

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 27-28, 2021

From: MITCH WEISS, Executive Director

Reference Number: 2.2c. (4), Action

Prepared By: Jose Oseguera
Assistant Deputy Director

Published Date: January 15, 2021

Subject: Approval of Project for Future Consideration of Funding – Final Environmental Impact Report for the Triangle Specific Plan, including an Addendum, for the Riverfront Street Extension and 5th Street Widening Project, Resolution E-21-15

Recommendation:

Staff recommends the California Transportation Commission (Commission), as a Responsible Agency, accept the Final Environmental Impact Report for the Triangle Specific Plan, including an Addendum, for the Riverfront Street Extension and 5th Street Widening Project (Project) in Yolo County, and approve the Project for future consideration of funding.

Issue:

The City of West Sacramento (City) is the California Environmental Quality Act lead agency for the Project. The Project will extend Riverfront Street approximately 0.15-miles as a two-lane roadway, including the widening of 5th Street with a Class IV bikeway with sidewalks, lighting, utility changes, and landscaping. The Project is located on Riverfront Street from its current terminus at Mill Street, extending under the highway, and includes the widening of 5th Street between Mill Street and 15th Street in West Sacramento, Yolo County.

For all projects that are anticipated to be funded through a program under the purview of the Commission, full compliance with the California Environmental Quality Act (CEQA) is required. The Commission will not allocate funds to projects for design, right-of-way or construction until the environmental document is complete, and the Commission has approved the environmentally cleared project for future funding consideration.

Background:

On November 18, 2009, the West Sacramento City Council adopted a Final Environmental Impact Report, including the Statement of Overriding Considerations, and determined that

impacts related to aesthetics, air quality, hazards, noise, and transportation would be significant and unavoidable.

The West Sacramento City Council found there were several benefits that outweigh the unavoidable adverse impacts of the project. These overriding benefits include economic, legal, social, and technological considerations that outweigh the identified significant effects on the environment. The West Sacramento City Council determined that the Project would accomplish the following multi-modal benefits:

- Provides measures to achieve Complete Streets goals.
- Provides multimodal access to employment, civic, educational, and commercial centers.
- Provides bicyclists, pedestrians, transit riders, and motorists with connectivity.

Since adoption of the Final Environmental Impact Report, the West Sacramento City Council issued minor, non-substantial technical changes and documented those modifications through an Addendum.

On November 6, 2019, the West Sacramento City Council approved the Addendum, incorporating additional modifications to extend Riverfront Street 900 feet south from Mill Street, and include sewer, water and storm drainage, and overhead utilities.

On November 4, 2020, the City confirmed that the Final Environmental Impact Report remains valid and that there are no new identified impacts requiring mitigation. The City also confirmed that the preferred alternative set forth in the final environmental documents are consistent with the Project scope of work programmed by the Commission.

The Project is estimated to cost \$6,458,000 and is fully funded through construction with Congestion Mitigation and Air Quality Funds (\$400,000), State Transportation Improvement Program Funds (\$3,281,000), and City Local Funds (\$2,777,000).

Construction is estimated to begin in Fiscal Year 2020-21.

Attachments:

- Attachment A: Resolution E-21-15
- Attachment B: Statement of Overriding Considerations
- Attachment C: Notice of Determination

- Attachment D: Project Location Map

**CALIFORNIA TRANSPORTATION COMMISSION
Resolution for Future Consideration of Funding**

**3 – Yolo County
Resolution E-21-15**

- 1.1 WHEREAS, the City of West Sacramento (City) has completed a Final Environmental Impact Report for the Triangle Specific Plan, including an Addendum, pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the Riverfront Street Extension and 5th Street Widening Project (Project) in Yolo County; and
- 1.2 WHEREAS, the City has certified that the Final Environmental Impact Report, including an Addendum, has been completed pursuant to CEQA and the CEQA Guidelines; and
- 1.3 WHEREAS, the Project is located on Riverfront Street from its current terminus at Mill Street, extending under the highway, and includes the widening of 5th Street between Mill Street and 15th Street in West Sacramento, Yolo County; and
- 1.4 WHEREAS, the Project will extend Riverfront Street approximately 0.15-miles as a two-lane roadway, including the widening of 5th Street with a Class IV bikeway with sidewalks, lighting, utility changes, and landscaping; and
- 1.5 WHEREAS, the California Transportation Commission (Commission), as a Responsible Agency, has considered the information contained in the Final Environmental Impact Report and Addendum; and
- 1.6 WHEREAS, on November 18, 2009, the West Sacramento City Council adopted the Final Environmental Impact Report; and
- 1.7 WHEREAS, the West Sacramento City Council determined that impacts related to aesthetics, agricultural resources, air quality, cultural resources, greenhouse gas emissions, flooding, noise, growth inducement, traffic, stormwater facilities, and water supply would be significant and unavoidable; and
- 1.8 WHEREAS, the West Sacramento City Council adopted a Statement of Overriding Considerations for the Project finding that the Project benefits outweigh the unavoidable adverse environmental impacts; and
- 1.9 WHEREAS, the above-referenced significant effects are acceptable when balanced against the facts set forth in the Statement of Overriding Considerations; and

- 1.10 WHEREAS, on November 6, 2019, the West Sacramento City Council approved the Addendum; and
- 1.11 WHEREAS, on November 4, 2020, the City confirmed that the Final Environmental Impact Report remains valid and that there are no new identified impacts requiring mitigation; and
- 1.12 WHEREAS, on November 4, 2020, the City also confirmed that the preferred alternative set forth in the final environmental documents is consistent with the Project scope of work programmed by the Commission; and
- 1.13 WHEREAS, the Commission, as a Responsible Agency, has considered the information contained in the Final Environmental Impact Report, the Statement of Overriding Considerations, and Addendum.
- 2.1 NOW, THEREFORE, BE IT RESOLVED that the Commission does hereby accept the Final Environmental Impact Report and Statement of Overriding Considerations, including an Addendum, for the above-referenced Project to allow for future consideration of funding.

NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attn: Jose Oseguera
1120 N Street, MS 52
Sacramento, CA 95814
(916) 653-2094

Subject: Filing of Notice of Determination in compliance with Section 21108 of the Public Resources Code.

Project Title: Triangle Specific Plan

2008072024	Olesya Tribukait	(707) 446-5579
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): The project is located on Riverfront Street from its current terminus at Mill Street, extending under the highway, and includes the widening of 5th Street between Mill Street and 15th Street in West Sacramento, Yolo County.

Project Description: The project will extend Riverfront Street approximately 0.15-miles as a two-lane roadway, including the widening of 5th Street with a Class IV bikeway with sidewalks, lighting, utility changes, and landscaping.

This is to advise that the California Transportation Commission has approved the above described project on

(Lead Agency/ Responsible Agency)

January 27-28, 2021, and has made the following determinations regarding the above described project:

1. The project (will/ will not) have a significant effect on the environment.
2. A Final Environmental Impact Report and Addendum was prepared for this project pursuant to the provisions of CEQA.
 A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (were/ were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (was / was not) adopted for this project.
5. A Statement of Overriding Considerations (was / was not) adopted for this project.
6. Findings (were/ were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: 1110 West Capitol Avenue, West Sacramento, CA 95605

MITCH WEISS		Executive Director California Transportation Commission
<i>Signature (Public Agency)</i>	<i>Date</i>	<i>Title</i>

Date received for filing at OPR:

STATEMENT OF OVERRIDING CONSIDERATION

A Mitigation Monitoring Program (“MMP”) was prepared for the Project, and approved by the City by the same resolution that has adopted these findings. (See Pub. Resources Code, § 21081.6, subd. (a)(1); CEQA Guidelines, § 15097.) The City will use the MMP to track compliance with Project mitigation measures. The MMP will remain available for public review during the compliance period.

VIII. SIGNIFICANT EFFECTS AND MITIGATION MEASURES

The Draft SEIR identified a number of significant and potentially significant environmental effects (or impacts) that the Project will cause or contribute to. Some of these significant effects can be fully avoided through the adoption of feasible mitigation measures. Other effects cannot be avoided by the adoption of feasible mitigation measures or alternatives, and thus will be significant and unavoidable. Some of these unavoidable significant effects can be substantially lessened by the adoption of feasible mitigation measures. Other significant, unavoidable effects cannot be substantially lessened or avoided. For reasons set forth in Section XIII infra, however, the City has determined that overriding economic, social, and other considerations outweigh the significant, unavoidable effects of the project.

The City’s findings with respect to the proposed Project’s significant effects and mitigation measures are set forth in the Final EIR and in the table attached to these findings as Exhibit A. The findings set forth in the table are hereby incorporated by reference.

This table does not attempt to describe the full analysis of each environmental impact contained in the Final EIR. Instead, the table provides a summary description of each impact, describes the applicable mitigation measures identified in the Final EIR and adopted by the City, and states the City’s findings on the significance of each impact after imposition of the adopted mitigation measures. A full explanation of these environmental findings and conclusions can be found in the Final EIR and these findings hereby incorporate by reference the discussion and analysis in the Final EIR supporting the Final EIR’s determinations regarding mitigation measures and the Projects’ impacts and mitigation measures designed to address those impacts. In making these findings, the City ratifies, adopts and incorporates the analysis and explanation in the Final EIR in these findings, and ratifies, adopts and incorporates in these findings the determinations and conclusions of the Final EIR relating to environmental impacts and mitigation measures, except to the extent any such determinations and conclusions are specifically and expressly modified by these findings.

Impacts Found Not to be Significant and Thus to Require No Mitigation

See table entitled “Table of Impacts, Mitigation Measures, and CEQA Findings of Fact,” attached as Exhibit A.

Potentially Significant Impacts that are Avoided or Reduced to a Less-than-Significant Level

As authorized by Public Resources Code section 21081 and CEQA Guidelines 15091, 15092, and 15093, the City finds that, unless otherwise stated, all of the changes or alterations to the proposed Project listed in the attached table (Exhibit A), which mitigate or avoid the significant or potentially significant environmental impacts, as identified in the EIR, have been required in, or incorporated into, the proposed Project, that these mitigation measures will be effective to

reduce or avoid the potentially significant impacts as described in the EIR, and that these mitigation measures are feasible to implement and are within the responsibility and jurisdiction of the City of West Sacramento to implement or enforce. These Findings of Fact are supported by substantial evidence in the whole record of these proceedings as stated below.

Significant Impacts that Cannot be Avoided or Reduced to a Less-than-Significant Level

The City of West Sacramento finds, based on substantial evidence in the whole record of this proceeding, that, where feasible, changes or alterations have been required, or incorporated into, the proposed Project to reduce the significant environmental impacts listed below as identified in the EIR. The City finds further, based on substantial evidence in the whole record of this proceeding, that, despite the incorporation of mitigation measures, specific economic, legal, social, technological, or other considerations make infeasible or ineffective certain mitigation measures analyzed to reduce the following impacts to a less-than-significant level. Unless otherwise noted, the City of West Sacramento hereby finds the following mitigation measures infeasible or ineffective in reducing impacts to a less-than-significant level, and therefore finds the following impacts significant and unavoidable.

Aesthetics

1993 Impact 4.4-1: Development of the proposed plan would substantially alter the existing visual character of the area

Mitigation Measure 4.4-1a: [New] Underground New Utilities.

Where feasible, the project sponsor will underground new utilities to minimize their visual intrusion upon the landscape, as identified in the West Sacramento General Plan.

Mitigation Measure 4.4-1b: [New] Implement Best Management Practices to Implement Project Landscaping Plan.

Prior to approval of building permit, the City shall review project designs to ensure that the following elements are implemented in the Project landscaping plan to the extent feasible:

- 100% of the species composition of open space areas shall reflect species that are native and indigenous to the Plan Area and California. The species list should include trees, shrubs, and an herbaceous understory of varying heights, as well as evergreen and deciduous types. Plant variety will increase diversity by providing multiple layers, seasonality, more diverse habitat, and reduced susceptibility to disease.
- 100% of the plant composition for landscaping in parks and public/quasi public and commercial areas shall be comprised of species that are native and indigenous to the Plan Area and California. Use of native species promotes a visual character of California that is being lost through development and reliance on non-native ornamental plant species. Native plant species can be used to create attractive spaces, high in aesthetic quality, that are not only drought-tolerant but attract more wildlife than traditional landscape plant palettes.
- Under no circumstances will any invasive plant species be used at any location.
- Vegetation shall be planted within the first year following Project completion.
- An irrigation and maintenance program shall be implemented during the plant establishment period and carried on permanently.

- All irrigation installations shall conform to the Sacramento Regional County Sanitation District standards for use of recycled, reclaimed or other non-potable water for landscape irrigation. Where feasible, landscape irrigation systems will include the means to use non-potable, rather than treated municipal water for landscape irrigation (e.g., well water, captured runoff, recycled water from water play features, etc.).
- Irrigation in public and commercial areas shall utilize a smart watering system that evaluates the existing site conditions and plant material against weather conditions to avoid overwatering of such areas. The irrigation system will be managed in such a manner that any broken spray head, pipes, or other components of the system are fixed within one to two days, or the zone or system will be shut down until it can be fixed to avoid undue water flows.

Mitigation Measure 4.4-1c: [New] Develop architectural guidelines for the Triangle plan area.

The City will develop architectural guidelines for the Triangle Plan Area for projects not included under the Proposition 1C Program that facilitate the creation of sense of place that is architecturally in keeping with local vernacular and aesthetically pleasing while allowing for a distinctness that is identifiable with the Triangle Plan Area. Prior to approval of building permits, the City shall review project designs to ensure that the project proponent meets the standards set forth in the architectural guidelines.

The 1993 Triangle Specific Plan EIR concluded that there would be a beneficial impact on the visual character by shifting the land use to something that would be perceived as an aesthetic improvement. However, changing the existing warehouse and industrial character of the Plan Area would be a dramatic contrast to the planned character, which is urbanized with mixed uses, including parks, a riverfront promenade, and residential and commercial developments. Amendments to the Triangle Specific Plan are consistent with the original analysis and will create a perceived improvement to the overall visual character of the Plan Area. Implementation of Mitigation Measures 4.4-1a, 4.4-1b and 4.4-1c would help ensure an improvement to the site's character. (Draft SEIR pp4A-9 – 4A-10)

1993 Impact 4.4-2: [Revised] Development in the Plan Area would differ substantially from the visual form of adjacent existing structures, particularly in relation to height, bulk, or massing (significant and unavoidable)

Mitigation Measure 4.4-2a: [New] Improve visual quality of the water tank to the highest degree possible

The proposed water tank will be located within a park that is in very close proximity and adjacent to the Ironworks residents. Because of this, measures must be taken to ensure that the design of the water tank addresses its appearance in a way that is sensitive to its surrounding context and precludes it from becoming a visual blight. Every measure must be made to make the water tank become an accepted part of the community, as much as possible, upon installation and to ensure that it complements its surroundings, if not facilitates it becoming a point or landmark of beneficial visual interest that is high in aesthetic quality. The City will investigate, evaluate, and implement visual improvement and visual screening measures to improve the visual quality of the water tank, given its location, to the highest degree possible.

Tank Surface Treatment

At a minimum, local artists and designers shall be invited, such as in a design competition, to create a mural or similar aesthetic treatment that will be applied to the face of the water tank. The treatment/design shall be aesthetically pleasing to the majority and either celebrate the local environmental, historical, and/or cultural heritage or be of an artistic nature that complements the urban fabric and surrounding context. Appropriate paint type and surfacing materials will be selected to ensure long term durability of the painted or treated surfaces. The City will maintain the paint color or aesthetic treatment over time.

The City shall also consider a design application to alter the appearance of the proposed tank to one that is more architectural in nature, that is more in scale with the surrounding built environment, and that may have a functional use within the landscape. An example design precedent can be seen in the water tank in Seattle, Washington's Volunteer Park where the water tank appears to be round brick building and has an enclosed viewing room at the top of the structure. Such considerations could include facing the water tank in an architectural manner, having a series of smaller tanks that are enclosed in buildings that complement the Ironworks development, and/or creatively integrated the water tank structure into a park design to somehow become a functional part of the landscape.

Local involvement in this project would reduce the perceived adverse impact. Because residents of Ironworks would be so greatly affected by the placement of the water tank, their input shall be elicited during the design process. Whether a mural or architectural treatment is applied, design alternatives shall be presented and voted upon by the residents. In addition, residents' comments shall be evaluated for their value in potential design modifications to ensure a final treatment that meets all parties' expectations within the City's ability to implement them.

Vegetative Screening and Accents

Vegetative accents and screening would be installed, consistent with Mitigation Measure AES-1b: [New] Implement best management practices to implement project landscaping plan for open spaces to aid in a perceived reduction in the scale and mass of the water tank, while accentuating the design treatment that will be applied to the water tank surface. Plant selection would be based on its ability to screen the water tank and provide aesthetic accents and would include evergreen and deciduous tree and shrub species that would provided multi layering, seasonal variety, and be visually pleasing to improve aesthetics.

Use of Berms

Landscape berms, combined with tree and shrub plantings would help screen the facility from existing viewpoints by allowing for additional height. The landscape berms would be constructed in a manner that has a more natural form, as opposed to one that is highly regular and levee like. The berms would be seeded with a native meadow erosion control seed mix and be planted to comply with *Vegetative Screening* above.

Because the water tank is has a larger mass and form than existing elements, it would detract from the overall visual quality in this viewshed, especially compared to the 1993 Triangle Specific Plan that proposed Park Blocks in this location. This impact is considered significant and unavoidable. Implementation of Mitigation Measures 4.4-2a and 4.4-2b would help reduce, but not eliminate these impacts. (Draft SEIR pp. 4A-10 – 4A-11)

1993 Impact 4.4-3: [Revised] Implementation of the Plan would substantially alter the relationship between the Plan Area and surrounding sensitive receptors and key observations points (significant and unavoidable)

With the exception of the water tank, amendments to the Triangle Specific Plan are consistent with the original analysis. However, because visual affect the water tank would have on sensitive receptors and the impact upon the anticipated community character, this impact is considered significant and unavoidable. Implementation of Mitigation Measures 4.4-2a and 4.4-2b would help reduce, but not eliminate these impacts. (Draft SEIR pp. 4A-10 – 4A-11; 4A-13 – 4A-14)

1993 Impact 4.4-4: [Revised] Development of the proposed Plan Area would be consistent with City goals and policies relating to community character (significant and unavoidable)

With the exception of the water tank, amendments to the Triangle Specific Plan are consistent with City goals and policies and will improve the overall visual character of the Plan Area. However, because of the inconsistencies resulting from the water tank to City goals and policies regarding community character, this impact is considered significant and unavoidable. Implementation of Mitigation Measures 4.4-2a and 4.4-2b would help reduce, but not eliminate these impacts. (Draft SEIR pp. 4A-10 – 4A-11; 4A-14 – 4A-15)

Air Quality

1993 Impact 4.6-2: Implementation of the Plan would increase ROG, NOx, and CO emissions because of construction-related activities (significant and unavoidable)

1993 Mitigation Measure 4.6-2: [Revised] Developers will be responsible for ensuring that contractors reduce ROG, NOx, and CO emissions by complying with the construction vehicle air pollutant control strategies developed by the YSAQMD

Construction contracts shall include the following requirements:

- Construction equipment operators shall shut off equipment when not in use to avoid unnecessary idling. As a general rule, vehicle idling should be kept below 5 minutes.
- Construction equipment shall be properly maintained and in good operating condition.
- During smog season (May through October), the construction period shall be lengthened from 7 a.m. to 7 p.m. to minimize the number of vehicles and equipment operating at the same time.
- Contractors shall utilize new technologies to control ozone precursor emissions as they become available and feasible.

Mitigation Measure 4.6-2(b): [New] Developers shall be responsible for ensuring that contractors implement additional measures to reduce construction-related ROG, NOx, and CO emissions below YSAQMD threshold levels

Construction contracts shall implement additional measures to reduce construction emissions below YSAQMD threshold levels (YSAQMD has established thresholds of 10 tons per year for ROG and NOx, 80 pounds per day for PM10, and the CAAQS for CO). Such measures include, but are not limited to:

- Using reformulated and emulsified fuels.
- Incorporating catalyst and filtration technologies on off-road equipment.
- Modernizing the equipment fleet with cleaner repower and newer engines.

Mitigation Measure 4.6-2 from the 1993 EIR would reduce this impact, but not to a less-than-significant level. In addition, Mitigation Measure 4.6-2(b) and Mitigation Measure 4.6-3(e) will further reduce the impacts from construction activities. (Draft SEIR p. 4B-21)

1993 Impact 4.6-3: Development under the Plan would result in decreased air quality in both the Plan Area and air basin due to the additional wood burning, home heating, and vehicular emissions (significant and unavoidable)

1993 Mitigation Measure 4.6-3 (a): [Revised] Proposed new development will comply with the proposed Transportation Systems Management Plan as approved by the City of West Sacramento

1993 Mitigation Measure 4.6-3 (b): Implement development of planned bicycle pathways in the Plan Area

1993 Mitigation Measure 4.6-3 (c): [Revised] The City shall prohibit wood burning fire places within the Plan Area

1993 Mitigation Measure 4.6-3 (d): [Revised] The City of West Sacramento will participate in regional planning efforts to provide improved transit service and encourage alternatives to single-occupancy vehicles

Measures to achieve this include the following.

- Encouraging greater use of alternatives to automobiles by coordinating with the City to establish a Transportation Systems Management Program.
- Coordinating with transit agencies such as YOLOBUS and Regional Transit to provide scheduled transit services across the Sacramento River.

Mitigation Measure 4.6-3(e): [New] Development within the Plan Area shall contribute a proportionate amount of the capital and operating costs of transit services as described in Mitigation Measure 4.6-3(d) to be provided when employment within the Plan Area exceeds 2,000 employees. In the interim, the Plan shall provide shuttle transit service between the Plan Area and major destinations, including downtown Sacramento transit centers such as the Sacramento Valley Station in Sacramento, to be implemented when employment within the Plan area exceeds 500 employees.

Mitigation Measures 4.6-3 a through d from the 1993 EIR would reduce this impact, but not to a less-than-significant level. Consequently, this impact is considered significant and unavoidable. (Draft SEIR p. 4B-25)

1993 Impact 4.6-4: Development under the Plan, in conjunction with other development in the region, would result in future decreased air quality in both the Plan Area and air basin due to the additional wood burning, home heating, and vehicular emissions (Significant and Unavoidable)

Mitigation Measures 4.6-3(a) through (d) from the 1993 EIR and Mitigation Measure 4.6-3(e) would reduce this impact, but not to a less-than-significant level. Consequently, this impact is considered significant and unavoidable. (Final SEIR pp. 3-6 – 3-7)

1993 Impact 4.6-4: Development under the Plan, in conjunction with other development in the region, would result in future decreased air quality in both the Plan Area and air basin due to the additional wood burning, home heating, and vehicular emissions

1993 Mitigation Measure 4.6-3(a): Proposed new development shall comply with the proposed Transportation Systems Management Plan as approved by the City of West Sacramento.

1993 Mitigation Measure 4.6-3(b): Implement development of planned bicycle pathways in the Plan Area.

1993 Mitigation Measure 4.6-3(c): [Revised] The City shall prohibit wood-burning fire places within the Plan Area.

1993 Mitigation Measure 4.6-3 (d): [Revised] The City of West Sacramento shall participate in regional planning efforts to provide improved transit service and encourage alternatives to single-occupancy vehicles. Measures to achieve this include the following:

- Encouraging greater use of alternative modes to automobiles by coordinating with the City to establish a Transportation Systems Management Program.
- Coordinating with transit agencies such as YOLOBUS and Regional Transit to provide scheduled transit services across the Sacramento River.

Mitigation Measure 4.6-3(e): [New] Development within the Plan Area shall contribute a proportionate amount of the capital and operating costs of transit services as described in Mitigation Measure 4.6-3(d) to be provided when employment within the Plan Area exceeds 2,000 employees. In the interim, the Plan shall provide shuttle transit service between the Plan Area and major destinations, including downtown Sacramento transit centers such as the Sacramento Valley Station in Sacramento, to be implemented when employment within the Plan area exceeds 500 employees.

Implementation of these mitigation measures will reduce the contribution of the project to regional cumulative impacts, but will not reduce the contribution to a less than considerable level. (1993 DEIR pp 4.6-20 – 4.6-27)

Impact AQ-2: Implementation of the Plan would result in increase in greenhouse gas emissions (significant and unavoidable)

1993 Mitigation Measure 4.21-2(a): [Revised] Project developers within the Plan Area will implement the following conservation/load management measures for commercial development

- Incorporate the load management devices which:
 - Control the use of electricity during peak periods.
 - Shed non-critical loads during generation shortfall.
- Prepare auxiliary generators for use at PG&E's request.
- Incorporate electrical equipment that is more efficient than that required by code. An efficiency improvement of 20% is recommended. The following equipment is most important for achieving electrical load reductions:
 - High-efficiency air conditioners.
 - High-efficiency motors.
 - High-efficiency lighting systems.
 - High-efficiency water heating systems.
- Providing space cooling by using a "thermal energy storage" system.
- Illuminating by natural light in lieu of artificial light. Daylighting is especially applicable in:
 - Commercial space where non-critical tasks are performed.
 - Warehouses.
 - Industrial complexes.
 - Perimeter of multi-level parking garages.
- Maximizing use of deciduous trees to provide shading of buildings and parking areas.
- Requiring that all new commercial buildings shall be certified under the LEED rating system.

1993 Mitigation Measure 4.21-2(b): [Revised] Project developers within the Plan Area will implement the following conservation/load management measures for residential development

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

- Maximizing use of deciduous trees to provide shading of buildings and parking areas.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

This mitigation measure assists in meeting the requirements of CAT strategies 11, 12, and 14.

Automobiles are a major source of GHG emissions, and the quantity of GHG emissions from automobiles correlates directly to the amount of vehicle miles traveled. As shown in Table 4B-6, the proposed plan will contribute to 306,554.49 tons per year of CO₂ emissions at full build-out. This contribution to the cumulative effect on climate change could be considerable. Implementation of the CAT reduction strategies through Mitigation Measure 3.3-6d would reduce annual project GHG emissions consistent with the targets set forth in AB 32, But the project would still make a cumulatively considerable contribution to this global impact.

The 1993 EIR proposed Mitigation Measures 4.22-2(a) and 4.22-2(b) to reduce the impact of increased energy demand even further. The measures directed project developers within the Plan Area to implement conservation/load management measures for commercial and residential development. Mitigation Measures 4.22-2(a) and 4.22-2(b) shall be implemented. Draft SEIR p. 4B-28)

Hazards

1993 Impact 4.19-7: Cumulative development in the region would increase the number of people exposed to risk as a result of greater volumes and types of hazardous materials used, handled, transported, and stored (and unavoidable)

1993 Mitigation Measure 4.19-7:

The City of West Sacramento, Yolo County, and other involved jurisdictions shall continue to coordinate with the EPA, the DTSC, the CVRWQCB, and the APCD, and other applicable agencies to develop policies to enforce regulations which ensure that risks associated with hazardous materials are reduced to the maximum extent possible, in compliance with all applicable federal, state, and local regulations.

Noise

1993 Impact 4.7-1: Construction of specific projects within the Plan Area would cause temporary increases in noise levels in and around the Plan Area during construction due to demolition, earthmoving, and general construction activities (short-term significant and unavoidable)

Mitigation Measure 4.7-1(a): [Revised] Limit times of construction

To minimize the noise impacts on nearby residents during noise-sensitive periods, construction within 1,600 feet of existing residences shall be limited to between the hours of 7 a.m. and 7 p.m. seven days a week. Work may occur outside the designated hours only by special permit from the City stating the compelling reasons for constructing during these hours.

Mitigation Measure 4.7-1(b): Minimize noise from construction equipment

Construction equipment shall be properly outfitted and maintained with noise-reduction devices to minimize construction-generated noise. Whenever possible, noise-generating construction equipment shall be shielded from nearby residences by noise attenuating buffers such as structures or trucks. Alternatively, the equipment could be placed into a pit.

Mitigation Measure 4.7-1(c): Locate stationary noise sources away from noise-sensitive land uses

Contractors shall locate stationary noise sources away from noise-sensitive land uses.

Mitigation Measure 4.7-1(d): [New] Employ measures to reduce impact pile driving noise

The contractor shall employ measures to reduce pile driving noise where feasible.

Measures to reduce noise include but are not limited to:

- Use drilled piles or pre-drilled pile holes where geological conditions permit their use.
- Employ acoustical blankets around noise generating elements of the pile driver

Mitigation Measures 4.7-1(a), 4.7-1(b), and 4.7-1(c) from the 1993 EIR document and new Mitigation Measures 4.7-1(d) would reduce this impact. However, because it may be impractical to reduce the construction noise impact to a less-than-significant level in all cases, this impact is considered to be significant and unavoidable in the short term during construction. (Draft SEIR p. 4G-16)

Impact NOI-4: Operation of heavy construction equipment could temporarily expose vibration-sensitive uses to high levels of groundborne vibration (short-term significant and unavoidable)

Mitigation Measure NOI-4(a): Avoid impact pile driving where possible

Avoid impact pile driving where possible. Drilled piles or slab mats cause lower vibration levels and should be used where geological conditions permit their use.

Mitigation Measure NOI-4(b): Prepare and implement construction vibration monitoring plan where necessary

If impact pile driving is proposed within 50 feet of adjacent structures or 100 feet of unreinforced older buildings, a construction vibration-monitoring plan shall be implemented to document conditions prior to, during, and after vibration-generating construction activities. All plan tasks shall be undertaken under the direction of a licensed Professional Structural Engineer in the State of California and be in accordance with industry accepted standard methods. Measures could include but are not limited to:

- Performance of a photo survey, elevation survey, and crack monitoring survey for each affected structure. Surveys shall be performed prior to any construction activity, in regular interval during construction and after project completion and shall include internal and external crack monitoring in structures, settlement, and distress and shall document the condition of foundations, walls and other structural elements in the interior and exterior of said structures.
- Schedule pile driving so that piles furthest from adjacent structures are driven first, and only after vibration levels are found to be within the limits is pile driving be allowed at closer distances.
- At a minimum, vibration monitoring should be conducted during pavement demolition, excavation, and pile driving activities. Monitoring results may indicate the need for more or less intensive measurements.
- If vibration levels approach limits, suspend construction and implement contingencies to either lower vibration levels or secure the affected structures.

- Designate a person responsible for registering and investigating claims of excessive vibration. The contact information of such person shall be clearly posted on the construction site.
- Conduct post-construction survey on structures where either monitoring has indicated high levels or complaints of damage has been made. Make appropriate repairs or compensation where damage has occurred because of construction activities.
- The results of all vibration monitoring shall be summarized and submitted in a report shortly after substantial completion of each phase identified in the project schedule. The report will include a description of measurement methods, equipment used, calibration certificates, and graphics as required clearly to identify vibration-monitoring locations. An explanation of all events that exceeded vibration limits will be included together with proper documentation supporting any such claims.

Mitigation Measures 4.7-1(a), 4.7-1(b), and 4.7-1(c) from the 1993 EIR document, in addition to measures NOI-4(a) and NOI-4(b), would reduce this impact. However, it may not be possible to avoid using pile drivers during construction of Triangle Specific Plan projects within proximity to sensitive areas. In these cases, the mitigation measures listed above would not be sufficient to reduce groundborne vibrations below a level of significance. Therefore, this impact would be significant and unavoidable. (Draft SEIR p. 4G-26)

Transportation

Impact TRA-1: Implementation of the Triangle Specific Plan would result in unacceptable operations on 5th Street between U.S. 50 eastbound on-ramp and westbound off-ramp (significant and unavoidable)

The updated Triangle Specific Plan would result in LOS F on 5th Street between the U.S. 50 eastbound on-ramp and westbound off-ramp in the p.m. peak hour under 2025 conditions. However, the U.S. 50 underpass abutments cannot be widened feasibly, which eliminates any options for widening the roadway to increase roadway capacity. Therefore, this impact is considered significant and unavoidable. (Draft SEIR p. 4H-12)

Impact TRA-6: Implementation of the Triangle Specific Plan would result in unacceptable operations at Capitol Mall/3rd Street intersection (significant and unavoidable)

Mitigation Measure TRA-6: Coordinate with City of Sacramento to develop specific improvements to Capitol Mall/3rd Street Intersection

The City of West Sacramento will consult with the City of Sacramento to determine specific, feasible improvements that could be made to reduce the projected LOS E and F operations at the Capitol Mall/3rd Street intersection, which is under City of Sacramento jurisdiction.

The updated Triangle Specific Plan would result in LOS E and F operations at the Capitol Mall/3rd Street intersection in the AM and PM peak hours, respectively, under 2025 conditions. This impact is considered significant. Because this intersection is under the jurisdiction of the City of Sacramento, coordination between the City of West Sacramento and City of Sacramento would be necessary in order to develop specific improvements to address this impact as described in Mitigation Measure TRA-6. However, because no feasible improvements to reduce

the LOS E and F conditions have been identified at this time, this impact is considered significant and unavoidable. (Draft SEIR p. 4H-14)

1993 Impact 4.5-8: Implementation of the Triangle Specific Plan would increase traffic volumes on Pioneer Bridge (significant and unavoidable)

1993 Mitigation Measure 4.5-6(g): [Revised] The Plan shall encourage greater use of alternative modes to automobiles through establishment of a Transportation Systems Management (TSM) program in the Plan Area

The City will coordinate with developers in the Plan Area to establish a TSM program. This program will seek to modify travel behavior and encourage economical alternatives to the single-occupancy vehicle (SOV). The TSM program may include incentives, programs, or regulations to reduce the number of SOV trips. TSM strategies, which try to influence behavior in a way that keeps expansion of the transportation system at a minimum, may include: 1) working cooperatively with employers to implement programs that encourage employees not to drive alone; 2) requiring certain new developments to implement programs to reduce SOV use; 3) adjusting parking standards to meet existing demand and reducing them further when transportation options increase; and 4) supporting paid parking or other parking policy measures.

The City may require a TSM program be implemented as a condition of development approval, with specific measures defined in the case it does not meet mode split targets. For example, if a developer/owner is not meeting required targets and is creating an off-site impact, the developer can either improve its own compliance or pay costs associated with implementing more assertive transportation demand management measures.

The following elements may be included in the TSM program:

- **Provide transit pass subsidy.** Require tenants to offer a subsidized transit pass, such as the YOLOBUS monthly pass, to all employees who commute by transit.
- **Charge for daily parking.** No free parking would be provided for employees. Validation programs may be offered for short-term visitors and customers.
- **Offer a part-time parking pass option.** Employees who desire to use alternative modes of transportation (or telecommute) one or more days per week would be offered a parking pass that is only charged for the days parked. These types of passes work like a debit card, and the pass holder is only charged for parking on the days that they park. Fees could be structured to discourage multiple consecutive days of parking.
- **Provide free parking for vanpools.** Vanpools registered with a public transit agency would be provided free on-site parking. At least six of the riders in each of vanpool must be employed in the area to qualify for free parking, and the free parking would only be provided for the van.
- **Provide reserved parking spaces for vanpools.** Parking in a preferred location in the garage would be reserved for registered vanpools.
- **Provide shower and locker facilities.** Commercial developments would have at least one shower and locker facility (sized to adequately meet potential demand) for commuters who walk or bike to work.

- **Provide bike storage.** Bicycle corrals would be provided in the garage for employees who commute by bike. These would be in an easily-accessible location, and would have good lighting and security.
- **Offer guaranteed ride home to employees who commute by alternative modes.** The developer would encourage employers to provide guaranteed rides home for commuters who use alternative forms of transportation but need to get home quickly in an emergency or after available transit service has stopped. The ride home can be by taxi or a company-owned vehicle. The number of rides available per month or year may be limited. This program reassures employees that they will have transportation during emergencies so they are more comfortable using transit or carpools.
- **Install electronic kiosk(s) with travel information.** Install at least one electronic kiosk that provides up-to-date information about transportation services. This could include transit route maps and stop times, commuter congestion, parking rates, and information about alternative modes of travel.
- **Join applicable transportation management association.** Developer/owner agrees to become member of any applicable transportation management association that is formed in the future.

1993 Mitigation Measure 4.5-6(h): The City will coordinate with transit agencies to provide scheduled transit across the Sacramento River

Development within the Plan Area will contribute a fair share of the capital and operating costs of these services to be provided when employment in the Plan Area exceeds 2,000 employees. In addition, the City will implement a TSM program, the potential elements of which are outlined in Mitigation Measure 4.5-8(a).

1993 Mitigation Measure 4.5-6(d): The Plan will construct at least two at-grade intersections on State Route 275 to provide more direct access to State Route 275 and Interstate 80 west of the Plan Area, and reduce demand on the Pioneer Bridge

Mitigation Measure TRA-4.5-6(e): [New] Contribute to regional traffic impact fee

A regional traffic fee is currently being developed that would likely apply to the Plan Area. During the development of this fee, the City will include transportation improvement projects reducing impacts resulting from the Triangle Specific Plan implementation or to which Plan implementation contributes. If the traffic fee has been adopted at the time project applicants within the Plan Area submit any of their tentative maps, applicants will pay the appropriate regional traffic fee.

If a regional traffic fee has not been adopted before an applicant's submittal of their final map, a condition of map approval will be a commitment by the project applicant to pay the appropriate regional traffic fee if and when it is adopted. The appropriate amount that the project applicants pay would be determined based on the regional traffic fee schedule in place as building permits are issued for each building.

The 1993 EIR identified a substantial increase in traffic on Pioneer Bridge, which carries U.S. 50 over the Sacramento River, as a significant and unavoidable impact. A total of 183,000 daily vehicles were forecasted for the bridge in 2010 without the Triangle Specific Plan in place, and the various development scenarios would have increased that amount by 13% to 23%. Mitigation Measures 4.5-8(a) to (c) were proposed (the intersections proposed under Mitigation Measures 4.5-8[c] have since been completed), but the impact was determined to be significant

and unavoidable even with mitigation. As of this writing, the SACOG 2025 Metropolitan Transportation Plan identifies a widened Pioneer Bridge on the Yolo-Sacramento Corridor list of programmed projects, but no cost has been estimated and no funding mechanism is in place (TJKM 2008b). Therefore this impact is still considered significant and unavoidable. (Draft SEIR p. 4H-16 – 4H-17)

1993 Impact 4.5-9: Implementation of the Triangle Specific Plan would increase traffic volumes on Tower Bridge (significant and unavoidable)

1993 Mitigation Measure 4.5-7(a): [Revised] The Plan shall encourage greater use of alternative modes to automobiles through establishment of a Transportation Systems Management (TSM) program in the Plan Area. In addition, the City will coordinate with transit agencies to provide enhanced transit service between the Plan Area and major destinations

The City will implement a TSM program, the potential elements of which are outlined in Mitigation Measure 4.5-8(a). In addition, the City will coordinate with transit agencies to provide enhanced transit service between the Plan Area and major destinations. Development within the Plan Area will contribute a fair share of the capital and operating costs of these services, which will be provided when employment in the Plan Area exceeds 2,000 employees.

1993 Mitigation Measure 4.5-4: [Revised] The City will coordinate with local and regional transit agencies to provide improved transit across the Sacramento River

Development within the Plan Area will contribute a fair share of the capital and operating costs of these services. In the interim, the Plan will provide shuttle transit service between the Plan Area and major destinations in Sacramento, to be implemented when employment within the Plan Area exceeds 500 employees.

1993 Mitigation Measure 4.5-7(c): [Revised] The City will coordinate with the City of Sacramento and Caltrans, and contribute a fair share, for necessary safety, signing and lighting improvements on the Tower Bridge to ensure that the Tower Bridge will safely accommodate increased traffic volumes

The 1993 EIR identified a substantial increase in traffic on Pioneer Bridge, which carries U.S. 50 over the Sacramento River, as a significant and unavoidable impact. A total of 183,000 daily vehicles were forecasted for the bridge in 2010 without the Triangle Specific Plan in place, and the various development scenarios would have increased that amount by 13% to 23%. Mitigation Measures 4.5-8(a) to (c) were proposed (the intersections proposed under Mitigation Measures 4.5-8[c] have since been completed), but the impact was determined to be significant and unavoidable even with mitigation. As of this writing, the SACOG 2025 Metropolitan Transportation Plan identifies a widened Pioneer Bridge on the Yolo-Sacramento Corridor list of programmed projects, but no cost has been estimated and no funding mechanism is in place. Therefore this impact is still considered significant and unavoidable. (Draft SEIR p. 4H-16 – 4H-17)

IX. GROWTH INDUCEMENT

CEQA Guidelines Section 15126.2 [d] requires that an EIR evaluate the growth-inducing impacts of a proposed project. A growth-inducing impact is defined by the CEQA Guidelines as an impact that fosters economic or population growth, or the construction of additional housing, either directly or indirectly. Direct growth inducement would result, for example, if a project involved the construction of new housing. Indirect growth inducement would result if a project established substantial new permanent employment opportunities (e.g., new commercial, industrial, or governmental enterprises) or if it would remove obstacles to population growth (e.g., expansion of a wastewater treatment plant that could allow more construction in the service area).

Growth inducement may constitute an adverse impact if the growth is not consistent with or accommodated by the land use plans and growth management plans and policies for the area affected. Local land use plans provide development patterns and growth policies that guide orderly urban development supported by adequate urban public services, such as water supply, roadway infrastructure, sewer services, and solid waste services. A project that would induce “disorderly” growth (i.e., conflict with the local land use plans) could directly or indirectly cause additional adverse environmental impacts and other public services impacts.

An example of this would be the redesignation of property planned for agricultural uses to urban uses, possibly resulting in the development of services and facilities that encourage the transition of additional land in the vicinity to more intense urban uses. Another example would be the extension of urban services to a non-urban site, thereby encouraging conversion of non-urban lands to urban lands.

The 1993 Triangle Specific Plan provided that the Plan Area would be developed into a downtown urban core consisting of a mixture of uses, including office-commercial, retail-commercial, service-commercial, residential, commercial-lodging, industrial, government, and institutional uses. It allowed for up to 5,000 residential units and up to seven million square feet of office and commercial development on the 188-acre site. The 1993 EIR identified growth-inducing impacts associated with the following topics:

- Fostering population growth and housing construction.
- Relocation of industrial uses.
- Extension of public services.
- Encouraging economic growth.

As amended, the Triangle Specific Plan would allow for fewer residential units and less office and commercial development but would still allow for a substantial amount of growth of these land uses in the Specific Plan area. There have been no significant changes in the regulatory setting or the existing conditions as they pertain to growth in West Sacramento. For these reasons, the growth inducing impacts of the project as presented in the 1993 EIR would still be projected to occur.

The 1993 EIR determined impacts related to: fostering of population growth and housing construction; extension of public services; and encouraging economic growth as less than significant. This analysis remains valid, and no mitigation measures are required. The 1993 EIR identified impacts related to the relocation of industrial uses as a significant and unavoidable growth-inducing impact, and determined that no mitigation measures were available. This analysis remains valid. (Draft SEIR, pp. 5-1 – 5-2.)

X. SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL EFFECTS

State CEQA Guidelines Section 15126.2(c) provides the following direction for the discussion of irreversible changes:

Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

The Plan Area consists of urbanized lands which are currently used for a variety of industrial uses with some residential. Consequently, implementation of the proposed Specific Plan would not result in the conversion of non-urban land to urban uses. However, development under the Specific Plan would result in the permanent conversion of approximately 188 acres of industrial land to an urban-scale mixed use development area. This would preempt the site for any other uses in the future. While this would be a significant change in the environment, the land use change is in conformance with the long-term goals of the City of West Sacramento.

The irretrievable commitment of nonrenewable resources would occur both as a primary and secondary result of the Plan. Plan implementation would involve the development of an urban mixed-use area requiring the permanent commitment of resources including fossil fuels and other energy sources. In addition, the construction of housing units, office and commercial space, roads, and public facilities would also irreversibly commit these resources.

Development associated with the proposed Plan would result in the continuing increase in automobile and transit trips. The additional trips, plus construction activities from development, would subject the region to future air quality impacts from increases in ozone, carbon monoxide, nitrogen and sulfur dioxide, and other particulate matter emissions. In addition, growth related to implementation of the Specific Plan would necessitate the provision of water, energy and other public services to meet the increased needs within the Plan Area and related off-site populations. This commitment to make public services available to the Plan Area and related off-site populations would be a long-term, irreversible commitment of these service resources. (1993 DEIR, pp. 5.3-1 – 5.3-2)

XI. CONSISTENCY WITH REGIONAL PLANS

Consistency with regional plans is discussed in Chapter 4E of the Draft SEIR. The Project does not conflict with the Goals or Policies of the adopted plans of the City of West Sacramento, or with any applicable habitat conservation plan, natural community preservation plan, or other regional plan. The Project is also generally consistent with the broader goals and policies of the General Plan for the City of West Sacramento.

XII. PROJECT ALTERNATIVES

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

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

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

With respect to a project for which significant impacts are not avoided or substantially lessened, a public agency, after adopting proper findings, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency found the project’s “benefits” rendered “acceptable” its “unavoidable adverse environmental effects.” (CEQA Guidelines, §§ 15093, 15043, subd. (b); see also Pub. Resources Code, § 21081, subd. (b).) The California Supreme Court has stated that, “[t]he wisdom of approving . . . any development project, a delicate task which requires a balancing of interest, is necessarily left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore balanced.” (*Goleta II, supra*, 52 Cal.3d at p. 576.)

The preceding discussion regarding Project impacts reveals that most significant effects identified in the EIR has been at least substantially lessened, if not fully avoided, by the adoption of feasible mitigation measures. There remain a handful of impacts, however, that were identified as significant and unavoidable and which cannot be substantially lessened.

Thus, as a legal matter, the City, in considering alternatives in these findings, need only determine whether any alternatives are environmentally superior with respect to those significant and unavoidable impacts. If any alternatives are in fact superior with respect to those impacts, the City is then required to determine whether the alternatives are feasible. If the City determines that no alternative is both feasible and environmentally superior with respect to the unavoidable significant impacts identified in the DEIR, the City may approve the Project as mitigated, after adopting a statement of overriding considerations.

CEQA does not require that all possible alternatives be evaluated, only that “a range of feasible alternatives” be discussed so as to encourage both meaningful public participation and informed decision making. (CEQA Guidelines, § 15126.6, subd. (a).) “The discussion of alternatives need not be exhaustive, and the requirement as to the discussion of alternatives is subject to a construction of reasonableness. The statute does not demand what is not realistically possible given the limitation of time, energy, and funds. ‘Crystal ball’ inquiry is not required.” (*Residents Ad Hoc Stadium Committee v. Board of Trustees* (1979) 89 Cal.App.3d 274, 286; see also CEQA Guidelines, § 15126.6, subd. (f)(3).) Indeed, as stated by the court in *Village of Laguna Beach, Inc. v. Board of Supervisors* (1982) 134 Cal.App.3d 1022, 1028, although there may be “literally thousands of ‘reasonable alternatives’ to the proposed project . . . ‘the statutory requirements for consideration of alternatives must be judged against a rule of reason.’” (*Ibid.*, quoting *Foundation for San Francisco’s Architectural Heritage v. City and County of San Francisco* (1980) 106 Cal.App.3d 893, 910.) “‘Absolute perfection is not required; what is required is the production of information sufficient to permit a reasonable choice of alternatives so far as environmental aspects are concerned.’” (*Id.*, at p. 1029.) The requirement has been fulfilled here; the DEIR examined the Project alternatives in detail, exploring their comparative advantages and disadvantages with respect to the Project. As the following discussion demonstrates, however, only the Project as proposed is feasible in light of Project objectives and other considerations.

Alternatives Considered But Rejected

Alternative Sites

The City of West Sacramento, as lead agency for this EIR, has determined that it is not necessary to include in this EIR a consideration of undertaking the project on a different site. In this case, the Plan Area is the only waterfront property that can accommodate a major mixed-use development of the magnitude anticipated in the proposed Specific Plan. Further, the proposed Specific Plan is consistent with the Riverfront Mixed Use designation of the City of West Sacramento General Plan. There are no other properties in the city that are so designated.

Based on the above factors, the City as lead agency has determined that analysis of the environmental impacts associated with implementation of the proposed Specific Plan at a different location is not reasonable or necessary. (1993 DEIR, pp. 6-1 – 6-2)

Alternatives Considered

A. No Project Alternative

As required by CEQA *Guidelines* Section 15126.6(e), a No Project Alternative has been evaluated. The evaluation of the No Project Alternative allows decision makers to compare the impacts of the Proposed Project against no development of the project. According to the CEQA *Guidelines* Section 15126.6(e)(2), the No Project Alternative shall discuss what would reasonably be expected to occur in the *foreseeable future* if the project were not approved.

Under this alternative, no Specific Plan would be adopted, and limited development would take place in the Triangle Area. All presently existing structures, including the industrial, warehouse, residences and other existing development, would remain, and existing industrial and warehouse operations would continue within the Plan Area into the foreseeable future. The condition of existing structures would continue to deteriorate.

Existing industrial, warehouse and other uses within the Plan Area are presently considered nonconforming uses, and are therefore subject to the requirements of the Non-Conforming Uses section of the City of West Sacramento Zoning Ordinance. Due to the structure of the Non-Conforming Uses section of the Zoning Ordinance, it is anticipated that most of the existing uses in the Triangle Area would not be able to remain in operation for an extended period of time. Although the Zoning Ordinance allows non-conforming uses to continue operations, it severely restricts the expansion and intensification of such uses, and limits improvements and alterations to interiors and exterior wall surfaces, with no expansion of the use allowed. These alterations may not exceed ten percent of the replacement value in any five year period. The Planning Commission may allow the substitution of one non-conforming use for another non-conforming use, if the new use is deemed by the Commission to be equally or more restrictive. This procedure would gradually lead to the existence of conforming uses in the Triangle Area. More restrictive or conforming uses may not be changed back to less restrictive or non-conforming uses. Consequently, there may be some continued, or additional outdoor storage activities, and a limited amount of tilt-up office development under the No Project Alternative. Any tilt-up office development would be compatible with the RMU designation in the General Plan for this area, and would also be compatible with existing levels of infrastructure capacity in the Triangle Area.

Analysis of The No Project Alternative's Ability to Reduce Significant Unavoidable Project Impacts

The No Project Alternative would not generate much new traffic and associated Air Quality effects. The existing industrial uses could generate more noise than the commercial and residential uses under the Plan. Short term construction related noise effects would be less because there would be less new construction.

B. Lower Intensity Alternative

Under this alternative, a Specific Plan would be adopted that would be similar to the proposed Plan, but would include fewer housing units, less commercial development, and more acreage for parks and open space uses. This alternative would involve development of approximately 1,700 to 3,880 housing units (see Table 6-3) spread among the Waterfront, Park Blocks, and Parkway Edge areas, and 2,175,000 to 5,300,000 square feet of commercial uses, located within the Waterfront Park Blocks, Parkway Edge and RGA Edge areas. The Core would be devoted entirely to parks and open space uses. Of the 188 acres within the Plan Area, 45 would be designated for public rights-of-way, including 29 acres of urban public open space. A total of

21 acres would be dedicated to parkways, including 14 acres of Business-80 and SR 275 easement land between the freeways and the remainder of the site; and additional riverfront land north and south of the piers. Approximately 24 acres would serve as a community park. The remaining net developable area would consist of roughly 92 acres.

Environmental Impacts

Land Use

Impacts associated the Lower Intensity Alternative would be the same level of significance as those associated with the proposed Specific Plan. As with the proposed Specific Plan, this alternative proposes to replace existing industrial uses with a waterfront mixed-use development in conformance with the City General Plan and Zoning Ordinance. New development under this alternative may be incompatible with adjacent land uses, depending on their location in the Plan Area. This alternative could also propose land use designations which could conflict with regulations of the State Lands Commission.

Parks and Open Space

The Lower Intensity Alternative proposes to establish approximately 24 acres of community parkland. This alternative would be required to provide approximately 28.1 to 36.4 acres of park acreage; therefore, as with the proposed Plan, it would not meet the requirements for the City of West Sacramento General Plan Goal A. Policy 3.

Biological Resources

Biological Resource impacts associated the Lower Intensity Alternative would be the same level of significance as those associated with the proposed Specific PLa.'1. As with the propose Specific Plan, this alternative proposes to replace existing industrial uses with a waterfront mixed-use development, which would result in the loss of riparian and wetland habitat along the Sacramento River. The construction of this alternative could also result in the disturbance of Swainson's Hawks during breeding and nesting season; and result in increased erosion and sedimentation entering the aquatic habitat. As with the proposed Specific Plan, development in the Plan Area would result in the removal of native oak trees.

Aesthetics and Visual Quality

This alternative proposes similar land uses to the Specific Plan, but more open space and parks. Impacts related to visual resources. therefore, would be similar to the proposed Plan. The severity of the impacts related to building placement interfering with views would be dependent upon the exact location of proposed buildings. Light and glare impacts are expected to be similar, but slightly less in significance than the Specific Plan since less commercial and residential development is proposed.

Transportation

As the Lower Intensity Alternative would include less residential and commercial development than the proposed Plan, transportation impacts within the Plan Area would be substantially less than those anticipated under the proposed Plan. In addition, transportation impacts on other roadways would also be reduced under this alternative due to the lower number of people and vehicles entering and exiting the Plan Area.

Air Quality

Air Quality impacts associated with the Lower Intensity Alternative would generally be less severe than those anticipated under implementation of the proposed Plan. Due to the lower intensity of development, fewer construction activities would occur under this alternative,

resulting in lower generation rates of PM10, NOx, ROC and CO. In addition, this alternative proposes substantially fewer residential units and less commercial space. As fewer people would be living and working in the Plan Area under this alternative, decreases in air quality, while still expected, would be less than those anticipated under the proposed Plan.

Noise

The Lower Intensity Alternative calls for construction of fewer individual projects than the proposed Plan, resulting in less severe construction-related noise impacts than those anticipated under the proposed Plan. In addition, although noise sources outside of the Plan Area are expected to remain the same under this alternative, traffic-related noise impacts due to traffic in the Plan Area would be lower under this alternative.

Population

Population for the Lower Intensity Alternative would be less than the population under the proposed Specific Plan. This alternative allows for approximately 2,206 to 3,493 dwelling units in the Plan Area. Using the factor of 1.6743 persons per household, the anticipated increase in population of 3,694 to 5,848 persons; compared to 5,023 to 8,372 persons with the proposed Specific Plan. Based on these assumptions, population impacts under this alternative would be similar to, but less significant than those generated by development under the propose Specific Plan.

Employment

Employment related impacts would be similar to that of the Specific Plan under this alternative. Both would result in the less-than-significant effect of the displacement of existing industrial employment opportunities in the region. Both would also generate the beneficial impact of generating new employment opportunities in the Plan Area. The Lower Intensity Alternative would create approximately 7,552 to 11,686 new jobs, which is less than the 10,000 to 23,333 jobs projected at build out of the Specific Plan.

Housing

Implementation of the Lower Intensity Alternative would increase the size and diversity of housing stock in the City by the development of 2,206 to 3,493 new high density residential dwelling units. As with the proposed Specific Plan, this would be a beneficial impact. This alternative would result in a net decrease of available dwelling units per worker in the City. There would be an "unmet" housing demand of 2,304 to 3,486 dwelling units generate by employment in the Plan Area, compared to a deficit of 3,475 to 16,774 under the proposed Plan. There is already a City housing demand deficit of 5,382 units. Therefore, implementation of this alternative would generate a significant impact to the areas jobs/housing balance similar to the proposed Plan. Impacts associated with affordable housing, and the displacement of existing housing and business would be similar to those associated with the proposed Specific Plan.

Schools and Child Care System

Impacts to the school system would be significant with development under the Lower Intensity Alternative. Although development under this alternative would generate fewer school and childcare needs than will the proposed Plan, the development would still be required to contribute to the construction of new elementary, middle, and high schools because existing facilities are at capacity. Childcare services would also need to accommodate the new demand.

Police Services

Although fewer police officers would be needed under this alternative than with the Specific Plan, associated impacts to police services would remain significant. This alternative proposes the development of an urban environment within the City which would place demands for police protection services not currently provided, including increased parking patrols, and meter collection and enforcement. The Lower Intensity Alternative would generate a need for 15 to 23.4 additional police officers compared to 26.8 to 33.4 with the proposed Specific Plan.

Fire Services

Similar to the proposed Specific Plan, impacts associated with the Lower Intensity Alternative include the need for additional fire protection staffing and the need for expanded fire station facilities. Using a factor of 2 firefighters per 1,000 population, the Lower Intensity Alternative would generate the need for 15 to 29 firefighters compared to 26 to 34 firefighters with the Specific Plan. However, since this alternative involves fewer residences and commercial space, the requirements would be less than the Specific Plan.

Water Supply

Effects to water supply would be similar to those associated with the proposed Specific Plan. Under the Lower Intensity Alternative development would generate a water demand of approximately .67 MGD to 1.0 mgd. This demand is less than that generated by the Specific Plan (1.20 mgd to 1.35 mgd). Demand under this Alternative is greater than that under existing conditions (.315 mgd); therefore, infrastructure modifications would need to occur to accommodate development under this alternative.

Wastewater

Impacts associated with the Lower Intensity Alternative would be similar to those associated with the proposed Specific Plan. However, the level of significance would be slightly less because this alternative proposes fewer residential units, and less commercial square footage. Development under this alternative would increase wastewater flows from the Plan Area to the City of West Sacramento Wastewater Treatment Plant. The alternative would generate approximately .48 mgd to .75 mgd of wastewater flows, compared to .53 mgd to .78 mgd under the proposed Specific Plan. All of these flows are an increase over the .20 mgd of wastewater flows generated under current conditions. Expansion or modification of the existing wastewater transportation system would likely be required.

Solid Waste

Impacts associated with solid waste generation would be similar to the proposed Specific Plan, but to a lesser magnitude. Both the number of dwelling units, and the amount of commercial square footage would be less under the Lower Intensity Alternative. The amount of solid waste generated by this alternative would be 10,020 to 15,562 tons per year, versus 17,906 to 22,448 tons per year with the proposed Specific Plan. The increased tonnage would affect the capacity of the Yolo County Landfill.

Drainage

Impacts related to drainage and water quality would be similar to the proposed Specific Plan, but to a lesser level of significance. The Lower Intensity Alternative would develop approximately 85 acres, compared to approximately 116 acres under the Specific Plan. More of the 188 acres would be dedicated to open space and parks. Therefore, there would be less impervious surface, and slightly less runoff generated than under existing conditions. Modifications would still be required to handle increased runoff flows from the Plan Area. Impacts associated with flood hazards would be similar to the proposed Specific Plan. It is not

known at this time if the Lower Intensity Alternative would include development on the water side of the never banks which would either be exposed to flood flows, or undermine the integrity of the bluff banks. Water quality impacts associated with construction activities would be the same level of significance. Runoff water quality associated with project operation would be the same as with the proposed Specific Plan, however, there would likely be slightly higher levels of nutrient constituents due to increased landscaped area.

Soils/Geology

Any development in the Plan Area would be exposed to the same geologic hazards and soil constraints. Impacts associated with development of the Lower Intensity Alternative would be similar, and the same level of significance as those associated with the Specific Plan. However, fewer future residents and employees would be exposed to these hazards since less intensive development is proposed.

Human Health and Safety

Impacts associated with hazardous materials would be similar to the propose Specific Plan. Development under this alternative would occur in an area identified as containing hazardous materials contamination in the soil and/or groundwater, and associated impacts would be the same level of significance. Any development would be exposed to low levels of hazardous materials in the Plan Area soil and/or groundwater.

Cultural Resources

Impacts to cultural resources are expected to be the same as the proposed Specific Plan. Cultural resources have been identified to potentially be located within the Plan Area. Any development could potentially affect those resources. Depending on the exact location of proposed construction, the significance of impact could be reduced.

Microwave/Radar/Radio

Impacts to microwave, radio and radar transmission under the Lower Intensity Alternative cannot be determined without knowledge of proposed building heights. Should proposed heights be similar to those proposed under the Specific Plan, it would be anticipated that the impacts would be similar.

Electricity and Gas

Impacts related to electricity and gas are identified as less-than-significant for the proposed Specific Plan and would be similar for this alternative. As with the proposed Specific Plan, this alternative would increase demand for electricity and natural gas, but to a lesser extent. The Lower Intensity Alternative would generate an electricity demand of approximately 31.6 million kwh to 48.1 million kwh, and approximately 5 million therms to 7.6 million therms of natural gas demand. The proposed Specific Plan would generate an electricity demand of approximately 53 million kwh to 77 million kwh, and a natural gas demand of 7 million therms to 14 million therms. This alternative would result in the need to relocate or re-route existing transmission lines.

Analysis of the Lower Intensity Alternative's Ability to Reduce Significant Unavoidable Project Impacts

According to the 1993 DEIR, the Lower Intensity Alternative has fewer and less severe, environmental impacts than the proposed Project because this alternative proposes less residential and commercial development than the proposed Plan. For this reason, transportation, noise and air quality impacts would be less than those anticipated under the proposed Plan. In addition, transportation impacts on other roadways would also be reduced due to the lower number of people and vehicles entering and exiting the Plan Area.

Feasibility/Relationship of Alternative to Project Objectives

“‘[F]easibility’ under CEQA also encompasses ‘desirability’ to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors.” (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410, 417; *Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 715.) As compared to the proposed Project, the Lower Intensity Alternative would represent a decrease in development as compared to the Proposed Project. As compared to the proposed Project, the Lower Intensity Alternative provides less variety and range of mixed-use development, and reduces development at a key infill location. Further, since preparation of the 1993 EIR, the West Sacramento General Plan has been amended to be consistent with the adopted Triangle Specific Plan. The proposed amendments would all be consistent with the current adopted General Plan. Finally, the proposed amendments to the Specific Plan will result in closer conformance of the project with the SACOG Blueprint, as the amendments strengthen the smart growth elements of the adopted Specific Plan. As compared to the Lower Intensity Alternative, the proposed Project is more consistent with SACOG’s seven growth principles, which are intended to reduce the number and length of automobile trips and conserve natural resources.

For all of the reasons stated above, and especially the reason that the proposed Project will provide long-term environmental benefits by contributing to a more efficient use of land and reduced per capita consumption of natural resources, the City Council finds the Lower Intensity Alternative described in the 1993 EIR to be infeasible and less desirable from a long term planning perspective, and rejects it as a viable alternative to the project.

C. General Plan Alternative

Development under the General Plan Alternative would assume buildout of the Plan Area as currently described by the City of West Sacramento General Plan, utilizing the specified densities and land use distributions contained therein. The General Plan designates the Plan Area as a Riverfront Mixed Use (RMU) area, and assumes that no existing development will remain in the Plan Area.

The RMU designation supports marina, restaurant, retail, amusement, hotel and motel uses; midrise and highrise office uses; multi-family residential units oriented to the river~ public and quasi-public uses~ and compatible uses. All development under this designation must be approved pursuant to adoption of a specific plan for the area. Residential densities in RMU areas may range from 25.1 to 50.0 dwelling units per acre, and FARs for offices may not exceed 10.

The FAR for all other uses may not exceed 3. The RMU designation assumes an average of 2.25 persons per dwelling unit. The distribution of uses under this alternative would be similar to that proposed by the Low Residential Office Program of the Specific Plan. It should be noted, however, that the total acreage assumed by the General Plan (approximately 148 acres) differs slightly from that included in the Plan Area (approximately 188 acres). It should be noted that, although this is a level of development studied in the General Plan EIR, the maximum amount

Environmental Impacts

Land Use

Impacts related to the General Plan Alternative would be similar to, but less than those identified for the proposed Plan. As with the proposed Specific Plan, development under the General Plan would replace existing industrial uses with an urban scale environment, however, this effect would be less significant than effects under the proposed Plan. Development with the General Plan would conform with City General Plan designations and zoning for the area. The General Plan Alternative could implement land use designations which conflict with regulations of the State Lands Commission.

Parks and Open Space

Based on the General Plan provisions, the General Plan Alternative would provide for approximately 7.64 acres of community and neighborhood parks. This alternative would be in compliance with General Plan Policy, and would avoid the impact generated by the proposed Plan.

Biological Resources

Biological Resource impacts associated with the General Plan Alternative would be the same level of significance as those associated with the proposed Specific Plan. As with the proposed Specific Plan, this alternative proposes to replace existing industrial uses with a waterfront mixed-use development, which would result in the loss of riparian and wetland habitat along the Sacramento River. The construction of this alternative could also result in the disturbance of Swainson's hawks during breeding and nesting season~ and result in increased erosion and sedimentation entering the aquatic habitat. As with the proposed Specific Plan, development in the Plan Area would result in the removal of native oak trees.

Aesthetics and Visual Quality

This alternative proposes similar land uses to the Specific Plan so impacts would be similar. The severity of impacts related to building placement interfering with views would be dependent upon the exact location of proposed buildings. Light and glare impacts are expected to be similar, but slightly less in significance than the Specific Plan because less commercial and residential development is proposed.

Transportation

This alternative proposes substantially less residential and commercial development than the proposed Plan consequently; transportation impacts within the Plan Area would be less than those anticipated under the proposed Plan. In addition, transportation impacts on other roadways would also be reduced due to the lower number of people and vehicles entering and exiting the Plan Area.

Air Quality

Air Quality impacts associated with this alternative would generally be less severe than those anticipated under implementation of the proposed Plan. Due to the lower density proposed. Fewer construction activities would occur under the General Plan Alternative, resulting in less PM10, NOx, ROG and CO generation during those activities. In addition, this alternative proposes fewer residential units and commercial space. Decreases in air quality, while still anticipated under this alternative, would be less than those expected under the proposed Plan, due to the lower number of people living and working in the Plan Area.

Noise

Construction of fewer individual projects would occur under this alternative would cause lower construction-related noise impacts than those anticipated under the proposed Plan. In addition, although noise sources outside of the Plan Area are expected to remain the same under this alternative. Traffic-related noise impacts due to traffic in the Plan Area would be lower under the General Plan Alternative.

Population

Population for the General Plan Alternative would be substantially lower than population under the proposed Specific Plan. This alternative calls for 118 dwelling units in the Plan Area, and utilizes the General Plan assumption of 2.25 persons per household, rather than the 1.6743 persons per household expected under the proposed project. Consequently, the anticipated population for the General Plan Alternative would be approximately 266 residents versus 5,023 to 8,372 residents expected under the proposed Specific Plan. Based on these assumptions, population impacts under this alternative would be similar to, but less significant than, those generated by development of the proposed Specific Plan.

Employment

Employment related impacts would be similar to that of the Specific Plan under this alternative. Both would result in the displacement of existing industrial employment opportunities in the area. Both would also generate the beneficial impact of generating new employment opportunities in the Plan Area. The General Plan Alternative would create approximately 8,080 new jobs, which is less than the 10,000 to 23,333 jobs projected at buildout of the Specific Plan.

Housing

Implementation of the General Plan Alternative would increase the size and diversity of housing stock in the City by the development of 118 new high density residential dwelling units. As with the proposed Specific Plan, this would be a beneficial impact. This alternative would result in a net decrease of available dwelling units per worker in the City. There would be an "unmet" housing demand of 4,708 dwelling units generated by employment in the Plan Area, compared to a deficit of 3,475 to 16,774 under the proposed Plan. There is already a City housing demand deficit of 5,382 units. Therefore, implementation of this alternative would generate a significant impact to the areas jobs/housing balance, similar to the proposed Plan. Impacts associated with affordable housing, and the displacement of existing housing and business would be similar to those associated with the proposed Specific Plan.

School and Childcare

Impacts to the school system would be significant with development under the General Plan Alternative. Although development under this alternative would generate fewer school and childcare needs than with the proposed Plan, the development would still be required to contribute to the construction of new elementary, middle and high schools because existing facilities are at capacity. Childcare services would also need to accommodate the new demand.

Police Services

Impacts to police services would remain significant under this alternative as it would for the proposed Specific Plan. Under the General Plan Alternative approximately 13 additional police officers (using the General Plan factor of 1.5 police officers required per 1,000 persons) are required compared to 26.8 to 33.4 officers under the proposed Specific Plan. Urban development proposed under this alternative would place demands on police protection services not currently provided, including increased parking patrols, and meter collection and enforcement.

Fire Services

Similar to the proposed Specific Plan, impacts associated with the General Plan Alternative include the need for additional fire protection staffing and the need for expanded fire station facilities. Using a factor of 1.5 fire fighters per 1,000 population the General Plan Alternative would generate the need for 6,5 firefighters compared to 20.1 to 25.5 fire fighters with the Specific Plan. However, since this alternative involves fewer residences and commercial space, the requirements would be less than the Specific Plan.

Water Supply

The General Plan Alternative would involve less intensive land uses than the proposed Specific Plan. The number of dwelling units and the amount of commercial space would generate a water demand of .21 mgd compared to 1.20 mgd to 1.35 mgd under the proposed Specific Plan. This alternative would also generate a lower water demand than under existing conditions (.315 mgd). While the demand itself would not generate a significant impact; the existing water distribution system may still require upgrading to accommodate new growth in the Plan Area.

Wastewater

Impacts associated with the General Plan Alternative would be less than the proposed Specific Plan because this alternative proposes fewer residential units, and less commercial square footage. Development under this alternative would decrease wastewater flows than the Plan Area discharging to the city of West Sacramento Wastewater Treatment Plant. The alternative would generate approximately .14 mgd of wastewater flows compared to .53 mgd to .78 mgd under the proposed Specific Plan. This is a decrease from the .20 mgd of wastewater flows generated under current conditions. Expansion or modification of the existing wastewater transportation system may not be required to implement this alternative.

Solid Waste

Impacts associated with solid waste generation would be similar to the proposed Specific Plan but to a lesser magnitude. Both the number of dwelling units, and the amount of commercial square footage would be less under the General Plan Alternative. The amount of solid waste generated by this alternative would be 5,719 tons per year versus 17,906 to 22,448 tons per year with the proposed Specific Plan. The increased tonnage would affect the capacities of the Yolo County Landfill.

Drainage and Flooding

Impacts related to drainage and water quality would be similar to the proposed Specific Plan, but would have a lower level of significance. The General Plan Alternative would ultimately develop less land than the proposed Plan which would reduce the total amount of runoff; however the difference in acreage is 40 acres, which would not substantially reduce the amount of runoff generated. Modifications would still be required to mitigate stormwater runoff flows from the site. Runoff water quality associated with construction activities would be the same as the proposed Specific Plan. Runoff water quality associated with project operation would be similar, but at a reduced level of significance. The General Plan Alternative proposes less acreage, fewer residential units, and less commercial space. Constituents associated with these uses would be carried in site runoff, and would affect the quality of the receiving waters. However, both the level of runoff and of constituents would be lower with this alternative. Modifications would still be required to mitigate stormwater runoff flows from the site. Impacts associated with flood hazards would be similar to the proposed Specific Plan. It is not known at this time if the General Plan Alternative would include development on the water side of the river banks which could either be exposed to flood flows, or undermine the integrity of the bluff banks. Runoff water quality associated with construction activities would be the same as with

the proposed Specific Plan. Runoff water quality associated with project operation would be similar, but at a reduced level of significance.

Soils and Geology

Any development in the Plan Area would be exposed to the same geologic hazards and soil constraints. Impacts associated with development of the General Plan Alternative would be similar and have the same level of significance as those associated with the Specific Plan. However, fewer future residents and employees would be exposed to these hazards since less intensive development is proposed.

Human Health and Safety

Impacts associated with hazardous materials would be similar to the proposed Specific Plan. Development under this alternative would occur in an area identified as containing hazardous materials contamination in the soil and/or groundwater, and associated impacts would have the same level of significance. Any development would be exposed to low levels of hazardous materials in the Plan Area soil and/or groundwater.

Cultural Resources

Impacts to cultural resources are expected to be the same as the proposed Specific Plan. Cultural resources have been identified to be potentially located within the Plan Area. Any development could potentially affect those resources. Depending on the exact location of the proposed construction, the significance of the impact could be reduced because less acreage is proposed under the General Plan Alternative (148 acres versus 188 acres).

Microwave/Radar/Radio

Impacts to microwave, radio and radar transmissions under the General Plan Alternative cannot be determined without knowledge of proposed building heights. Should proposed heights be similar to those under the Specific Plan, it would be anticipated that the impacts would be similar.

Electricity and Gas

Impacts related to electricity and gas are identified as less-than-significant for the proposed Specific Plan and would be similar for this alternative. As with the proposed Specific Plan, this alternative would increase demand for electricity and natural gas, but to a lesser extent. The General Plan Alternative would generate electricity demand of approximately 22 million kwh, and approximately 4 million therms of natural gas demand. The proposed Specific Plan would generate an electricity demand of approximately 53 million kwh to 77 million kwh, and a natural gas demand of 7 million therms to 14 therms. This alternative would result in the need to relocate or re-route existing transmission lines.

Analysis of the General Plan's Ability to Reduce Significant Unavoidable Project Impacts

According to the 1993 DEIR, the General Plan Alternative has fewer and less severe, environmental impacts than the proposed Project because this alternative proposes substantially less residential and commercial development than the proposed Plan. For these reasons, transportation impacts within the Plan Area would be less than those anticipated under the proposed Plan and air quality and noise impacts would be reduced compared to the proposed project. In addition, transportation impacts on other roadways would also be reduced due to the lower number of people and vehicles entering and exiting the Plan Area.

Feasibility/Relationship of Alternative to Project Objectives

“‘[F]easibility’ under CEQA also encompasses ‘desirability’ to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors.” (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410, 417; *Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 715.) As compared to the proposed Project, the General Plan Alternative would represent a decrease in development as compared to the Proposed Project. As compared to the proposed Project, the General Plan Alternative provides less variety and range of mixed-use development, and reduces development at a key infill location. Further, since preparation of the 1993 EIR, the West Sacramento General Plan has been amended to be consistent with the adopted Triangle Specific Plan. The proposed amendments would all be consistent with the current adopted General Plan. Finally, the proposed amendments to the Specific Plan will result in closer conformance of the project with the SACOG Blueprint, as the amendments strengthen the smart growth elements of the adopted Specific Plan. As compared to the General Plan Alternative, the proposed Project is more consistent with SACOG’s seven growth principles, which are intended to reduce the number and length of automobile trips and conserve natural resources.

For all of the reasons stated above, and especially the reason that the proposed Project will provide long-term environmental benefits by contributing to a more efficient use of land and reduced per capita consumption of natural resources, the City Council finds the General Plan Alternative described in the 1993 EIR to be infeasible and less desirable from a long term planning perspective, and rejects it as a viable alternative to the project.

Environmentally Superior Alternative

CEQA Guidelines Section 15126.6 (d) requires an evaluation of alternatives to the proposed project. Specifically, Section 15126.6 (d) states:

The EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project. A matrix displaying the major characteristics and significant environmental effect of each alternative may be used to summarize the comparison. If an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative shall be discussed, but in less detail than the significant effects of the project as proposed.

Consistent with this CEQA requirement, a summary matrix has been prepared which qualitatively compares the effectiveness of each of the alternatives in reducing environmental impacts. This matrix, presented in Table 6-1 of the 1993 DEIR, identifies for each impact area, whether the project alternatives would have greater, lesser, or similar impacts compared with the Proposed Project. (1993 DEIR, p. 6-3)

Generally, the environmentally superior alternative is the alternative that would cause the least damage to the natural and physical environment. Implementation of the General Plan Alternative would result in the least adverse environmental impacts; consequently, this alternative is considered the environmentally superior alternative.

Significant unavoidable impacts associated with the Proposed Project would also occur with the General Plan Alternative, although to a lesser extent. (*Ibid.*)

XIII. STATEMENT OF OVERRIDING CONSIDERATIONS

As set forth in the preceding sections, the City of West Sacramento City Council's approval of the amendments to the original Triangle Specific Plan will result in significant adverse environmental effects that cannot be avoided even with the adoption of all feasible mitigation measures, and there are no feasible project alternatives which would mitigate or substantially lessen the impacts. Despite the occurrence of these effects, however, the City Council chooses to approve the project because, in its view, the economic, social, and other benefits that the project will produce will render the significant effects acceptable.

In making this Statement of Overriding Considerations in support of the findings of fact and the project, the City Council has considered the information contained in the EIR for the project as well as the public testimony and record in proceedings in which the project was considered. The City Council has balanced the project's benefits against the unavoidable adverse impacts identified in the EIR. The City Council hereby determines that the project's benefits outweigh the significant unmitigated adverse impacts.

A. Significant and Unavoidable Impacts

A significant and unavoidable impact is one that would cause a substantial adverse effect on the environment and for which no mitigation is available to reduce the impact to a less-than-significant level. The significant and unavoidable impacts of the proposed Project are as follows:

- 1993 Impact 4.4-1: Development of the proposed plan would substantially alter the existing visual character of the area
- 1993 Impact 4.4-2: [Revised] Development in the Plan Area would differ substantially from the visual form of adjacent existing structures, particularly in relation to height, bulk, or massing.
- 1993 Impact 4.4-3: [Revised] Implementation of the Plan would substantially alter the relationship between the Plan Area and surrounding sensitive receptors and key observations points.
- 1993 Impact 4.4-4: [Revised] Development of the proposed Plan Area would be consistent with City goals and policies relating to community character.
- 1993 Impact 4.6-2: Implementation of the Plan would increase ROG, NOx, and CO emissions because of construction-related activities.
- 1993 Impact 4.6-3: Development under the Plan would result in decreased air quality in both the Plan Area and air basin due to the additional wood burning, home heating, and vehicular emissions.
- 1993 Impact 4.6-4: Development under the Plan, in conjunction with other development in the region, would result in future decreased air quality in both the Plan Area and air basin due to the additional wood burning, home heating, and vehicular emissions.
- 1993 Impact 4.6-4: Development under the Plan, in conjunction with other development in the region, would result in future decreased air quality in both the Plan Area and air basin due to the additional wood burning, home heating, and vehicular emissions.
- Impact AQ-2: Implementation of the Plan would result in increase in greenhouse gas emissions.

- 1993 Impact 4.7-1: Construction of specific projects within the Plan Area would cause temporary increases in noise levels in and around the Plan Area during construction due to demolition, earthmoving, and general construction activities.
- Impact NOI-4: Operation of heavy construction equipment could temporarily expose vibration-sensitive uses to high levels of groundborne vibration.
- Impact TRA-1: Implementation of the Triangle Specific Plan would result in unacceptable operations on 5th Street between U.S. 50 eastbound on-ramp and westbound off-ramp.
- Impact TRA-6: Implementation of the Triangle Specific Plan would result in unacceptable operations at Capitol Mall/3rd Street intersection.
- 1993 Impact 4.5-8: Implementation of the Triangle Specific Plan would increase traffic volumes on Pioneer Bridge.
- 1993 Impact 4.5-9: Implementation of the Triangle Specific Plan would increase traffic volumes on Tower Bridge.
- 1993 Impact 4.19-7: Cumulative development in the region would increase the number of people exposed to risk as a result of greater volumes and types of hazardous materials used, handled, transported, and stored.

(Final SEIR, pp. 4-1 to 4-49.)

B. Overriding Considerations

In the City Council's judgment, the proposed Project and its benefits outweigh its unavoidable significant effects. The following statement identifies the reasons why, in the City Council's judgment, the benefits of the project as approved outweigh its unavoidable significant effects. Any one of these reasons is sufficient to justify approval of the project. Thus, even if a court were to conclude that not every reason is supported by substantial evidence, the City would stand by its determination that each individual reason is sufficient. The substantial evidence supporting the various benefits can be found in the preceding findings, which are incorporated by reference into this section (XIII), and in the documents found in the Record of Proceedings, as defined in section VI.

The proposed Project provides a unique opportunity for the City to achieve a variety of important goals that will benefit both the City and the region. In adopting the updates to the original Triangle Specific Plan, the City of West Sacramento will re-establish a Specific Plan integrating residential, commercial, office, public, and open space uses in the Plan Area. The Plan is intended to function as a basic framework to accommodate phased redevelopment of existing uses in the Plan Area to achieve conformance with the West Sacramento General Plan, and to provide an urban core for the City of West Sacramento. This core is intended to function as a westward extension of the established regional core of downtown Sacramento. It is intended to provide guidance for all aspects of future development including land use designations, design guidelines, infrastructure planning, and public improvement financing methods. The amendments increase the utility and flexibility of the specific plan in responding to changing market conditions. The Specific Plan encourages the orderly and systematic development of an integrated, mixed-use community compatible with site characteristics and consistent with goals and policies of the City's General Plan, and consistent with regional goals as expressed in the SACOG 2050 Blueprint.

Some of the project benefits include the following:

1. Make use of the waterfront.

West Sacramento is a young riverfront city. The City recognizes the need to develop its waterfront for the future and has identified the area originally known as the “Triangle” (now branded the “Bridge District”) as that place. The virtues of the Triangle (Bridge District) are threefold. One, it is central to the aggregation of communities which form West Sacramento and bracketed by two of the major entries to the city. Two, it is adjacent to downtown Sacramento, and, in combination with it, can provide a stronger, more diverse and comprehensive heart for the Sacramento metropolitan area. Three, it is prominently located along the Sacramento River between the Tower and Pioneer bridges and configured so that it can reclaim the historic role of West Sacramento as a water edge community, embracing a river and serving a vast hinterland.

The defining feature of the Bridge District is its mile-long frontage on the Sacramento River. In addition to the prime waterfront location, the raised elevation in the Bridge District distinguishes the area from many other waterfront properties in the Sacramento region where abrupt levees limit development potential and cut off water views. In the Bridge District, the broad bluff along the river provides an excellent opportunity to develop buildings of an urban scale which can capitalize on views across and along the Sacramento River.

2. Provide a framework for development in the Bridge District (Triangle) Specific Plan area that connects to the river.

The Bridge District Specific plan envisions a roadway grid, neighborhoods, parks, and other facilities that have strong connections to the form of the river. This form is reflected in the alignment of the roadway grid (e.g. River Road and associated walkway connectors to the riverfront promenade), preservation of views (e.g., Tower Bridge – a civic icon), and placement and design of park facilities (e.g., riverfront Promenade).

3. Provide a well planned, waterfront oriented urban district for the City of West Sacramento, complementing established residential and commercial districts within the City with a balanced mix of uses.

The Bridge District Specific Plan provides a balanced mix of land uses, including residential neighborhoods, service related commercial/retail and other non-residential, employment generating land uses, and public/quasi-public land uses such as parks and civic oriented facilities. The proposed Project provides roadway improvements and other needed infrastructure that benefits existing and future residents that will tie the proposed Project together with existing and planned development in the Triangle Specific Plan and surrounding areas.

4. Provide an opportunity for economic development with a wide range of land uses.

The Bridge District Plan provides an opportunity to address multiple real estate markets simultaneously and to accommodate a range of land uses. The Plan provides for office-commercial, retail-commercial, service commercial, residential, commercial-lodging, industrial, government and institutional uses. This broad array of uses and activities is essential to the establishment of an urban waterfront district and community center with vitality and a place that will enjoy accelerated development activity because of accommodating a wide range of market needs.

5. Provide opportunities for public access to the river and provide open space and recreational areas in the urban core.

Landscape and open space will play an important role in establishing the character of this urban core. The waterfront itself will be largely devoted to public access and its qualities will be extended into the heart of the Bridge District via the east-west streets and associated access/view corridors.

6. Create integrated neighborhoods that link with the commercial/retail and public/quasi-public uses.

The Specific Plan would provide retail services, commercial and recreation uses such that those who live and work within the plan area will not have to travel elsewhere for most routine or daily needs and residents who live outside the plan area will be able to address more of their needs without traveling outside of the Bridge District community.

7. Provide opportunities for improved integration of transportation modes and increased transportation efficiency.

The Bridge District Specific Plan would encourage non-vehicular travel by linking residential uses to the central open space areas on the project site, commercial and retail uses, parks, and medical uses/hospital as well through an interconnected system of pedestrian and bicycle pathways appropriate for urban living. The proposed Project would establish higher density residential land uses in proximity to public transit to minimize vehicular trip lengths, automobile usage and provide related air quality benefits. The proposed Project would provide an integrated, efficient, and safe circulation system for pedestrians, bicyclists, transit and vehicles.

8. Promote fewer vehicle trips and shorter commuting lengths, consistent with SACOG Blueprint Smart Growth Principles

Implementation of the Bridge District Specific Plan would result in high-density mixed-use development within an urbanized area of the city. This type of development promotes fewer vehicle trips and shorter commuting lengths as it is expected that a number of on-site residents would be employed through proposed commercial development on the project site. Also, the project site is within a relatively short distance to downtown Sacramento, which is a regional employment and retail center. Residential development in proximity to the downtown Sacramento area has been shown to reduce average commuting lengths. According to the Sacramento Area Council of Governments (SACOG) Metropolitan Transportation Plan (MTP), 2035, which contains summaries of 2005 and 2035 vehicle miles traveled per household (vmt/HH), the average vmt/HH is 66.8 miles in the SACOG region, while vmt/HH in the downtown Sacramento area (a mixed use area) is 14.6 miles. Given the high density and mixed use nature of the proposed development coupled with the proximity to existing employment centers and retail attractions in downtown Sacramento, the Proposed Project could reduce daily vehicle travel by an estimated 52.2 miles per unit when compared to the average household development in the SACOG region. The Proposed Project would also be consistent with the seven smart growth principals outlined in the SACOG's 2050 Blueprint. In particular, the 2050 Blueprint calls for mixed-use urban developments that will encourage people to walk, bicycle, ride the bus or light rail, and carpool.

C. Conclusion

The City Council has balanced these benefits and considerations against the potentially significant unavoidable environmental effects of the project and has concluded that the impacts are outweighed by these benefits, among others. After balancing environmental costs against project benefits, the City Council has concluded that the benefits the City will derive from the project, as compared to existing and planned future conditions, outweigh the risks. The City Council believes the project benefits outlined above override the significant and unavoidable environmental costs associated with the project.

In sum, the City Council adopts the mitigation measures in the final Mitigation Monitoring Program, attached to and incorporated by reference into the Bridge District Specific Plan, and finds that any residual or remaining effects on the environment resulting from the project, identified as significant and unavoidable in the preceding Findings of Fact, are acceptable due to the benefits set forth in this Statement of Overriding Considerations.

XIII. STATEMENT OF OVERRIDING CONSIDERATIONS

As set forth in the preceding sections, the City of West Sacramento City Council's approval of the amendments to the original Triangle Specific Plan will result in significant adverse environmental effects that cannot be avoided even with the adoption of all feasible mitigation measures, and there are no feasible project alternatives which would mitigate or substantially lessen the impacts. Despite the occurrence of these effects, however, the City Council chooses to approve the project because, in its view, the economic, social, and other benefits that the project will produce will render the significant effects acceptable.

In making this Statement of Overriding Considerations in support of the findings of fact and the project, the City Council has considered the information contained in the EIR for the project as well as the public testimony and record in proceedings in which the project was considered. The City Council has balanced the project's benefits against the unavoidable adverse impacts identified in the EIR. The City Council hereby determines that the project's benefits outweigh the significant unmitigated adverse impacts.

A. Significant and Unavoidable Impacts

A significant and unavoidable impact is one that would cause a substantial adverse effect on the environment and for which no mitigation is available to reduce the impact to a less-than-significant level. The significant and unavoidable impacts of the proposed Project are as follows:

- 1993 Impact 4.4-1: Development of the proposed plan would substantially alter the existing visual character of the area
- 1993 Impact 4.4-2: [Revised] Development in the Plan Area would differ substantially from the visual form of adjacent existing structures, particularly in relation to height, bulk, or massing.
- 1993 Impact 4.4-3: [Revised] Implementation of the Plan would substantially alter the relationship between the Plan Area and surrounding sensitive receptors and key observations points.
- 1993 Impact 4.4-4: [Revised] Development of the proposed Plan Area would be consistent with City goals and policies relating to community character.
- 1993 Impact 4.6-2: Implementation of the Plan would increase ROG, NOx, and CO emissions because of construction-related activities.
- 1993 Impact 4.6-3: Development under the Plan would result in decreased air quality in both the Plan Area and air basin due to the additional wood burning, home heating, and vehicular emissions.
- 1993 Impact 4.6-4: Development under the Plan, in conjunction with other development in the region, would result in future decreased air quality in both the Plan Area and air basin due to the additional wood burning, home heating, and vehicular emissions.
- 1993 Impact 4.6-4: Development under the Plan, in conjunction with other development in the region, would result in future decreased air quality in both the Plan Area and air basin due to the additional wood burning, home heating, and vehicular emissions.
- Impact AQ-2: Implementation of the Plan would result in increase in greenhouse gas emissions.

- 1993 Impact 4.7-1: Construction of specific projects within the Plan Area would cause temporary increases in noise levels in and around the Plan Area during construction due to demolition, earthmoving, and general construction activities.
- Impact NOI-4: Operation of heavy construction equipment could temporarily expose vibration-sensitive uses to high levels of groundborne vibration.
- Impact TRA-1: Implementation of the Triangle Specific Plan would result in unacceptable operations on 5th Street between U.S. 50 eastbound on-ramp and westbound off-ramp.
- Impact TRA-6: Implementation of the Triangle Specific Plan would result in unacceptable operations at Capitol Mall/3rd Street intersection.
- 1993 Impact 4.5-8: Implementation of the Triangle Specific Plan would increase traffic volumes on Pioneer Bridge.
- 1993 Impact 4.5-9: Implementation of the Triangle Specific Plan would increase traffic volumes on Tower Bridge.
- 1993 Impact 4.19-7: Cumulative development in the region would increase the number of people exposed to risk as a result of greater volumes and types of hazardous materials used, handled, transported, and stored.

(Final SEIR, pp. 4-1 to 4-49.)

B. Overriding Considerations

In the City Council's judgment, the proposed Project and its benefits outweigh its unavoidable significant effects. The following statement identifies the reasons why, in the City Council's judgment, the benefits of the project as approved outweigh its unavoidable significant effects. Any one of these reasons is sufficient to justify approval of the project. Thus, even if a court were to conclude that not every reason is supported by substantial evidence, the City would stand by its determination that each individual reason is sufficient. The substantial evidence supporting the various benefits can be found in the preceding findings, which are incorporated by reference into this section (XIII), and in the documents found in the Record of Proceedings, as defined in section VI.

The proposed Project provides a unique opportunity for the City to achieve a variety of important goals that will benefit both the City and the region. In adopting the updates to the original Triangle Specific Plan, the City of West Sacramento will re-establish a Specific Plan integrating residential, commercial, office, public, and open space uses in the Plan Area. The Plan is intended to function as a basic framework to accommodate phased redevelopment of existing uses in the Plan Area to achieve conformance with the West Sacramento General Plan, and to provide an urban core for the City of West Sacramento. This core is intended to function as a westward extension of the established regional core of downtown Sacramento. It is intended to provide guidance for all aspects of future development including land use designations, design guidelines, infrastructure planning, and public improvement financing methods. The amendments increase the utility and flexibility of the specific plan in responding to changing market conditions. The Specific Plan encourages the orderly and systematic development of an integrated, mixed-use community compatible with site characteristics and consistent with goals and policies of the City's General Plan, and consistent with regional goals as expressed in the SACOG 2050 Blueprint.

Some of the project benefits include the following:

1. Make use of the waterfront.

West Sacramento is a young riverfront city. The City recognizes the need to develop its waterfront for the future and has identified the area originally known as the “Triangle” (now branded the “Bridge District”) as that place. The virtues of the Triangle (Bridge District) are threefold. One, it is central to the aggregation of communities which form West Sacramento and bracketed by two of the major entries to the city. Two, it is adjacent to downtown Sacramento, and, in combination with it, can provide a stronger, more diverse and comprehensive heart for the Sacramento metropolitan area. Three, it is prominently located along the Sacramento River between the Tower and Pioneer bridges and configured so that it can reclaim the historic role of West Sacramento as a water edge community, embracing a river and serving a vast hinterland.

The defining feature of the Bridge District is its mile-long frontage on the Sacramento River. In addition to the prime waterfront location, the raised elevation in the Bridge District distinguishes the area from many other waterfront properties in the Sacramento region where abrupt levees limit development potential and cut off water views. In the Bridge District, the broad bluff along the river provides an excellent opportunity to develop buildings of an urban scale which can capitalize on views across and along the Sacramento River.

2. Provide a framework for development in the Bridge District (Triangle) Specific Plan area that connects to the river.

The Bridge District Specific plan envisions a roadway grid, neighborhoods, parks, and other facilities that have strong connections to the form of the river. This form is reflected in the alignment of the roadway grid (e.g. River Road and associated walkway connectors to the riverfront promenade), preservation of views (e.g., Tower Bridge – a civic icon), and placement and design of park facilities (e.g., riverfront Promenade).

3. Provide a well planned, waterfront oriented urban district for the City of West Sacramento, complementing established residential and commercial districts within the City with a balanced mix of uses.

The Bridge District Specific Plan provides a balanced mix of land uses, including residential neighborhoods, service related commercial/retail and other non-residential, employment generating land uses, and public/quasi-public land uses such as parks and civic oriented facilities. The proposed Project provides roadway improvements and other needed infrastructure that benefits existing and future residents that will tie the proposed Project together with existing and planned development in the Triangle Specific Plan and surrounding areas.

4. Provide an opportunity for economic development with a wide range of land uses.

The Bridge District Plan provides an opportunity to address multiple real estate markets simultaneously and to accommodate a range of land uses. The Plan provides for office-commercial, retail-commercial, service commercial, residential, commercial-lodging, industrial, government and institutional uses. This broad array of uses and activities is essential to the establishment of an urban waterfront district and community center with vitality and a place that will enjoy accelerated development activity because of accommodating a wide range of market needs.

5. Provide opportunities for public access to the river and provide open space and recreational areas in the urban core.

Landscape and open space will play an important role in establishing the character of this urban core. The waterfront itself will be largely devoted to public access and its qualities will be extended into the heart of the Bridge District via the east-west streets and associated access/view corridors.

6. Create integrated neighborhoods that link with the commercial/retail and public/quasi-public uses.

The Specific Plan would provide retail services, commercial and recreation uses such that those who live and work within the plan area will not have to travel elsewhere for most routine or daily needs and residents who live outside the plan area will be able to address more of their needs without traveling outside of the Bridge District community.

7. Provide opportunities for improved integration of transportation modes and increased transportation efficiency.

The Bridge District Specific Plan would encourage non-vehicular travel by linking residential uses to the central open space areas on the project site, commercial and retail uses, parks, and medical uses/hospital as well through an interconnected system of pedestrian and bicycle pathways appropriate for urban living. The proposed Project would establish higher density residential land uses in proximity to public transit to minimize vehicular trip lengths, automobile usage and provide related air quality benefits. The proposed Project would provide an integrated, efficient, and safe circulation system for pedestrians, bicyclists, transit and vehicles.

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C. Conclusion

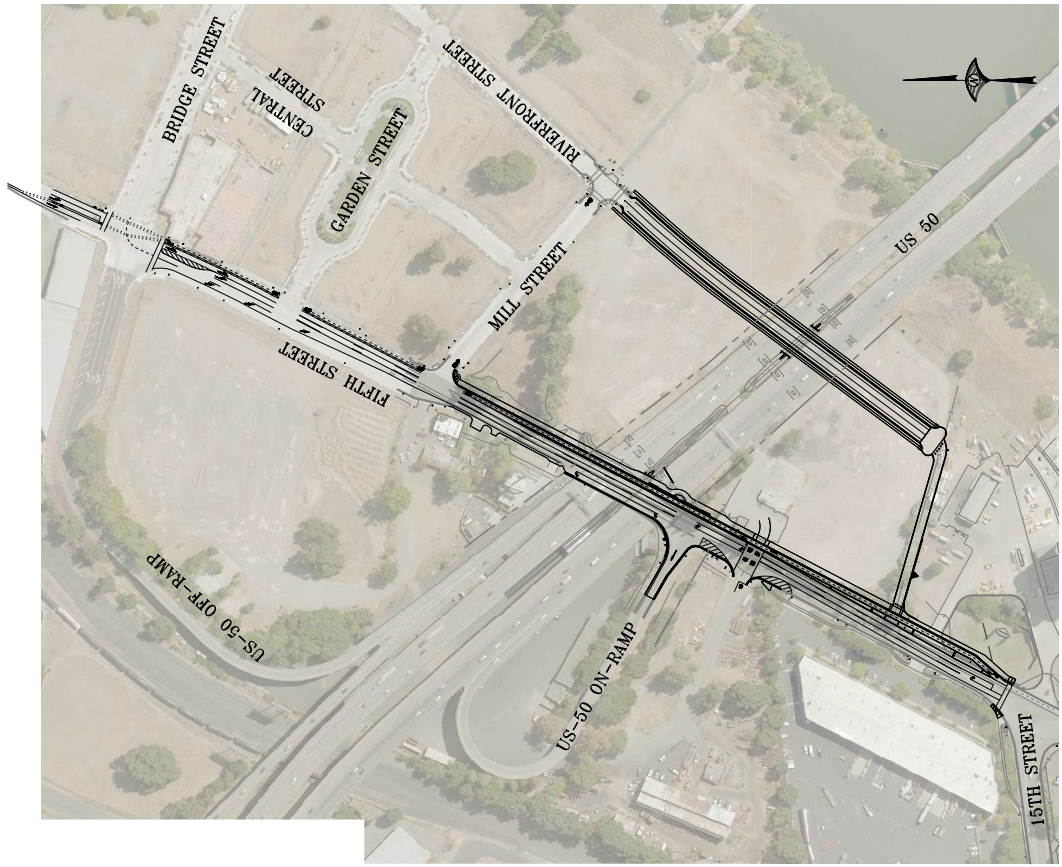
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In sum, the City Council adopts the mitigation measures in the final Mitigation Monitoring Program, attached to and incorporated by reference into the Bridge District Specific Plan, and finds that any residual or remaining effects on the environment resulting from the project, identified as significant and unavoidable in the preceding Findings of Fact, are acceptable due to the benefits set forth in this Statement of Overriding Considerations.

RIVERFRONT STREET EXTENSION /5th St. Widening

CITY OF WEST SACRAMENTO CALIFORNIA

IMPROVEMENT PLANS FOR



SITE PLAN
MIS

ENGINEER:
WoodRogers, Inc.
3301 C Street, Building 100-B
West Sacramento, CA 95690
Alicia Swain, Robinson
Phone: (916) 341-7760

LEGEND

PROPOSED	EXISTING

ABBREV.

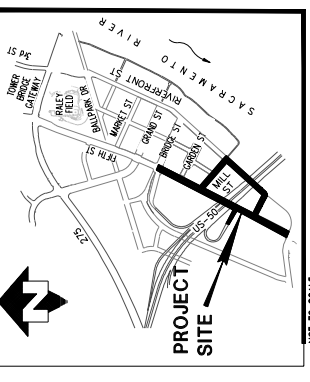
ABBREV.	DESCRIPTION
AB	AGGREGATE BASE
AC	ASPHALT
AD	ASPHALT CONCRETE PIPE
AHD	ASPHALT DRAIN
ADJ	ADJUSTMENT
AS	ASPHALT SURFACE
AV	AIR RELEASE VALVE
BC	BEGIN CURVE
BE	BEGIN EASEMENT
BB	BORDER
BBV	BORDER VALVE
BO	BOUNDARY
BW	BACK OF WALK
BV	BUILDING SETBACK LINE
BVC	BEGIN VERTICAL CURVE
CA	COMBINATION AIR RELEASE VALVE
CB	CATCH BASIN
CC	CAST IRON PIPE
CF	COMBINATION AIR RELEASE VALVE
CH	CHIMNEY
CL	CLIMATE CONTROL
CLR	CLEARANCE
COM	COMBINATION AIR RELEASE VALVE
CR	CURB RETURN
CS	CURB SIDE
CT	CAST IRON PIPE
DI	DETAIL
DIP	DRAINAGE INLET
DU	DUGOUT
EL	ELEVATION
ES	EASEMENT
EV	EXISTING
EX	EXISTING
FG	FINISHED GRADE
FL	FLOW LINE
FW	FACE OF WALK
GW	GATE VALVE
H	HORIZONTAL
HEX	HEXAGONAL
HP	HYDRANT
HS	HYDRANT SERVICE

BENCH MARK:

CO.	B.M.	2A-85	ELEV. 13.652 (U.S.G.S.)
E21-04	CITY OF WEST SACRAMENTO	G.C.S.S.	STA E21-04
N1,982,645.243	E6,665,356.427	ELEV. 5.99	C.F. 0.9995735
G24-01	CITY OF WEST SACRAMENTO	G.C.S.S.	STA G24-01
N1,982,645.243	E6,665,356.427	ELEV. 5.99	C.F. 0.9995735

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VICINITY MAP



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NOT TO SCALE

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DEPARTMENT/AGENCY	CITY OF WEST SACRAMENTO	REPRESENTATIVE	PHONE
ENGINEERING	VIN CAY	(916) 617-4850	
CONSTRUCTION INSPECTION	JASON RIZZI	(916) 617-4852	
FIRE DEPARTMENT	(NON-EMERGENCY DISPATCH)	(916) 372-3375	
POLICE DEPARTMENT	(NON-EMERGENCY DISPATCH)	(916) 372-3375	
UTILITIES MAINTENANCE	JIM ELROD	(916) 617-4850	
UTILITIES	MIKE WILKE	(916) 638-8492	
AT&T	MIKE WILKE	(916) 638-8492	
CONSOLIDATED COMMUNICATIONS	RYMAN FARQUH	(800) 622-4354	
KINDER MORGAN	(24 HOUR EMERGENCY)	(714) 560-4843	
PURE	(24 HOUR EMERGENCY)	(800) 745-5000	
PURE	(24 HOUR EMERGENCY)	(800) 745-5000	
SUREST COMMUNICATIONS	TIM GUINN	(916) 786-1344	
USA		811	
WATER / SEWER	(24 HOUR EMERGENCY)	(916) 617-4850	
WAVE BROADCAST	MIKE ELIMSON	(916) 630-7180	
CALTRANS	PETER FORTUNE	(916) 956-8975	

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REGISTERED PROFESSIONAL ENGINEER
CIVIL / WATER RESOURCES
1500 J STREET, SUITE 300
WEST SACRAMENTO, CALIFORNIA 95601
TEL: (916) 341-7760
FAX: (916) 341-7760

CITY OF WEST SACRAMENTO
PUBLIC WORKS DEPARTMENT
1110 WEST CAPITOL AVENUE
WEST SACRAMENTO, CALIFORNIA
DIRECTOR: _____
DATE APPROVED: _____

PROJECT NO. 821.008
SHEET 1 OF 54
RIVERFRONT STREET EXTENSION
TITLE SHEET
APPROVEMENT PLANS FOR

DATE: 08/25/2020