport Overlay Zone adopted by the city.

In the remainder of the airport influence area (out to the Conical Surface line, which is the outermost concentric oval line on the map, airspace protection is the only compatibility concern. Specifically, the concern is with respect to the height of structures, the criteria for which are set by the Federal Aviation Administration (FAA). The western edge of the Specific Plan area would have height limits of approximately 150 feet and any proposals for structures taller than about 100 feet may need to be evaluated by the FAA. Although buildings of this height are not a likely possibility, cell towers and antennae are. The city’s Overlay Zone sets precise height limits consistent with FAA and CLUP criteria; thus, implementation of Zone should eliminate any potential height limit conflicts.

3-5

Nevertheless, the Specific Plan should discuss the geographic relationship between the Specific Plan area and the Executive Airport influence area and the need to notify both the ALUC and the FAA if any very tall structures are proposed, especially in the western portion of the plan area. Also, the draft EIR should be corrected where it refers to this topic.

Once again, thank you for this opportunity to comment on both the draft *Stockton Blvd Specific Plan* and its associated draft EIR. Please refer to the draft Specific Plan for formal ALUC review when doing so is timely for your process but prior to adoption by the city. The ALUC will then finalize its analysis as a formal consistency review.

3-6

Sincerely,

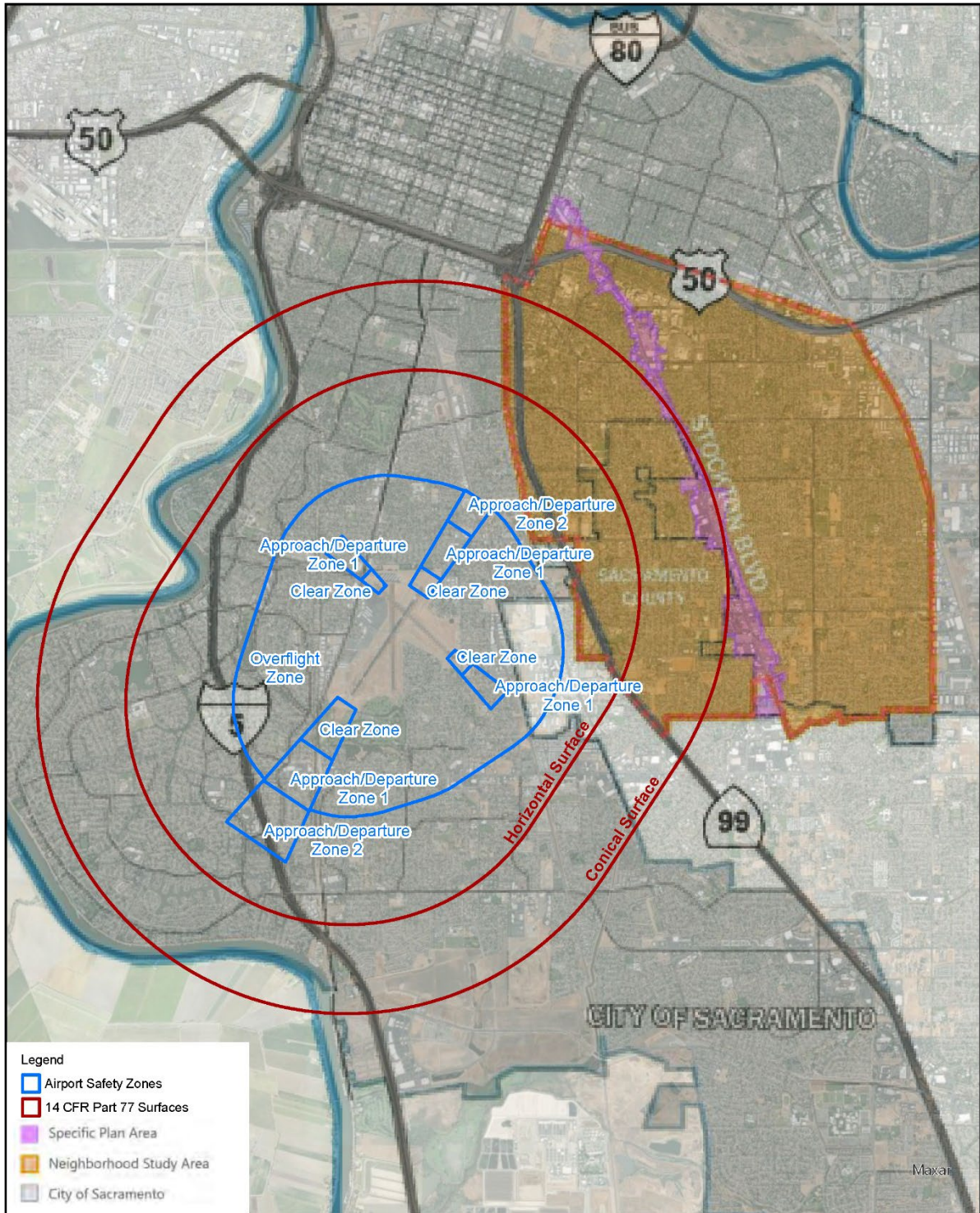


Gregory R. Chew, AICP
SACOG/ALUC Senior Planner

Attachment: Safety and Airspace Protection Zones Map



Letter 3 Attachment

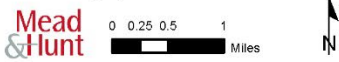


Legend

- Airport Safety Zones
- 14 CFR Part 77 Surfaces
- Specific Plan Area
- Neighborhood Study Area
- City of Sacramento

Sources: Stockton Blvd Draft Plan EIR (2022)
 Sacramento Executive Airport Comprehensive Land Use Plan (Amended May 1999)
 World Imagery: Maxar

Executive Airport Compatibility Zones Affecting Stockton Blvd Neighborhood Study Area



July 2024

RESPONSE TO COMMENT LETTER 3

- 3-1 The comment provides introductory text and indicates that the Specific Plan Area extends into the influence area of Executive Airport. The Draft EIR Section 3.6, "Hazards and Hazardous Materials," identifies the Executive Airport as the nearest public airport to the Specific Plan Area. However, the Specific Plan Area is not within the height, noise, or safety restriction areas outlined in the Sacramento Executive Airport Comprehensive Land Use Plan (CLUP) (Draft EIR page 3.6-9).
- 3-2 The comment outlines ALUC's responsibility/authority and states that the City is obligated to refer the Specific Plan to the ALUC for a consistency review prior to adoption of the plan. The comment also indicates that ALUC conducted a preliminary review of the Specific Plan but does not address the accuracy or adequacy of the Draft EIR. No further response is required.
- 3-3 The comment states that the Specific Plan boundaries overlap the Executive Airport influence area and indicates that the Specific Plan text on page 10 and the text on page 3.6-11 of the Draft EIR need clarification regarding the Specific Plan location in relation to the airport.

As discussed in Chapter 2, "Project Description," of the Draft EIR, the Stockton Boulevard Plan consists of two components: a Specific Plan and a Neighborhood Action Plan. The Specific Plan provides a planning framework for making decisions about development and other activities within the Specific Plan Area. The Neighborhood Action Plan covers the Specific Plan Area and 23 surrounding residential neighborhoods (referred to as the Neighborhood Study Area).

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 Draft EIR focuses on the Specific Plan and development anticipated within the Specific Plan Area not the Neighborhood Study Area.

As indicated in the comment, the Comprehensive Land Use Plan, as most recently amended in 1999, establishes height, noise, and safety restriction zones but published documents do not identify the limits of the airport influence area. Page 3.6-9 of the Draft EIR explains:

The Sacramento Executive Airport is the nearest public airport to the Specific Plan Area and is located at 6151 Freeport Boulevard, approximately 3 miles west of the Specific Plan Area. The Specific Plan Area is not located within the height, noise, or safety restriction areas outlined in the Sacramento Executive Airport Comprehensive Land Use Plan (SACOG 1999).

As stated on page 3.6-11, the threshold for evaluation of potential impacts is:

for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area;

Therefore, the 2-mile distance applies in instances where there is not an adopted CLUP. Where a CLUP has been adopted, the specific hazards zones (rather than location in the airport influence area in general) determine the potential for impacts. In evaluating whether there is a potential for the project to generate a hazard, the Draft EIR (page 3.6-11) states:

The Specific Plan Area is not located within 2 miles of an airport or within a height, noise, or safety restriction area identified in a land use compatibility plan. As a result, no potential impacts related to safety hazards or excessive airport-related noise are anticipated.

Therefore, although the map provided as an attachment to the comment letter illustrates that the Specific Plan Area is within the conical surface area (defined in the CLUP as a surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet), the statement in the Draft EIR that the Specific Plan Area is outside of the established height, noise, or safety restriction areas remains accurate. Therefore, no revisions have been made in response to this comment.

- 3-4 The comment states that ALUC's preliminary analysis of the September 2023 Public Review Draft of the Stockton Boulevard Plan reveals no apparent conflicts with the CLUP, although very tall structures will be limited. This finding is consistent with the findings of the Draft EIR and is incorporated into the record for the project.
- 3-5 The comment indicates that the northeastern edge of the airport safety zones is in close proximity to the western side of the Specific Plan Area and provides an overview of development restrictions and compatibility concern related to development within the airport influence area. The comment also states that the Specific Plan should include a discussion and the Draft EIR should be corrected regarding the geographic relationship between the Specific Plan Area and the Executive Airport influence area.

Please refer to Response 3-3 above regarding the distinction between Neighborhood Study Area and Specific Plan Area. As discussed in Section 1.1, "Project Requiring Environmental Analysis," the adoption of the Neighborhood Action Plan would not authorize development or any other improvements that would not otherwise be allowed. Therefore, no development would occur on the western edge of the Neighborhood Study Area near the airport safety zones as a result of the Specific Plan. Development within the Specific Plan Area would be consistent with the City's development standards, including height limits adopted in the zoning code.

- 3-6 The comment requests that the City submit the draft Stockton Boulevard Plan for formal ALUC review. The comment does not address the accuracy or adequacy of the Draft EIR; therefore, no further response is required.

Comment Letter 4

Letter 4

From: [LU Project Review Account](#)
To: [Scott Johnson](#); [Elizabeth Boyd](#)
Cc: [Paul Phillev](#); [Molly Wright](#)
Subject: Re: City of Sacramento Notice of Availability of Draft EIR for Stockton Blvd Plan (SCH# 2021070139)
Date: Monday, July 29, 2024 8:26:30 AM
Attachments: [image.png](#)
[image.png](#)

Dear Scott,

Thank you for providing the Sacramento Metropolitan Air Quality Management District with the opportunity to review the Draft Environmental Impact Report (DEIR) under the California Environmental Quality Act (CEQA) for the Stockton Boulevard Plan (Plan). This Plan will be a combined Specific Plan and Neighborhood Action Plan that includes 23 surrounding residential neighborhoods, consisting roughly of parcels along the 4.5 miles stretch of Stockton Boulevard from Alhambra Boulevard to 65th Street. Following our review, staff does not have any comment for the DEIR as suggested. If you have any additional questions, please reach out to us.

4-1

Best,

Carolyn Tran

Assistant Air Quality Planner | Analyst
 Transportation and Climate Change
 CEQA and Land Use
 M: (279) 207-1131

www.AirQuality.org

 [@AQMD](#)



From: Scott Johnson <SRJohnson@cityofsacramento.org>
Sent: Friday, June 21, 2024 8:16 AM
To: Scott Johnson <SRJohnson@cityofsacramento.org>
Cc: Elizabeth Boyd <EBoyd@cityofsacramento.org>
Subject: City of Sacramento Notice of Availability of Draft EIR for Stockton Blvd Plan (SCH# 2021070139)

***** THIS EMAIL ORIGINATED OUTSIDE AIRQUALITY.ORG *****

Attached is the Notice of Availability (NOA) of the Draft Environmental Impact Report (DEIR) for the Stockton Boulevard Plan (SBP).

The City of Sacramento has completed preparation of the Draft Environmental Impact Report (DEIR) in compliance with the California Environmental Quality Act (CEQA) for the Stockton Boulevard Plan (SBP). The SBP area includes an approximately 4.8-mile corridor along Stockton Boulevard, bounded by Alhambra Boulevard on the north and 65th Street on the south in the City of Sacramento, Sacramento County. The SBP consists of both a Specific Plan and a Neighborhood Action Plan. The Specific Plan provides a planning framework for making decisions about development and other activities within the Specific Plan Area. This includes land use regulations and policies that are consistent with the City of Sacramento's 2040 General Plan and are designed to streamline the development process within the Specific Plan Area.

COMMENT PERIOD: June 21, 2024 through August 7, 2024.

The NOA and DEIR are available on the City's Community Development Department, environmental documents webpage at the following link:

<https://www.cityofsacramento.gov/community-development/planning/environmental/impact-reports>

Written comments should be submitted no later than 5:00 PM on August 7, 2024 to:

Scott Johnson, Senior Planner
Community Development Department
300 Richards Blvd, Third Floor
Sacramento CA 95811
Email: sjohnson@cityofsacramento.org

Thank you.

Scott Johnson
City of Sacramento
Community Development Department
Environmental Planning Services
300 Richards Blvd., 3rd Floor
Sacramento, CA 95811
(916) 808-5842
sjohnson@cityofsacramento.org

RESPONSE TO COMMENT LETTER 4

- 4-1 The comment provides a summary of the project and states that SMAQMD staff does not have any comments for the Draft EIR. Therefore, no further response is required.

Comment Letter 5



Letter 5

August 7, 2024

Scott Johnson

Senior Planner

City of Sacramento

300 Richards Boulevard, Third floor

Sacramento, CA 95811

PROJECT: Draft Environmental Impact Report for Stockton Boulevard Plan

The Sacramento Regional Transit District (SacRT) appreciates the opportunity to review and provide comments on the City of Sacramento (City) Draft Environmental Impact Report (DEIR) on the Stockton Boulevard Plan (Plan). SacRT is committed to our role as the region’s largest fixed-route transit provider and is eager to support the City with the overall goals of this Plan.

5-1

The Plan covers a developed area of Sacramento southeast of downtown that is centrally located within the greater Sacramento region. There are two components to the Plan: a Specific Plan and a Neighborhood Action Plan.

The Neighborhood Action Plan does not authorize development or any other improvements that would not otherwise be allowed; therefore, it does not have the potential to result in physical environmental effects. As such, this DEIR focuses only on the Specific Plan, which provides a planning framework for making decisions about development and other activities within the 353-acre Specific Plan Area (SPA). The SPA consists of properties along a 4.5-mile-long stretch of the Stockton Boulevard corridor, from Alhambra Boulevard to 65th Street. The Plan includes land use regulations and policies designed to streamline the development process within the SPA and that are consistent with the City of Sacramento’s 2040 General Plan.

5-2

The overall goal of the Plan is to provide for the orderly and systematic improvement and development of the SPA in a manner that is consistent with the City’s and resident’s vision and maximizes opportunities afforded by the area’s proximity to diverse, culturally rich neighborhoods and transit corridors.

SacRT supports the Plan objectives, primarily to:

- Accommodate growth that increases the long-term economic sustainability, equity and well-being and protection of people living and working within the SPA.
- Provide for the orderly and systematic integration of land uses within the SPA.
- Facilitate new mixed-use development, reuse, and redevelopment within the SPA.
-

5-3

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- Promote new infill residential development and redevelopment within the SPA 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.
- Enhance the Stockton Boulevard corridor as a future gateway and bridge connection between the City and unincorporated areas of the County to the south of the SPA.

5-3
cont.

In addition, SacRT would like to suggest that the objective to “*enhance the pedestrian and bicyclist environment along the corridor with safe routes to schools, parks, businesses, and other landmarks*” specifically include ‘**safe routes to transit**’ as well.

Section 2.4.1 – Transportation and Access

This section currently states that SacRT operates five primary bus routes along or intersecting the SPA; however, Route 137 is not included in this reference. SacRT operates six primary bus routes, including the Route 137-UCDMC, which provides bus service between Elk Grove to UCD Medical Center, like the Route 138- Causeway Connection service. As such, SacRT suggests adding **Route 137** information to this section.

5-4

SacRT acknowledges that the Plan’s mobility and transportation are addressed through the adopted transportation-specific documents, including the Stockton Boulevard Corridor Plan (Appendix F) which references SacRT’s High-Capacity Bus Study that identifies the Stockton Boulevard corridor as a future enhanced transit corridor for bus rapid transit (BRT) service.

5-5

SacRT supports the Plan’s Policies and is focused on the Infrastructure Policy (Policy I-1), which supports infrastructure improvements, and actively seeks funding to “*improve infrastructure to protect and support existing and new developments*” and to “*look for funding opportunities that support co-benefits like affordable housing, public transportation, pedestrian/bicycle use, and anti-displacement*”.

SacRT also supports the Plan’s Implementing Actions, specifically:

- Implementing Action H-1: Accessory Dwelling Units. Continue to incentivize and facilitate construction of affordable housing Accessory Dwelling Units (ADUs) by educating homeowners and providing information about the process and by offering free permit-ready ADU plans.
- Implementing Action E-1: Well-Lit Streetscape. Continue to encourage new developments and infrastructure projects to include exterior lighting that improves streetscape conditions and the pedestrian experience.
- Implementing Action I-2: Infrastructure Improvements. Actively seek funding, including from local financing mechanisms (such as an enhanced infrastructure financing district (EIFD), for the SPA to enhance infrastructure for existing and new developments. Look for funding opportunities that support co-benefits like affordable housing, public transportation, pedestrian/bicycle use, and anti-displacement.
- Implementing Action I-3: Grants and Local, State or Federal Funding. Facilitate collaborative funding opportunities among City departments, including grants or local, State, or federal funding. This would

5-6

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include local financing mechanisms (such as potential enhanced infrastructure financing district (EIFD)). Use cross-departmental teams to brainstorm, research, and pursue funding for the actions throughout this document.

↑
5-6
cont.

Section 3.5 - 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

SacRT has reviewed and participated in the development of the City’s Climate Action and Adaptation Plan (CAAP); therefore, we understand the thresholds used to determine the Plan’s GHG-related impacts and agree that this impact is significant.

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

SacRT agrees that the identified mitigation is feasible for addressing the impact, and is supportive of the measure, primarily the implementation of Policy M-1.1 (prioritize Complete Streets concept that enables connected, comfortable, and convenient travel for those walking, rolling, and taking transit); Policy M-1.2 (prioritize mobility, comfort, health, safety, and convenience for those walking, followed by those biking and taking transit, ahead of design and operations for those driving); and Policy M-1.14 (building new sidewalks and crossings, especially within the high-injury network, in disadvantaged communities, near high-ridership transit stops, and near important destinations).

5-7

Mitigation Measure 3.5-1b: Implement the Greenhouse Gas Emission Reduction Actions of the CAAP

SacRT agrees that the identified mitigation is feasible for addressing the impact, and is supportive of the measure, primarily pertaining to the support of infill growth, and the support of public transit improvements to achieve 11% public transit mode share by 2030 (and maintain through 2045).

SacRT is prepared to work alongside the City to implement Mitigation Measures 3.5-1a and 3.5-1b to ensure less than significant impacts and is committed to helping the City achieve its public transit mode share goal.

Section 3.9 - Transportation and Circulation

SacRT recognizes the importance of the key federal, state, and regional and local regulations, laws, and policies that have been included as relevant to evaluating the Specific Plan’s potential impacts on transportation and circulation in the SPA.

Staff values the policies from the Sacramento Vision Zero Action Plan, particularly Action 4.2 (Improve safe pedestrian and bicycle access to transit stops along key bus routes and near light rail stations). Stockton Boulevard is a major transit corridor, and it is critical that safety and access to/from and surrounding the corridor be a high priority.

5-8
↓

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SacRT appreciates the inclusion of our District’s Service Standards, and more importantly, our Stockton Boulevard Implementation Plan that was released in July 2023, and SacRT’s Transit Action Plan from 2010. The Implementation Plan is geared to identify major capital and operational improvements along Stockton Boulevard to grow ridership by making transit service along the corridor more accessible and equitable, especially to underserved communities; therefore, it is a sensible guiding document for evaluating transportation impacts in the SPA. Although the Transit Action Plan is an older document, it also maintains SacRT’s target for Hi-Bus (or BRT) service on Stockton Boulevard, defined as having “*dedicated right-of-way at street level and signal priority at key intersections*”.

5-8
cont.

In addition, the City’s own Stockton Boulevard Corridor Plan also includes key analysis and design suggestions that SacRT believes should be considered in evaluating the transportation impacts in the SPA. The Corridor Plan refers to SacRT’s High-Capacity Bus Study, which targets improvements such as dedicated transit lanes to support bus rapid transit (BRT) service on the Stockton Boulevard corridor. The Corridor Plan also held interviews with representatives from the State Assembly and Senate, ensuing remarks about the possibility to increase Route 51 ridership even higher than it is today with increased frequency. In addition to State Government feedback, the Corridor Plan also includes responses from the community as it pertains to public transit on the corridor, with some respondents stating they would consider using public transit if there were “*transit-only lanes, bus shelters and benches, and access to real-time schedule information at stops*”. Ideas for improving the transit experience along the corridor also included “*install peak-period transit-only lanes*” as a suggestion.

5-9

Section 3.9.2 – Environmental Setting – Transit System

This section currently includes information about SacRT services; therefore, staff requests that **Routes 68, 137, and 138** be included, in addition to Routes 38, 51, 61 and 109, as operating near or along Stockton Boulevard. Additionally, please revise Route 51 to **15-minute headways** (not 12-minute), and Route 38 to **30-minute headways** (not 60-minute).

5-10

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

SacRT recognizes the impact assessment used to determine the VMT impact evaluation; therefore, we understand that this impact would be significant and unavoidable. Staff is very aware of the emerging trends and new technologies that influence transportation systems and changes in travel behavior that creates uncertainty. As such, SacRT believes that mitigation measures need to include robust strategies that are as transit supportive as possible, to help improve the uncertainties.

5-11

Mitigation Measure 3.9-1a: Project applicants shall prepare and implement a TDM Plan to guide implementation of TDM strategies for development.

SacRT agrees that the identified mitigation is feasible for addressing the impact, and is supportive of the measure, primarily the implementation of Measures T-3 (Provide Transit-Oriented Development), T-25 (Extend Network Coverage or Hours), T-26 (Increase Transit Service Frequency), T-27 (Implement Transit-Supportive Roadway Treatments), and T-28 (Provide Bus Rapid Transit). While all these TDM strategies are transit

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supportive, it should also be mentioned that they cannot be accomplished by one agency alone. For example, transit-oriented developments require alignment between the land use authority, the transit agency and the developer(s). Extending network coverage and increasing service frequency requires additional operating funds that currently do not exist within SacRT’s budget. Also, transit-supportive roadway treatments and the ability to implement BRT service requires collaboration on capital projects that can only be achieved in partnership. SacRT requests that the City carefully considers these comments when reviewing and approving project-specific transportation analyses and/or a TDM Plan.

5-11
cont.

Mitigation Measure 3.9-1b: Project applicants shall contribute to the City’s development impact fee program an amount determined by the City.

SacRT supports this measure and believes that financial contributions should only be applied towards improvement projects that demonstrate VMT reduction potential per CAPCOA (particularly ones stated above).

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

SacRT agrees that implementation of the Specific Plan does not include goals, policies, and actions that would adversely affect existing and planned public transit facilities or services or fail to adequately provide access to transit; however, it could have the potential to increase transit demand to exceed SacRT service and performance standards, and even with mitigation, it cannot be guaranteed that the impacts would be reduced to a less-than-significant level, making this impact significant and unavoidable. Staff are aware that the combination of post-pandemic ridership trends and other emerging transportation trends create uncertainties in understanding future effects.

5-12

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

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

While the effectiveness of TDM strategies cannot be known or guaranteed, SacRT would like to note that our ability to implement the transit performance improvements identified in these mitigation measures may be possible with sufficient transit funding, which could potentially increase from the population growth associated with the implementation of this Specific Plan. As such, that could potentially change the significance after mitigation to avoidable, but only if increased transit funding is guaranteed.

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

SacRT reiterates our comments on the prior two impacts stated above, as they relate to the Transportation and Circulation System, as well as Mitigation Measures 3.9-1a, 3.9-1b, 3.9-2a, and 3.9-2b. Staff would like to emphasize that while there are uncertainties in understanding future effects in combination with the cumulative development in the SPA, SacRT’s goals are very much aligned with the City’s goals when it comes to mitigating VMT and reducing GHG in the region. As such, SacRT is eager to collaborate with the City to ensure that success is achieved.

5-13



Section 4.4.2 - Alternative 2 - Enhanced Transit

SacRT fully supports this alternative to further reduce reliance on automobiles by enhancing transit facilities beyond the improvements identified in the Corridor Study, and consistent with the Stockton Boulevard Multimodal Partnership and Bus Rapid Transit (BRT) Corridor project. SacRT is heavily involved in this project, along with agency partners, which plan for transit improvements along Route 51 and the Stockton Boulevard corridor to provide enhanced bus service (BRT). Many of the operational and infrastructure needs, as well as safety and mobility improvements, require continued involvement by several separate agencies; therefore, SacRT will continue to coordinate on efforts to better define the feasibility of this alternative.

5-14

Thank you again for providing the opportunity to review and comment on the Stockton Boulevard Plan DEIR. SacRT is committed to helping the City bring significant value to the communities within the Stockton Boulevard Specific Plan Area.

Sincerely,

Sarah Poe

Sarah Poe

Senior Planner

SacRT

- Cc: Anthony Adams, Director of Planning
 James Drake, Senior Manager of Service Planning
 Kevin Schroder, Senior Planner
 Leo Torres, Planner
 Kevin Alvarez, Planning Intern
 Rowan Brandt, Planning Intern



Administrative Office
 1102 Q Street, Suite 3000, Sacramento, CA 95811

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 2810 O Street, Sacramento, CA 95816

www.sacr.com
Equal Opportunity Employer

RESPONSE TO COMMENT LETTER 5

- 5-1 The comment provides an introductory remark and does not address the accuracy or adequacy of the Draft EIR. No further response is required.
- 5-2 The comment provides a summary of the project and does not address the accuracy or adequacy of the Draft EIR. No further response is required.
- 5-3 The comment provides a list of project objectives that SacRT supports. The comment also provides suggestion to revise the objective related to enhancing the pedestrian and bicyclist environment. The support for explicit mention of “safe routes to transit” is noted. The City acknowledges the importance of safe routes to transit in a broader program to increase transit use and reduce VMT. Although not a stated objective of the plan, this consideration will be included in future transit study and programming.
- 5-4 The comment provides correction for Section 2.4.1 of the Draft EIR regarding existing bus routes in the vicinity of the Specific Plan Area. The text of the Draft EIR has been updated in response to the comment and is provided in Chapter 3, “Revisions to the Draft EIR.”
- 5-5 The comment acknowledges that the Specific Plan’s mobility and transportation are addressed through the adopted transportation-specific documents. The comment provides a summary of the project and does not address the accuracy or adequacy of the Draft EIR. No further response is required.
- 5-6 The comment expresses support for Stockton Boulevard Plan Policy I-1 and Implementing Actions H-1, E-1, I-2, and I-3. The comment provides a summary of the project and does not address the accuracy or adequacy of the Draft EIR. No further response is required.
- 5-7 The comment agrees with the impact conclusion and mitigation measures identified for Impact 3.5-1. The comment also states that SacRT is prepared to work alongside the City to implement the identified mitigation measures. The City appreciates the comment and is committed to working with SacRT in the future. The comment does not address the accuracy or adequacy of the Draft EIR; therefore, no further response is required.
- 5-8 The comment acknowledges the regulatory and environmental setting related to transportation and circulation included in Section 3.9, “Transportation and Circulation,” of the Draft EIR. The comment does not address the accuracy or adequacy of the Draft EIR; therefore, no further response is required.
- 5-9 The comment provides a summary of the Stockton Boulevard Corridor Plan. The Stockton Boulevard Corridor Plan is discussed in Section 3.9, “Transportation and Circulation,” of the Draft EIR (page 3.9-6). The comment does not address the accuracy or adequacy of the Draft EIR; therefore, no further response is required.
- 5-10 The comment provides correction for the transit system setting information on Section 3.9.2 of the Draft EIR. The text of the Draft EIR has been updated in response to the comment and is provided in Chapter 3, “Revisions to the Draft EIR.”
- 5-11 The comment acknowledges the assessment used to determine the VMT impact and expresses support for the identified mitigation measures. The comment also indicates that Transportation Demand Management (TDM) strategies in Mitigation Measures 3.9-1a cannot be accomplished by one agency alone and requests the City to consider these comments during review and

approval of project-specific transportation analyses and/or TDM Plan. The comment regarding TDM strategies will be considered when project-specific TDM Plan is being developed.

- 5-12 The comment agrees with the analysis and conclusion of Impact 3.9-2 and notes that SacRT could implement the strategies identified in Mitigation Measures 3.9-2a and 3.9-2b to avoid the identified significant impacts if transit funding is guaranteed. The comment does not address the accuracy or adequacy of the Draft EIR; therefore, no further response is required.
- 5-13 The comment reiterates Comments 5-11 and 5-12 and notes that SacRT's goals are aligned with the City's goals related to mitigating VMT and GHG impacts in the region. City staff will continue to reach out to SacRT staff and work collaboratively on implementation of transit improvements measures. The comment does not address the accuracy or adequacy of the Draft EIR; therefore, no further response is required.
- 5-14 The comment expresses support for Alternative 2. The City appreciates the comments and looks forward to working with SacRT. The comment does not address the accuracy or adequacy of the Draft EIR; therefore, no further response is required.

Comment Letter 6



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 Sacramento, CA 95827-3553
 Tel 916.876.6000
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 www.sacsewer.com

Letter 6

August 6, 2024

Mr. Scott Johnson
 City of Sacramento – Community Development Department
 300 Richards Boulevard, Third Floor
 Sacramento, CA 95811

Subject: NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE STOCKTON BOULEVARD SPECIFIC PLAN
File No: SCH# 2021070139

Dear Mr. Johnson,

The Sacramento Area Sewer District (SacSewer) has reviewed the subject document and has the following comments.

The Stockton Boulevard Plan consists of a Specific Plan and a Neighborhood Action Plan. The Specific Plan provides a planning framework for making decisions about development and other activities within the Specific Plan Area. This includes land use regulations and policies consistent with the City of Sacramento’s 2040 General Plan, designed to streamline the development process within the Specific Plan Area. The Neighborhood Action Plan includes desired Priority Actions, which are measures, procedures, or programs consistent with the 2040 General Plan. 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.

6-1

Note: Effective January 1, 2024, the Sacramento Regional County Sanitation District and the Sacramento Area Sewer District merged into one district called the Sacramento Area Sewer District, or SacSewer for short.

- *References to the Sacramento Regional County Sanitation District (SRCSD) and the Sacramento Regional Wastewater Treatment Plant (SRWTP) are to be revised to accurately reflect the service provider. SRCSD is to be referenced as SacSewer, and the SRWTP is to be referenced as the EchoWater Resource Recovery Facility (EchoWater Facility) throughout the document.*

6-2

The City and SacSewer will provide local sewer service to various areas of the proposed project site via local collection systems. These systems convey sewage from the local collection systems to the EchoWater Resource Recovery Facility for treatment, resource recovery, and disposal.

6-3

The City’s service area is provided conveyance via Sump 2/2A and the SacSewer City Interceptor system.



Board of Directors
 Representing:
 County of Sacramento | City of Citrus Heights
 City of Elk Grove | City of Folsom
 City of Rancho Cordova | City of Sacramento
 City of West Sacramento | County of Yolo

Christopher Dobson
 General Manager/District Engineer
Rosemary Clark
 Director of Collection System Operations
Sonny Lunde
 Director of EchoWater Operations

Mike Huot
 Director of Policy & Planning
Matthew Doyle
 Director of Internal Services

Masiku Tapa Banda
 Director of Finance
Nicole Coleman
 Director of Communications

Mr. Scott Johnson
 Stockton Boulevard Specific Plan
 SCH# 2021070139
 August 6, 2024
 Page 2

The project proponents will need to quantify the cumulative impacts of the proposed Project to ensure that wet and dry weather capacity limitations within Sump 2/2A and the City Interceptor are not exceeded.

↑
6-3
cont.

On March 13, 2013, SacSewer approved the Wastewater Operating Agreement between SacSewer and the City.

<i>Service Area</i>	<i>Flow Rate (MGD)</i>
<i>Combined Flows from Sump 2 and Sump 2A</i>	<i>60</i>
<i>Combined flows from Sumps 2, 2A, 21, 55, and 119</i>	<i>98</i>
<i>Total to City Interceptor of combined flows from Sumps 2, 2A, 21, 55, 119, and five trunk connections</i>	<i>108.5</i>

6-4

SacSewer is not a land-use authority and plans and designs its sewer systems using information from land-use authorities. SacSewer bases the projects identified within its planning documents on growth projections provided by these land-use authorities.

6-5

To receive sewer service, the project proponent must complete Sewer Master Plans and Sewer Studies that include connection points and phasing information to assess the existing capacity of the collection systems to determine if the current facilities can convey the additional flows generated by the Project.

6-6

In March 2021, the SacSewer Board of Directors approved the most current SacSewer planning document, the 2020 System Capacity Plan Update (SCP). In February 2013, the SacSewer Board of Directors adopted the Interceptor Sequencing Study (ISS). The SCP and ISS are on the SacSewer website at [System Capacity Plans - Sacramento Area Sewer District \(sacsewer.com\)](http://www.sacsewer.com).

Customers receiving service from SacSewer are responsible for rates and fees outlined within the latest SacSewer ordinance. Fees for connecting to the sewer system recover the capital investment of sewer and treatment facilities that serve new customers. SacSewer does not guarantee sewer service or system capacity to the property until the property obtains proper permits to connect to the system and pays all facility impact (capacity) fees. The SacSewer ordinances are on the SacSewer website at [Ordinances - Sacramento Area Sewer District \(sacsewer.com\)](http://www.sacsewer.com).

6-7

If you have any questions regarding these comments, please call me at (916) 876-6104.

Sincerely,
Robb Armstrong
 Robb Armstrong
 Policy & Planning

RESPONSE TO COMMENT LETTER 6

- 6-1 The comment indicates that SacSewer has reviewed the Draft EIR and provides a summary of the project. The comment does not address the accuracy or adequacy of the Draft EIR; therefore, no further response is required.
- 6-2 The comment request revisions throughout the Draft EIR to accurately reflect the service provider. The text of the Draft EIR has been updated to reflect the edits provided in the comment. Please see Chapter 3, "Changes to the Draft EIR," for the revised text.
- 6-3 The comment notes that the local sewer collection system provides wastewater service to portions of the plan area that would be conveyed to the EchoWater Facility, via the Sump 2/2A and SacSewer City Interceptor system. The comment also requests a quantitative analysis for potential cumulative impacts related to the capacity of the Sump 2/2A and Interceptor system be provided.

The impact analysis of buildout of the Specific Plan on wastewater treatment is evaluated in the Draft EIR under Impact 3.11-2 (pages 3.11-19 to 3.11-21). The methodology for wastewater analysis is described on pages 3.11-16 and 3.11-17 of the Draft EIR. Impact 3.11-2 includes quantitative discussion of wastewater generation anticipated from buildout of the Specific Plan based on the wastewater generation rate identified in *Stockton Boulevard Plan Infrastructure Utility Report*. As discussed under Impact 3.11-2, implementation of the Specific Plan would generate approximately 1.01 million gallons per day of dry weather flow in total. Wastewater flows to EchoWater Facility in 2014 were approximately 141 million gallons per day, compared to the capacity of 181 million gallons per day. Therefore, it is anticipated that the EchoWater Facility would have available capacity to serve the development associated with the Specific Plan.

The cumulative impact of any one future project within the Specific Plan on wet and dry weather capacity is not known at this time and would depend, in part, upon the generation rates of other projects in the Sump 2 and Sump 2A service areas. However, given that the projected flows from full buildout of the Specific Plan are a relatively small fraction (1/60th) of the capacity of the combined system, the potential for cumulative effects on capacity to result from implementation of the plan is low. As described in Response 6-6, below, additional evaluation of effects on sewer capacity would be conducted at the project-level.

- 6-4 The comment notes that SacSewer approved the Wastewater Operating Agreement between SacSewer and the City in 2013 and provides flow rate information for the service area. As described above, this capacity information illustrates that the Specific Plan is unlikely to generate substantial contributions to the capacity of the relevant systems at buildout.
- 6-5 The comment clarifies that SacSewer does not have any land use authority but plans and design its infrastructure based on growth projections from land-use authorities. The comment does not address the accuracy or adequacy of the Draft EIR; therefore, no further response is required.
- 6-6 The comment notes that project proponents must complete Sewer Master Plans and Sewer Studies to receive sewer service. Impact 3.11-2 of the Draft EIR includes discussion of the requirement of project-specific sanitary sewer and storm drainage studies on an individual basis (page 3.11-20).
- 6-7 The comment notes the applicable SacSewer planning document and study. The comment also states all customers of SacSewer are responsible for complying with the requirements for payment of fees for service and for new connection fees. The comment does not address the accuracy or adequacy of the Draft EIR; therefore, no further response is required.

3 REVISIONS TO THE DRAFT EIR

This chapter presents specific text changes made to the Draft EIR since its publication and public review. The changes are presented in the order in which they appear in the original Draft EIR and are identified by the Draft EIR page number. Text deletions are shown in ~~strike through~~, and text additions are shown in underline.

The information contained within this chapter clarifies and expands on information in the Draft EIR and does not constitute “significant new information” requiring recirculation. (See Public Resources Code Section 21092.1; State CEQA Guidelines Section 15088.5.)

3.1 REVISIONS TO THE EXECUTIVE SUMMARY

A minor correction is made to Table ES-1 on page ES-6 of the Draft EIR as follows:

<p>Impact 3.1-2: Cause Construction-Generated Criteria Air Pollutant or Precursor Emissions to Exceed SMAQMD-Recommended Thresholds</p> <p>Construction of the project would result in emissions that would exceed SMAQMD thresholds for PM10 and PM2.5. Because SMAQMD’s construction BMPs are not included as part of the project, the thresholds for both PM10 and PM2.5 are 0 lb/day and 0 tpy. With implementation of the feasible SMAQMD’s BMPs identified in Mitigation Measure 3.1-2, the PM10 and PM2.5 emissions resulting from construction would not exceed applicable thresholds. Therefore, this impact would be less than significant with mitigation.</p>	PS	<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<u>SMAQMD</u>) (2040 General Plan Policy ERC-4.5).</p>	LTS
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Minor corrections are made to Table ES-1 on page ES-7 of the Draft EIR as follows:

<p>Impact 3.1-3: Result in a Net Increase in Long-Term Operational Criteria Air Pollutant and Precursor Emissions That Exceed SMAQMD-Recommended Thresholds</p> <p>Development in the Specific Plan Area would result in operational emissions of ROG and PM10 that would exceed SMAQMD thresholds due to the use of consumer products and operational vehicle emissions. Implementation of Mitigation Measure 3.5-1b <u>Measures 3.1-3a and 3.1-3b</u> would reduce PM emissions associated with future development through the implementation of measures to reduce exhaust and fugitive dust, inclusion of low-emission vehicles, and electric development. However, at this level of analysis, it cannot be guaranteed that these measures would sufficiently reduce PM emissions. Thus, this impact would be significant and unavoidable</p>	SU	<p>Implement Mitigation Measure 3.5-1b.</p>	SU
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Minor corrections are made to Table ES-1 on page ES-8 of the Draft EIR as follows:

<p>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</p> <p>Implementation of the proposed Specific Plan, in combination with other cumulative development in the area, would involve development and redevelopment activities within the Specific Plan Area. Through adherence to applicable regulatory requirements and implementation of project-specific mitigation, the contributions of individual projects under the Specific Plan within the cumulative context would be less than cumulatively considerable. However, the Specific Plan would have a cumulatively considerable contribution to impacts related to operational emissions even with implementation of Mitigation Measure 3.5-1b Measures 3.1-3a and 3.1-3b. Therefore, impacts would be significant and unavoidable.</p>	<p>SU</p>	<p>No additional mitigation is feasible to reduce the Specific Plan's contribution to cumulative impacts other than Mitigation Measures 3.1-2, 3.5-1b 3.1-3a, 3.1-3b, and 3.1-4.</p>	<p>SU</p>
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Minor corrections are made to Table ES-1 on pages ES-11 through ES-13 of the Draft EIR as follows:

		<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 X: 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 <p>Mitigation Measure 3.3-1f: Design Consistency The City shall implement 2040 General Plan Policy HCR-1.3:</p> <ul style="list-style-type: none"> 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>Mitigation Measure 3.3-1fg: Demolition Mitigation</p>	
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	<p>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 X: 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 XX: 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. <p>Mitigation Measure 3.3-1gh: Protection during Construction</p> <p>The City shall include the following implementing actions in the Specific Plan:</p> <ul style="list-style-type: none"> Action X: Protection of Historic Resources During Construction. If a project within the Plan Area proposes demolition, alteration, or new 	
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		<p>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.</p> <ul style="list-style-type: none"> <p>Action XX: 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.</p> 	
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Minor corrections are made to Table ES-1 on page ES-19 of the Draft EIR as follows:

<p>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 Several schools are located in the vicinity of the Specific Plan Area. Although the nature and location of specific developments under the proposed Specific Plan are yet unknown, it is likely they would result in the routine transport, use, and storage of hazardous materials during construction and operation. Such use, though not expected to generate hazardous emissions or handle acutely hazardous materials our waste, could be proposed or could result through accident or upset conditions within 0.25 mile of a school. This impact would be less than significant with mitigation.</p>	<p>PS</p>	<p>Implementation of Mitigation Measure 3.6-1 Mitigation Measures 3.5-1a through 3.5-1f as detailed under Impact 3.5-1 above would be required.</p>	<p>LTS</p>
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To provide clarification for Mitigation Measure 3.10-1a, Table ES-1 on pages ES-31 and ES-32 of the Draft EIR is revised as follows:

<p>Impact 3.10-1: Cause a Substantial Adverse Change in the Significance of a TCR Future development under the Specific Plan could result in adverse impacts to resources with cultural value to a California Native American tribe. Implementation of mitigation measures would reduce impacts but not to a less-than-significant level. The impact would be significant and unavoidable.</p>	<p>S</p>	<p>Mitigation Measure 3.10-1a: Protect Discovered Tribal Cultural Resources If <u>any suspected tribal</u> cultural resources (such as structural features, 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 <u>tribal</u> cultural resources. This will be accomplished, if feasible, by several alternative means, including:</p> <ul style="list-style-type: none"> • Planning construction to avoid <u>tribal cultural resources and/or archaeological sites and/or other cultural resources</u>; incorporating cultural <u>these</u> resources within parks, green-space or other open space; covering archaeological resources; deeding a <u>tribal</u> 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 <u>tribal</u> cultural resources will be reviewed by the City representative, interested culturally affiliated <u>Native American tribes</u>, 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, 	<p>SU</p>
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	<p>modification of the design to eliminate or reduce impacts to <u>tribal</u> cultural resources or modification or realignment to avoid highly significant features within a <u>tribal</u> cultural resource.</p> <ul style="list-style-type: none"> • <u>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.</u> • If the discovered <u>tribal</u> 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. <u>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.</u> 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 <u>tribal</u> 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 <u>tribal</u> 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. • If a 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 shall 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. As part of the site investigation and resource assessment, the City and the archaeologist shall assess the significance of the find, make recommendations for further evaluation and treatment as necessary and provide proper management 	
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	<p>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 shall be provided to the City representative by the qualified archaeologist. These recommendations will be documented in the project record.</p> <p><u>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.</u></p> <p><u>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.</u></p> <p><u>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</u></p>	
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	<p><u>an impact conclusion of less-than significant may be reached:</u></p> <ul style="list-style-type: none"> • <u>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.</u> • <u>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:</u> <ul style="list-style-type: none"> ▪ <u>Protect the cultural character and integrity of the resource.</u> ▪ <u>Protect the traditional use of the resource.</u> ▪ <u>Protect the confidentiality of the resource.</u> ▪ <u>Establish permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or using the resources or places.</u> ▪ <u>Protect the resource.</u> 	
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In response to Comment 6-2, Table ES-1 on pages-36 of the Draft EIR is revised as follows:

<p>Impact 3.11-2: Require or Result in the Relocation or Construction of New or Expanded Wastewater Treatment and Stormwater Drainage Infrastructure</p> <p>Implementation of the Specific Plan would result in increased wastewater generation in areas. <u>SRWTP EchoWater Facility</u> would have adequate capacity to treat wastewater generated from development within the Specific Plan Area. However, development within the Specific Plan Area may require improvements to existing wastewater conveyance and stormwater drainage infrastructure. Improvements to wastewater conveyance and stormwater drainage infrastructure would be implemented in accordance with the City’s Design and Procedure Manual and would be required to pay CSS impact fees. Individual project compliance with existing regulations would ensure that impacts associated with infrastructure improvement would be less than significant.</p>	<p>LTS</p>	<p>No mitigation measures are required.</p>	<p>LTS</p>
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3.2 REVISIONS TO CHAPTER 1, “INTRODUCTION”

In response to Comment 6-2, text on page 1-5 of the Draft EIR is revised as follows:

Drainage from project sites in the Specific Plan Area would flow into the storm drainage system to the EchoWater Resource Recovery Facility (EchoWater Facility) ~~Sacramento Regional Wastewater Treatment Plant (SRWTP)~~ and be routed to the EchoWater Facility SRWTP headworks for treatment. There are also several drainage basins within the specific plan area

and within those drainage basins, the stormwater is sent to the City's pump station where it is then pumped out to either the CSS system or a creek.

Treated stormwater is discharged in accordance with ~~Regional San's~~ Sacramento Area Sewer District's (SacSewer's) existing NPDES permit (Order R5-2016-0020) for discharge of treated effluent to the Sacramento River and wastewater would continue to drain into EchoWater Facility's ~~SRWTP's~~ general sanitary sewer drainage system. Both drainage systems are routed to the EchoWater Facility ~~SRWTP~~ headworks for treatment, and wastewater would continue to be discharged in accordance with ~~Regional San's~~ SacSewer's existing NPDES permit. See Section ~~3.113-40~~, "Utilities and Service Systems," for further discussion.

In response to Comment 6-2, text on page 1-6 of the Draft EIR is revised as follows:

Drainage from the Specific Plan Area would continue to flow into the storm drainage system within the EchoWater Facility ~~SRWTP~~ site and be treated at the EchoWater Facility ~~SRWTP~~.

3.3 REVISIONS TO CHAPTER 2, "PROJECT DESCRIPTION"

In response to Comment 5-4, text on page 2-10 (Section 2.4.1) has been revised as follows:

There are ~~five~~ six primary bus routes that operate along or intersect the Specific Plan Area: 68-Oak Park (Cosumnes River College to Arden Fair Mall), 137-UCDMC (Bruceville & Whitelock to UCD Medical Center), 138-Causeway connection, 38- Tahoe Park (University/65th Street Station to Sacramento Valley Station), 51-Stockton/Broadway (Florin Towne Center to Downtown 8th and F), and 61-Fruitridge (Florin Towne Center - Pocket Transit Center).

In response to Comment 6-2, text on page 2-24 of the Draft EIR is revised as follows:

- Sacramento Area Sewer District (SacSewer) ~~Sacramento Regional County Sanitation District (SRCSD)~~
- approval of a pre-treatment permit from ~~SacSewer-SRCSD~~ to allow discharges associated with construction dewatering to the combined sewer system; and

3.4 REVISIONS TO SECTION 3.1, "AIR QUALITY"

To correct typo, text from Mitigation Measure 3.1-2 on page 3.1-16 of the Draft EIR is revised as follows:

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 (SMAQMDS ~~SMAWMD~~) (2040 General Plan Policy ERC-4.5).

Minor corrections are made to text on page 3.1-17 of the Draft EIR as follows:

Implementation of Mitigation Measure 3.5-1b ~~Measures 3.1-3a and 3.1-3b~~ would reduce PM emissions associated with future development through the implementation of measures to reduce exhaust and fugitive dust, inclusion of low-emission vehicles, and electric development.

Minor corrections are made to text on page 3.1-22 of the Draft EIR as follows:

However, the Specific Plan would have a cumulatively considerable contribution to impacts related to operational emissions even with implementation of Mitigation Measure 3.5-1b ~~Measures 3.1-3a and 3.1-3b~~.

Minor corrections are made to text on page 3.1-24 of the Draft EIR as follows:

As discussed in Impact 3.1-3, it cannot be guaranteed that Mitigation Measure 3.5-1b ~~Measures 3.1-3a and 3.1-3b~~ would be sufficient to reduce PM and ROG emissions below a significant level.

Mitigation Measures

No additional mitigation is feasible to reduce the Specific Plan's contribution to cumulative impacts other than Mitigation Measures 3.1-2, 3.5-1b ~~3.1-3a, 3.1-3b~~, and 3.1-4.

3.5 REVISIONS TO SECTION 3.3, "CULTURAL RESOURCES"

Minor corrections are made to Mitigation Measure 3.3-1e on page 3.3-12 of the Draft EIR as follows:

Mitigation Measure 3.3-1e: Assessing Impacts

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

- Action X: 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~~

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)

Minor corrections are made to the numbering of Mitigation Measure 3.3-1f on page 3.3-12 and Mitigation Measure 3.3-1g on page 3.3-13 of the Draft EIR as follows:

Mitigation Measure 3.3-1fg: Demolition Mitigation

Mitigation Measure 3.3-1gh: Protection during Construction

Two minor corrections are made to text on page 3.3-14 and 3.3-16 of the Draft EIR as follows:

Implementation of Mitigation Measures 3.3-1a through 3.3-1~~gh~~ would reduce the impacts to historic resources.

Mitigation Measures

No additional mitigation is feasible to reduce the Specific Plan's contribution to cumulative impacts other than Mitigation Measures 3.3-1a through 3.3-1~~gh~~ and 3.3-2a through 3.3-2c described above.

3.6 REVISIONS TO SECTION 3.6, "HAZARDS AND HAZARDOUS MATERIALS"

Minor corrections are made to Impact 3.6-2 discussion on pages 3.6-14 and 3.6-15 of the Draft EIR as follows:

Development under the proposed Specific Plan has the potential to result in the routine transport, use, or disposal of hazardous materials, as described under Impact ~~3.6-1-3.5-4~~. Four schools are located within 1/4 mile of the Specific Plan Area (see Table ~~3.6-3-3.5-3~~).

The Specific Plan intends to attract and facilitate infill development in the Specific Plan Area. Key aspects of the Specific Plan would include maintaining an affordable and stable housing stock and preventing residential displacement; building a mix of residential dwelling types, including units for families, unhoused neighbors, seniors, the workforce population, people with disabilities, and those formerly incarcerated; creating better walking and bicycle connections (including "complete streets") and bus services that provide safer and more comfortable access to schools, jobs, grocery stores, health care, and other destinations during the day and night; and enhancing the mix of local-serving businesses and public spaces that provide culturally relevant services, art, recreation, and entertainment in the community.

As discussed in Impact ~~3.6-1-3.5-4~~, construction and operation of such development in the Specific Plan Area would result in the transport, use, storage, and disposal of hazardous materials. Any such handling of hazardous materials, even with compliance with existing laws, regulations, and manufacturer's specifications for handling and storage, can pose a risk of release to the environment and human exposure, and children are more vulnerable than adults to exposure to hazardous materials. Projects proposed in the Specific Plan Area would be required to comply with applicable federal, State, and local regulations, which would reduce the potential for hazardous emissions or inappropriate handling of hazardous or acutely hazardous materials, substances, or waste. However, as described in Impact ~~3.6-1-3.5-4~~, compliance with federal, state, and local regulations and City policies would minimize but not eliminate the risk of a spill or accidental release of hazardous materials during construction and operation of development pursuant to the plan. The potential for hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school would be **potentially significant**.

Mitigation Measures

Implementation of Mitigation ~~Measure 3.6-1~~ ~~Measures 3.5-1a through 3.5-1f~~ as detailed under Impact ~~3.6-1-3.5-4~~ above would be required.

Significance after Mitigation

The proposed plan would be required to implement Mitigation Measures 3.5-1a through 3.9-5f, detailed under Impact ~~3.6-1~~ ~~3.5-1~~. Implementation of Mitigation ~~Measure 3.6-1~~ ~~Measures 3.5-1a through 3.5-1f~~, 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. With the incorporation of Mitigation ~~Measure 3.6-1~~ ~~Measures 3.5-1a through 3.5-1f~~, impacts would be reduced to a **less-than-significant level**.

3.7 REVISIONS TO SECTION 3.9, “TRANSPORTATION AND CIRCULATION”

In response Comment 5-10, text on page 3.9-9 of the Draft EIR is revised as follows:

SacRT bus routes, including the 38, 51, 61, 68, 137, 138, and the 109 Express, operate near or along Stockton Boulevard (Figure 3.9-1). Bus Route 51 has the highest ridership in the SacRT system, with over 2,000 daily riders. Route 51 is the most frequent route serving Stockton Boulevard, with ~~12- to 15-minute~~ headways during peak travel times. Route 38, which travels along 39th Street, Stockton Boulevard, and Broadway in the Specific Plan Area, has ~~30-60-~~ minute headways throughout the day. Route 68 – Oak Park bus serves 69 bus stops in the Sacramento area departing from Cosumnes Light Rail Station/Bus Bay 4 and ending at Arden Fair Mall / Terminal. Route 137 serves 17 bus stops departing from 45th Street/Y Street and ending at Bruceville Rd / Whitelock Parkway. Route 138 serves 5 bus stops in the Sacramento area departing from Y Street/45th and ending at Hutchison Drive / California Way. The busiest bus stops along Stockton Boulevard are those at Broadway, serving Routes 51 and 38, and Fruitridge Road, serving Routes 51 and 61. Of the 42 stops within the Specific Plan Area, almost half are equipped with benches and a bus shelter.

3.8 REVISIONS TO SECTION 3.10, “TRIBAL CULTURAL RESOURCES”

To provide clarification, Mitigation Measure 3.10-1a on page 3.10-8 of the Draft EIR is revised as follows:

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

If any suspected tribal cultural resources (such as ~~structural features~~, 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 ~~and/or other cultural resources~~; 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 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 shall 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. As part of the site investigation and resource assessment, the City and the archaeologist shall 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 shall be provided to the City representative by the qualified archaeologist. These recommendations will be documented in the project record.~~

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 purposes of preserving or using the resources or places.
 - Protect the resource.

3.9 REVISIONS TO SECTION 3.11, “UTILITIES AND SERVICE SYSTEMS”

In response to Comment 6-2, text on page 3.11-1 of the Draft EIR is revised as follows:

Comments related to utilities and service systems were received in response to the Notice of Preparation from the Sacramento Municipal Utility District (SMUD) and the Sacramento Area Sewer District (SacSewer) ~~Sacramento Regional County Sanitation District (Regional San)~~.

In response to respond to Comment 6-2, text on page 3.11-4 of the Draft EIR is revised as follows:

In April 2016, the Central Valley Regional Water Quality Control Board (RWQCB) issued Waste Discharge Requirement (WDR) Order No. R5-2016-0020 (NPDES No. CA 0077682) to ~~the Regional San SacSewer~~ for its ~~Sacramento Regional Wastewater Treatment Plant (SRWTP)~~ EchoWater Resource Recovery Facility (EchoWater Facility), which treats wastewater from its service area before discharging it to the Sacramento River. The original permit for the EchoWater Facility SRWTP was issued in October 1974.

Depending on flow volumes, wastewater and stormwater flows in this system are conveyed to the EchoWater Facility SRWTP, Combined Wastewater Treatment Plant (CWTP) at South Land Park Drive and 35th Avenue, and Pioneer Reservoir at Front and V streets near the Sacramento River. The Order does not apply to operations at EchoWater Facility SRWTP.

In response to Comment 6-2, text on page 3.11-8 of the Draft EIR is revised as follows:

The MOU must specify the type of groundwater discharge, flow rates, discharge system design, a City-approved contaminant assessment of the proposed groundwater discharge indicating tested levels of constituents, and a City-approved effluent monitoring plan to ensure contaminant levels remain in compliance with State standards or ~~the Sacramento County Regional Sanitation District (Regional San) SacSewer~~ and Central Valley Water Board-approved levels. All groundwater discharges to the sewer must be granted a ~~Regional San SacSewer~~ discharge permit. If the discharge is part of a groundwater cleanup or contains excessive contaminants, Central Valley Water Board approval is also required.

In response to Comment 6-2, Table 3.11-1 of the Draft EIR (page 3.11-9) is revised as follows:

Wastewater Treatment	SacSewer Sacramento Regional County Sanitation District (SRCSD)
Stormwater Conveyance	City of Sacramento Department of Utilities (Combined Sewer System) and SacSewer Sacramento Area Sewer District (SASD)

In response to Comment 6-2, text on page 3.11-9 of the Draft EIR is revised as follows:

The City provides domestic water to the Specific Plan Area and utilizes both surface water and groundwater to meet water demands. The City treats surface water diverted from the Sacramento River and American River through EchoWater Facility SRWTP and the E.A.

EchoWater Facility SRWTP began operation in 1924 with an initial capacity of 32 mgd and treats water diverted from the Sacramento River approximately 0.5 miles downstream of the confluence of the American River. A new water intake structure, located approximately 700 feet downstream of the old intake structure, was completed in 2003. Other expansions and modifications completed by the City since the 1920s increased the treatment plant design capacity to 160 mgd. The most recent project was completed in 2016, which replaced many of the older facilities at the EchoWater Facility SRWTP in order to maintain the 160 mgd capacity into the foreseeable future.

In response to Comment 6-2, text on page 3.11-11 of the Draft EIR is revised as follows:

It is important to note that the WFA does not restrict diversion under the City's American River entitlements from a Sacramento River diversion point (which leaves the water in the American River throughout its reaches); therefore, during a Conference Year condition the City's annual surface water diversion amounts are limited only by the FWTP Conference Year condition and the diversion and treatment capacity at the EchoWater Facility SRWTP.

In 2015, the City collaborated with ~~Regional San SacSewer~~ and the Sacramento Power Authority (SPA), a significant City water customer, on recycled water planning which was used for the Recycled Water Feasibility Study to determine the feasibility of providing recycled water to the southwest portion of the City and to SPA's cogeneration plant (Cogen Facility). In April 2016, following completion of this study, the City and ~~Regional San SacSewer~~ executed a Principles of Agreement for a Water Recycling Program which serves as an interim document that describes the proposed institutional structure for ~~Regional San SacSewer~~ and the City Water Recycling Program. ~~Regional San SacSewer~~ and SPA, in coordination with the City, cooperated in the development of a Phase 1 water recycling project that delivers recycled water via a new transmission pipeline from the ~~Sacramento Regional Wastewater Treatment Plant~~ EchoWater Facility to the Cogen Facility. This transmission pipeline was upsized to provide additional capacity to serve potential future recycled water users within the City. Construction of the SPA Cogen Facility is now complete and operations testing of the pipeline was conducted in 2020.

In response to Comment 6-2, text on pages 3.11-13 and 3.11-14 of the Draft EIR is revised as follows:

The City operates pumping facilities throughout the City. There are 18 high lift service pumps at EchoWater Facility SRWTP and FWTP.

Wastewater flows collected from the Specific Plan Area are ultimately transported into ~~SRWTP~~ EchoWater Facility, which is located in Elk Grove and is owned and managed by ~~Regional San SacSewer~~. Currently, SRWTP has a NPDES permit issued by the Central Valley RWQCB for discharge of up to 181 mgd of treated effluent into the Sacramento River.

In Spring 2023, ~~Regional San SacSewer~~ completed the EchoWater Project, a major upgrade to ~~the former Sacramento Regional Wastewater Treatment Plant~~ SRWTP. The EchoWater Project was carried out to meet new water quality requirements that were issued by the Central Valley RWQCB as part of ~~Regional San's SacSewer's~~ 2010 discharge permit. The requirements are designed primarily to help protect the Delta ecosystem downstream by removing most of the ammonia and nitrates and improving the removal of pathogens from wastewater discharge. The upgrade includes deployment of new treatment technologies and facilities that have increased the quality of effluent discharged into the Sacramento River and ensure that the ~~SRWTP~~ EchoWater Facility discharge constituents are below permitted discharge limits specified in the NPDES permit. Flows to ~~SRWTP~~ EchoWater Facility have decreased as a result of water conservation efforts over the last 10 years. Further, adequate capacity for wastewater is anticipated well into the future. Flows in 2014 were approximately 141 mgd, compared to the capacity of 181 mgd stated above. It is not anticipated that ~~Regional San SacSewer~~ would need to consider further improvements to ~~SRWTP~~ EchoWater Facility until after 2050.

For secondary treatment and disinfection of the flow, the City has a MOU with the ~~SRWTP~~ EchoWater Facility to convey 60 mgd.

Excess flows from ~~SRWTP~~ EchoWater Facility and CWTP are diverted to Pioneer which can provide primary treatment of 250 mgd and flow capacity of up to 500 mgd depending on the river stage. When all three treatment facilities (~~SRWTP~~ EchoWater Facility, CWTP, and Pioneer) have exceeded their treatment capacity of 440 mgd, excess flows may be directly

discharged into the Sacramento River without treatment via Sump 2. Sump 1 also has the ability to discharge flows directly to the river.

In response to Comment 6-2, text on page 3.11-15 of the Draft EIR is revised as follows:

South of 14th Avenue, the Specific Plan Area is served by a separated sanitary sewer system served by SacSewer-SASD.

In response to Comment 6-2, text on page 3.11-19 of the Draft EIR is revised as follows:

Implementation of the Specific Plan would result in increased wastewater generation in areas. SRWTP-EchoWater Facility would have adequate capacity to treat wastewater generated from development within the Specific Plan Area.

In response to Comment 6-2, text on page 3.11-20 of the Draft EIR is revised as follows:

Wastewater flows to SRWTP-EchoWater Facility in 2014 were approximately 141 mgd, compared to the capacity of 181 mgd. Therefore, it is anticipated that SRWTP-EchoWater Facility would have available capacity to serve the development associated with the Specific Plan. Implementation of the Specific Plan would not necessitate the expansion of SRWTP-EchoWater Facility to accommodate the additional wastewater flows requiring treatment.

CSS and SacSewer-SASD have insufficient infrastructure capacity to serve wet weather flows and combined sewer outflows and overflows occur during heavy rainfall storm events.

In response to Comment 6-2, text on page 3.11-24 of the Draft EIR is revised as follows:

The cumulative context for wastewater treatment includes the SRWTP-EchoWater Facility service area (i.e., City of Sacramento, Citrus Heights, Folsom, Rancho Cordova, Elk Grove, West Sacramento, and select unincorporated areas of Sacramento County).

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4 REFERENCES

Sacramento Area Council of Governments. 1999. Saramento Executive Airport Comprehensive Land Use Plan. Available:
<https://www.sacog.org/home/showpublisheddocument/1750/638376325699370000>

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